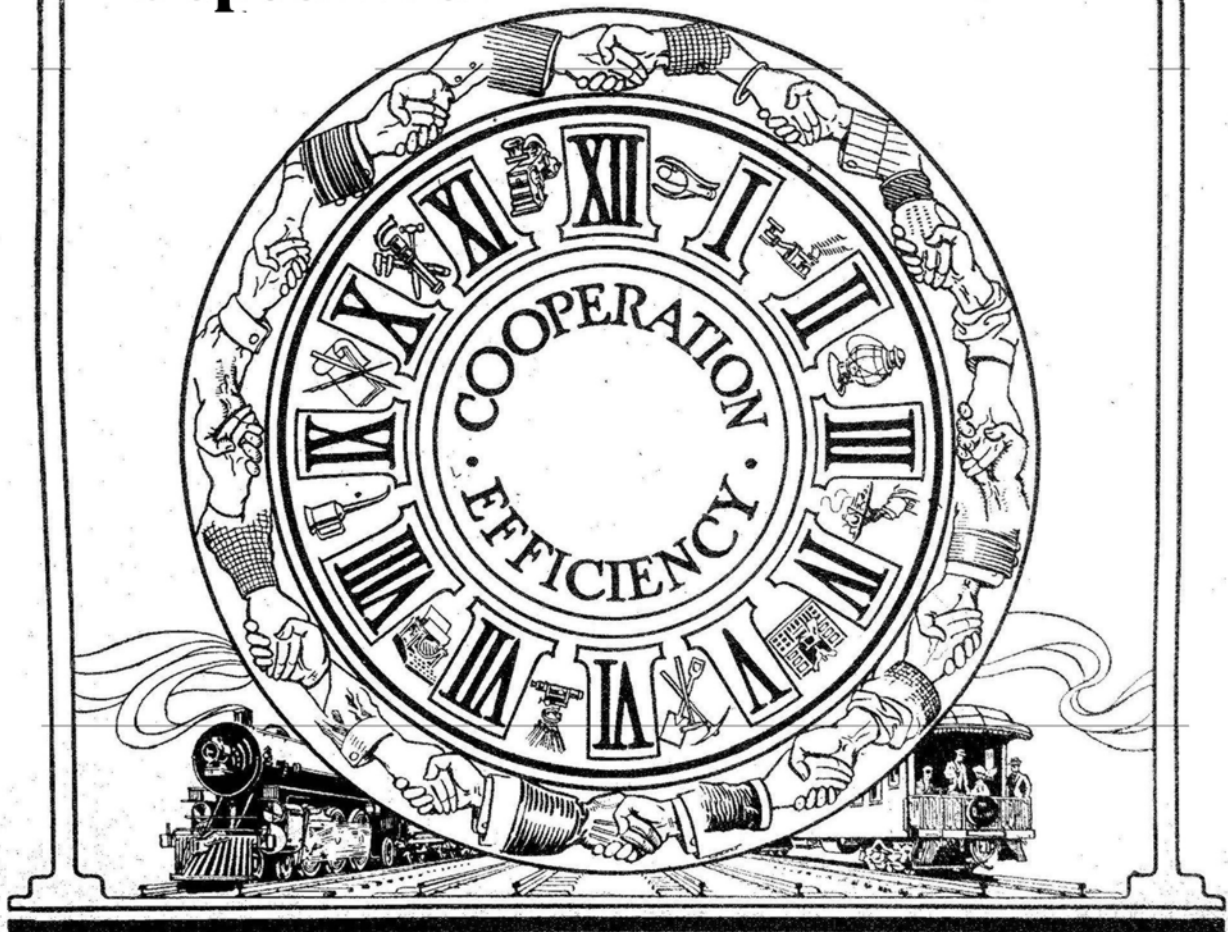


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

September

1917



VOLUME 5

No. 6

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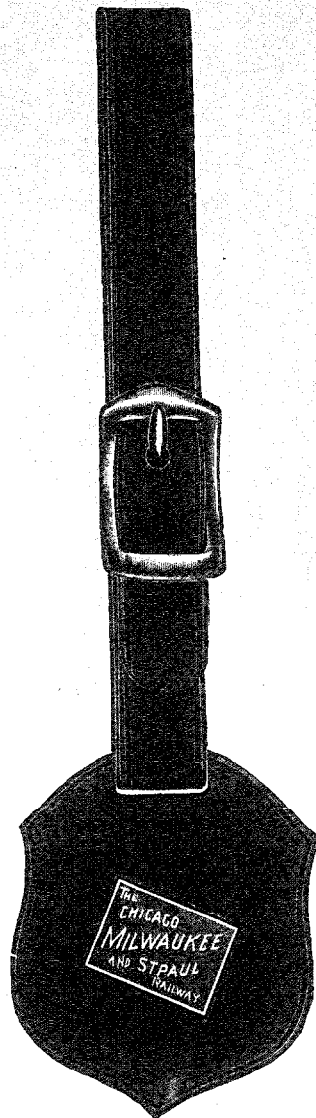
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Railway Exchange Bldg., Chicago

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VOLUME V

SEPTEMBER, 1917

NUMBER 6

Be Faithful, Be Steadfast, Be Efficient, Be Loyal. That is Patriotism.

To All Officers and Employees:

The volume of tonnage now offered not only in the Northwest, but through out the country, is in excess of the capacity of existing equipment and facilities, and with the advent of the new grain the situation will be intensified, and demand the maximum of service from every locomotive, car and man available.

The President of the United States paid high tribute to the great part the Railways must play in the War when he said on April 15th:

"To the men who run the railways of the country whether they be managers or operatives' employees, let me say that the railways are the arteries of the Nation's life and that upon them rests the immense responsibility of seeing to it that those arteries suffer no obstruction of any kind, no inefficiency or slackened power."

Obstruction may be negative as well as positive, and any man who leaves undone any single thing possible to him which would contribute to the highest operating results, is failing to that extent to support the Government in the greatest crisis of its existence.

On the other hand:

Every engine crew which handles a train, whether passenger or freight,

with less than the average consumption of coal, fuel oil or lubricating oil, in proportion to the tonnage and the speed; and

Every passenger train crew which does its utmost to avoid delays at stations and to promote the prompt and careful handling of passengers and baggage; and

Every freight train crew which does its utmost to maintain the scheduled time between terminals, to avoid loss and damage to freight and equipment and to attain the maximum of efficiency in station switching; and

Every yard crew which increases the average number of cars handled, or reduces the average damage to cars and contents; and

Every station agent, who reduces the detention of cars or secures an increase in the loading thereof; and

Every car repair crew which reduces the delay to bad order cars; and

Every roundhouse foreman who reduces the delay to engines; and

Every shop foreman who increases the output of locomotives or parts thereof; and

Every track foreman whose efficiency in maintenance eliminates derailments or delays; and

Every employe of any other department in whatever capacity, who does his or her utmost to render the maximum of service,—

is not only promoting Operating Efficiency—never so necessary as now—but is also **PROMOTING MILITARY EFFICIENCY AND BRINGING NEARER THE DAWN OF PEACE.**

Detailed suggestions as to the best means of accomplishing the foregoing results, have been and will be put forth by the officers of the Company in charge of the several departments; but in view of the unprecedented conditions now existing, I desire to supplement them by this personal appeal to your Loyalty and to your Patriotism.

A. J. EARLING
President

Study Your Obligations.

H. R. Wahoske.

The chief branches in a railway organization are the traffic, the operating and the accounting departments, the men employed in each of which have their special obligation to the company employing them and to the public depending upon them for good service.

For example—the lives and the treasure and the happiness of a nation are in the keeping of the men in charge of the trains—the flagman's obligation is just as important as the president's, and without its faithful fulfillment, the president is powerless to protect life and treasure and happiness.

Similarly, in the traffic department, the business of soliciting is vital to the success of the corporation. A solicitor, therefore, is a very important person, and in passing I might say that every employe of a railroad may become a solicitor, for when opportunity offers, he may tactfully direct the attention of some business friend to the advantages of his railroad over those of a competitor. In thus acquiring additional business and increased revenue for his company, he is gaining a knowledge of commercial affairs and of human nature at the same time.

To be a solicitor of business, a man must have tact and general knowledge.

The banker, the doctor, the lawyer and the farmer specialize in their respective professions, but a solicitor has to specialize in them all if he would talk intelligently with his customers. He must also cultivate the art of acceptably imparting the information in respect to his own business which he desires his customer to receive.

The employes of the accounting department also have their obligation, for by their diligence and care, the collection and accounting of the revenues of the company are accomplished efficiently and without leakage.

Therefore, in studying your obligations, practice courtesy, kindness, generosity and liberality. These qualities are all "catching" and should be used with perseverance in order to bring success.

In railroad work we sometimes may think that promotions do not come as rapidly as they should, but I believe that if our responsibilities are studied carefully, promotion is sure to come. In my opinion there are more good positions with railway companies than there are good men to fill them. You know the old adage, "There's always room at the top."

Comfort Fund for Company D.

Contributions for the Comfort Fund are coming in, but as magazine correspondents cannot reach all of the employes conveniently, it is urged that several employes on each division appoint themselves assistants in this good work, collecting dimes from their associates who have not yet contributed, sending the money to their division correspondent, and in this way help the cause along. The boys at the front will surely appreciate the little comforts which this fund will supply and there certainly is no employe who cannot spare the dime, even if he has to do without one or two smokes himself. Mr. Larsen has about six hundred dollars,—but when you know that the Great Western sent sixteen hundred dollars over with its company, the Milwaukee can hardly do less for Company D, and it should do a lot more. Get busy, boys.

Some Results of Electrical Operation

The following notes and data were compiled by R. Beeuwkes, electrical engineer, the figures and comparisons covering a period of but three months of 1915 with steam locomotives and the same period in 1916 with electrical locomotives. When the figures for a full year, including the winter of 1916-17, are available, they must certainly be of marked interest and importance, as the showing cannot but be quite as favorable to electric operation while the conditions as regards weather and heavy snow, particularly in the Belt Mountains were worse than in the previous year.

Although the Missoula Division has been electrically operated since early in the present year, the period is not sufficient to draw a comparison and so the figures and results given by Mr. Beeuwkes concern only the Rocky Mountain Division, which has enjoyed electrical operation through two severe winters. On the Missoula Division, however, 3,000-ton trains were handled, as a standard, through the worst of the winter weather, the operation working successfully; and as most of the readers of this Magazine know, the Missoula Division west of Missoula lies almost wholly in the Bitter Root Mountains, where the ascent and descent of the range involves some very long grades, heavy curvature, tunnels, viaducts and all the accompaniments of mountain railroads. The snow is always heavy and during all previous winters the snow-fighting crews have made history in their heroic work with rotaries to keep the road open for the steam engines.

The figures appearing herein, it must be remembered, are made after many years of effort and experience with steam motive power, while those for electricity are based on the use of apparatus quite new in many important respects and on operation of less than a year of time. With the exception, however, of the addition of substation operating forces and line and locomotive maintenance forces, the changes are all in the line of reduction.

At Harlowton, the eastern terminus of the Rocky Mountain Division, and the station where electric operation begins, are located the usual roundhouse facilities, a portion of which has been partly reconstructed to accommodate the electric locomotives. Three Forks separates the division into east and west sub-division and was a steam engine division point. Deer Lodge, the western terminus of the Rocky Mountain Division, has extensive shops and a large roundhouse.

Steam engines were changed at Deer Lodge, Three Forks and Harlowton, giving the locomotive approximately 113 continuous miles. At the end of the run it was put in the roundhouse or shop for cleaning, boiler washing, and other light repairs. All heavy repairs were made at Deer Lodge, and large shop and roundhouse forces were maintained at that point for this purpose. Freight trains were, in consequence, frequently tied up in the yards and there were other costly and vexatious delays. All train and engine crews except those on passenger trains, changed at the sub-division points.

With the introduction of electrical operation, what may be called the cruising radius of the locomotives was doubled. All locomotives run the entire 226 miles between Harlowton and Deer Lodge, with only light inspection at Three Forks. The shop and roundhouse at the latter place have been removed and the shop and roundhouse forces formerly there have been replaced by a single electrician. Through freight trains do not leave the main track and often are not switched at all. At Harlowton, the engine is given a light inspection and repairs, if any are necessary, are made. Maintenance work is all done at Deer Lodge. The same changes have been brought about on the Missoula Division, and the electric locomotives run through the entire distance between Deer Lodge and Avery, the western terminus of the electrification district.

The following table and the notes in regard to items thereon were compiled

by Mr. Beeuwkes and used by him in a paper read before the New York Railroad Club last spring. Later figures will soon be available and should be of much interest as demonstrating the way in which electrical operation stands the test of time and proves its efficiency and its economic value.

Mr. Beeuwkes' tables and memoranda follow:

steam; second, that the table shows, for both systems, net minutes delay only; i. e., all delays or portions of delays that were made up do not appear.

It should also be borne in mind that during the months of electric operation the amount of freight business done was for one month 40 per cent and for three months 29 per cent greater than the corresponding months of steam operation, a circumstance which renders the electrical showing all the more favorable.

Table I
ELECTRIFICATION DEPARTMENT

Passenger Train Delays under Steam Operation in 1915, and under Electrical Operation in 1916

Rocky Mountain Division Time in Minutes	October		November		December		Total	
	Steam	Elec.	Steam	Elec.	Steam	Elec.	Steam	Elec.
1. Blocked behind passenger.....					57		57	
2. Blocked behind freight.....	42	15	8		274	15	324	30
3. Meeting passenger.....	102	17	504	45	647	162	1253	224
4. Meeting freight.....	73		77		126		276	
5. Extra mail-baggage express.....			26		327	167	353	167
6. Extra cars.....	37	15	9		149	26	195	41
7. Excess time switching cars.....	48		99	20	93	98	240	118
8. Extra stops for passengers.....					25		25	
9. Railway crossing.....	26		5		167		198	
10. Electric block signal at danger.....			67		10	82	77	82
11. Slow orders.....	11				5		19	
12. Bad weather conditions.....			235		210		445	
13. Poor coal.....			36		80		116	
14. Hot bearings engine.....		112	58	14	21	515	79	641
15. Other conditions, engine.....	98	42	205	200	230	555	533	797
16. Hot bearings, car.....			54	40	65	95	119	135
17. Other conditions, car.....	270	15	47	100	345	225	662	340
18. Accidents and derailments.....	1302	767	357	895	391	1425	2050	3087
19. Other causes, Note 1.....		618		394	177	128	177	1140
20. Total minutes delayed.....	2012	1601	1787	1708	3399	3493	7198	6802
21. Total number of trains delayed.....	21	17	19	21	784	40	157	81
22. Total number of trains making schedule time.....	121	118	98	105	81	84	300	307
23. Total number of trains making up time.....	43	51	33	50	21	62	97	163
24. Total time made up.....	885	1436	547	1691	378	1640	1810	4767
25. Due mechanical features, locomotive heaters.....		139		14		710		863
26. Due electrical features locomotive.....		25		100		45		170
27. Due overhead.....		335		90		108		533
28. Man failures with electrical apparatus.....		200						200
29. Total due electric operation.....		699		204		863		1766
30. Per cent electrical to total delays.....		43.6		11.9		24.9		26.0
31. Passenger train miles.....	39126	40169	41276	40549	38628	38519	119330	119237
32. Minutes delay per 100 train miles, total.....	5.1	3.99	4.35	4.22	8.70	9.05	6.03	5.70
33. Minutes delay per 100 train miles, electrical.....		1.74		.50		2.24		1.48

NOTE 1.—Bad order trolley—failure of power—snow or rock obstructions—failure of gas at terminals, etc.

Table I shows, for the Rocky Mountain Division, a comparison of passenger train delays for October, November and December under steam operation in 1915 and electric operation in 1916. These data are considered important not merely because they indicate the comparative reliability itself of service under the two systems, but because the item of reliability has such an important bearing on the general relative performance and economy.

The passenger service consists regularly of two heavy steel 8-car through trains each way per day, and one 3-car local each way between Butte and Harlowton.

In considering the data, two points should be borne in mind: first, that the schedule time of the through trains under electricity was reduced forty minutes from that under

It will be noted from Item 31 that the number of trains run under steam and electricity, respectively, is practically the same.

The first four items indicate, among other things, that the dispatcher is better able under electric operation to plan and predict train movements. This may be accounted for on the basis of less variation in speed, fewer number of trains for a given business (that is, freight trains), and fewer trains delayed. In any event, in these three corresponding months steam passenger trains waited for the right-of-way 1910 minutes as against 254 minutes for electric trains.

Item 5 is Extra Mail, Baggage and Express, meaning that the trains were delayed the time shown because it took longer to load or unload the baggage, mail or express than the time allotted.

Item 6, Extra Cars, means simply extra heavy trains. Delays on this account were only one-ninth as great under electricity as under steam. Our electric engines will handle ten or eleven steel cars on the 2 per cent Piedmont grade very comfortably.

Item 7, Excess Time Switching Cars, is self-explanatory.

Items 8 and 9, which are respectively Extra Stops for Passengers and Railway Crossings, are self-explanatory.

Item 10, Electric Block Signal at Danger, is included for the sake of completeness. The original direct current signal system, as already stated, had to be changed to alternating current when we changed to electricity for operating, and the new signal system is not yet in final working order or completely installed.

Item 11, Slow Orders, has the usual significance.

Item 12, Bad Weather Conditions. In speaking of bad weather conditions in our electrified territory we generally have in mind extremely low temperature, sometimes forty or fifty degrees below zero in places for days at a stretch, or the heavy snows which occur in the Bitter Root Mountains.

Under steam operation the cold weather conditions were at times very serious, resulting in entire temporary suspension of service, particularly freight on account of reduction of steaming capacity or the freezing up of locomotives. The electric locomotives on the contrary, as was to be expected, are not affected by the cold weather, and the contrast with steam operation is truly remarkable and a source of great gratification to our operating department. Instead of the capacity of the electric locomotive being reduced on account of the cold, it is increased on account of the lessened heating of the motors. It might have been expected that such low temperatures would result in many trolley and transmission troubles due to contraction of wires and cables, but the construction is particularly suited to such conditions and we now have but little trouble on this score.

The table shows 445 minutes delay to passenger steam engines, although during the cold weather many of the trains had to be run double-headed. We have never, under any conditions, required the use of more than one electric engine on any passenger train.

Item 13, Poor Coal. Electric operation is not influenced by this condition.

Item 14, Hot Bearings, Engine. Of the 555 minutes charged to electric operation in December, 70 are due to one case where a cellar pin came out of one of the bearings of the leading truck, so that the figures do not really represent average comparative results. We have had more trouble with electric motor bearings than we expect to have ultimately, as there has been some difficulty in obtaining proper lubricant and the packers have had to acquire new experience in handling the high speed bearings involved.

Item 15. This includes miscellaneous conditions not included in the preceding items.

In connection with the electric engines, much of the delay was due to difficulties with the flash boiler and parts used for train heating. A great deal of experimental work has been and is still being done on this apparatus, which is the only portion of the locomotives not as yet entirely successful. In Item 15 are also included time lost due to inattention on the part of round-house attendants, resulting in insufficient supply of oil or water for the heating apparatus, time lost on account of using freight locomotives for hauling passenger or milk trains and the like, or trouble with electrical or mechanical parts.

Item 16, Hot Bearings, Car. Self-explanatory.

Item 17, Other Conditions, Car. On account of regenerative braking there has been a marked reduction in delays due to repairing brake rigging and changing shoes.

Item 18, Accidents and Derailments. These, of course, are accidents and derailments occurring to other trains and delaying the passenger trains. This item is very much higher for electricity than for steam, which would be expected, considering the longer trains, the newness of the electric operation, and the fact that the existing great shortage of freight cars has required keeping or putting in service equipment whose condition would ordinarily not warrant its use. The real facts, however, are, that these accidents and derailments occur so seldom that a much longer period than 3 months must be taken to arrive at any accurate comparative results.

Item 19, Other Causes. Other things being equal, this item would necessarily be higher for electricity than for steam, as it includes delays due to all troubles in the electric system exclusive of the locomotives. Of these electrical troubles most are due to the pantograph in some way fouling the overhead construction either because of the trolley wires or the track getting out of alignment, or one track rail being low. Failure of power, either on trolley or transmission side of sub-stations, except for the interval required to throw in an automatically opened circuit breaker, is practically negligible.

It will be noted from Item 21, that the minutes delay attributable to the electric systems, outside of the locomotives, amounts to about 8 per cent of the whole.

In this connection it might be stated that the best organization of maintenance forces and means of transporting these forces to the location of troubles has not yet been determined upon and the percentage of delays due to trolley troubles is therefore considerably higher than we ultimately expect it to be. Also the troubles themselves should diminish, as not only were our poles set in all kinds of weather conditions, but also much new rail was laid and ballasting done during the process of electrification, and it will take some time before the poles and track get finally settled into permanent position.

Item 20, Total Minutes Delayed. It will be noted that the total minutes delayed is

about the same for the two systems, but the number of trains delayed, Item 21, is reduced about 40 per cent under electricity. (Of the trains delayed under electricity about 85 per cent were delayed about the same length of time as the average steam train was delayed, the remaining 15 per cent suffered considerable delay mainly on account of accidents and derailments to other classes of trains.) Item 22 shows that about the same number of trains ran in schedule time under steam and electricity, while the number of trains making up time increased about 60 per cent and the time made up about 150 per cent under electricity.

Item 25, Due Mechanical Features of Locomotive; Item 26, Due Electrical Features; Item 27, Due Overhead (Meaning the electric system outside of the locomotives); and Item 28, Man-failures, give the delays due to electric operation in more or less detail as reported by the electrical master mechanic.

The mechanical features include mainly train heaters, as already referred to, bearings, pantographs and air system. Delays due to electrical features are comparatively slight, a rather surprising and gratifying fact considering the number of new features, such as the use of 3000 volts direct current and direct current regeneration, which are incorporated in the locomotive, and further, considering that only a year ago the engineers operating these locomotives were all driving steam engines.

Item 27, Due Overhead, has already been referred to. I might say in this connection that the double trolley wire construction as used by us has proved very successful, absolutely sparkless collection of current being

obtained under all conditions of speed and amount of current. Items 29, Total Due Electric Operation, and Item 30, per cent Electrical to Total Delays, show that 26 per cent of the total delays were attributable to the electric system as a whole.

The general inference to be drawn from the data given is that the electric service is at least as reliable as the steam and bids fair to ultimately become considerably more reliable.

Table II shows, for the Rocky Mountain Division, a comparison of locomotive performance for October, November and December under steam operation in 1915 and electric operation in 1916. It should be understood that the figures given, while sufficiently correct for comparative purposes, as they are taken from the same report forms, are not to be considered as strictly accurate when not considered individually, the forms being those from which the data could most conveniently be obtained in the short time available.

Taking first the passenger data: As already described, passenger service in this division consists of two through trains each way daily and one local each way. The local ran between Deer Lodge and Harlowton during one part of these three months and between Butte and Harlowton during the remaining part. This fact, and the running of special trains, accounts for the slight variation in Train Miles of Item 1. It will be noted that the total miles under steam and electricity were almost exactly the same.

Item 2, Helper Engine Miles, increased under steam as the temperature decreased; but this service with its extra crew cost,

Table II
ELECTRIFICATION DEPARTMENT

Data on Operation under Steam in 1916, and under Electricity in 1916.

Rocky Mountain Division	October		November		December		Total	
	Steam	Elec.	Steam	Elec.	Steam	Elec.	Steam	Elec.
Passenger								
1. Train or train engine miles.....	39426	40169	41276	40549	38628	38519	119230	119237
2. Helper engine miles.....	4738		7966		12048		24752	
3. Number engines.....	13	7	13	7	13	7	13	7
4. Train miles per engine.....	3040	5730	3180	5800	2970	5510	9190	17040
5. 1000 kw-hr. at power company's meters.....		1217		1109.5		1152		3478.5
6. K.w.h. per train mile.....		30.3		27.4		29.9		29.1
7. Coal, total tons.....	3380		4150		3730		11260	
8. Coal, lbs. per train mile.....	171		201		193		188	
Freight								
9. 1000 ton miles.....	98512	125522	93228	130848	91122	107717	282862	364087
10. Train miles.....	60666	65400	58014	63299	58257	57311	176937	186010
11. Helper engine miles.....	16605	7022	20422	7544	19336	5591	56363	20157
12. Number engines.....	42	15	41	15	44	15	43	15
13. 1000 ton miles per engine.....	2405	8370	2270	8720	2070	7170	6745	24260
14. Number subdivision trains.....	535	585	532	583	526	543	1584	1711
15.† Ton miles per train mile.....	1625	1920	1605	2070	1563	1880	1600	1960
16. Total time, hours.....	6094	5022	5946	5084	5785	4429	17825	14535
17. Minutes per 1000 ton miles.....	3.70	2.40	3.83	2.33	3.81	2.47	3.78	2.39
18. 1000 Kw-hr. at power company's meters.....		4696		5119		4528		14343
19. Kw-hr. per 1000 ton miles.....		37.4		39.1		42.0		39.4
20. Total tons coal.....	12150		13670		13230		39050	
21. Lbs. coal per 1000 ton miles.....	247		294		291		276	

NOTE—*Subdivision train—one train over one subdivision; divide by 2 for trains over entire division.
†"Ton-miles per engine mile" equals tons per train with one electric engine and short helper service, or with one steam engine and longer helper service: In this connection consider Item 17.

Total regeneration over entire division, month of November, equals 11.3 per cent of consumption at motors.

Passenger on 2 per cent grade, Jan. 21-27, 1917—regeneration equals 42.8 per cent of consumption at motors.

Passenger on 1.66 per cent grade, Jan. 21-27, 1917. Regeneration equals 23.1 per cent of consumption at motors.

switching delays, etc., has been eliminated under electricity. It should be noted that the figures given do not contain any allowance for return trips of helpers down the mountain.

Item 3, Number Engines. This is the number actually assigned to this service, both on the road and in shops, by the district master mechanic. The electric engines include five double units and two split locomotives and the number can probably be reduced when train heating apparatus is got into shape and minor electrical improvements completed, which matters have required more shopping than will ultimately be necessary. The number of steam engines, on the other hand, is a minimum, as freight engines in helper service were often used to help passenger trains, a fact which is not taken into account in the figures shown. Therefore, less than half as many electric as steam engines are required for the same service.

Item 4, Train Miles per Engine, is derived from the preceding figures, and on the basis of what has just been said, the figures are high for steam and low for electricity. Our record for an electric engine is 9,052 miles, made in June, 1916.

Item 5, Thousands of Kilowatt-hours at Power Company's Meters, shows the actual electric energy purchased and chargeable against this service. Every electric engine is equipped with a kilowatt-hour meter, which on each trip is read at points of commencement of motoring and again at commencement of regeneration, thus giving a record of the engineer's performance as regards use of power. The figures shown in the table are the net energy read at the locomotive, increased by a suitable amount for line and substation losses. The efficiency of the system, Power Company's meters to locomotives, is running now at 67 to 70 per cent.

Items 6, kilowatt-hours per Train Mile, and Item 7, Coal, pounds per Train Mile, are self-explanatory. The coal figure is only approximately correct.

Considering the freight data: Item 1, Thousands of Ton Miles, shows an average increase during the months of electric operation of 28.8 per cent over that of steam; for November, the increase was 40 per cent. In this connection Superintendent Murphy has stated that to handle the 1916 business with steam, double tracking would have been necessary. The latter would still, of course, have required extra motive power. Possibly, Mr. Murphy did not intend that his statement should be taken literally, but in any event it is reasonable to assume that under the business conditions which existed during the electrical months, and the resulting congestion, the figures for steam would be too favorable.

Item 10, Train Miles. This is used in obtaining Item 15 below.

Item 11, Helper Engine Miles. The figures show that for the same ton miles there would be over three times as many helper engine miles under steam as under electricity. No

(Concluded on page 62)

Conserve the Live Stock of the Nation.

The following circular is issued by the American Railway Association:

Washington, August 22, 1917.

To the Railroads:

One of the larger railroads of the country has issued a circular which contains some very appropriate suggestions. We are copying this circular below and will ask that it be reproduced by your company and given as much publicity as possible.

To Owners of Live Stock, Town Officers, Newspaper Editors, and Employees of This Company.

Do you know that thousands of horses, mules, cattle, hogs and sheep are killed annually by railway trains in this country, and that this economic waste approximating many millions of dollars, can be reduced?

The thousands of horses and mules that are killed every year would fill the artillery requirements of many regiments, and the thousands of cattle, hogs and sheep that are killed every year would provide meat for thousands of soldiers.

Anyone who aids in preventing the loss of even one animal serves his country patriotically and effectually.

This economic waste can be reduced by—

Owners of stock keeping their animals in fenced enclosures and not permitting their stock to roam at large on railroad right of way.

Town officers passing ordinances prohibiting the practice of permitting stock to roam at large.

Superintendents, roadmasters and section men making a personal appeal to the owners of stock to keep their animals in fenced enclosures.

Engineers taking every precaution within their power to avoid striking stock and never failing to report stock seen on right of way.

Section men driving stock off right of way, keeping farm gates closed, and fences and cattle guards in good repair; giving preference to locations where liabilities of stock getting on right of way are greatest.

Newspaper editors presenting this important matter to the public through the press.

Everyone making a persistent, personal effort to bring about desired results.

The co-operation of all concerned will be thoroughly appreciated.

COMMISSION ON CAR SERVICE.

Just As Bad As If There Really Was a Bear.

Here is another about a little "Milwaukee" lad.

David's mother asked her little son to go into a darkened hall to fetch an article to her. "I'm afraid," said he, "there's a bear in there."

"There's no bear in there," his mother replied.

"I know there isn't," said David, "but I think there is, and that's just as bad."

An "Old Rail" on Grand Opera

The Home Guard Spnr, August 6th.

Dear Jim:

I'm writing this so you will have a come-back the next time anyone says all railroad men are roughnecks.

You know where I went Saturday, and that I had a ball game and a visit to the Roof Garden all set for the next day. But it go hot and I lost some of my desire, and the rest of the party never had any, so we ditched that. Then, along in the morning, when they had me all mellowed up with good eats—and broilers and cherry pie in sight for dinner—it was proposed that we go to Ravinia Park, in the evening, for GRAND OPERA. (I don't blame you a bit, Jim, but try and remember the conditions.)

We arrived at the park about seven and the evening opened up fine and dandy. There was dancing in the pavilion and cool things to drink, so I was real contented. About eight we went over to the main tent—and the story starts.

The name of the opera was "La Boheme." Don't ask me how to pronounce it—I don't know. They had, so I was told, a bunch of the Chicago Grand Opera Company for a cast, with the Symphony Orchestra to assist. Most of the cast had the kind of names that caused the paymaster to substitute numbers on the payroll—so to save time, I'll do the same.

The first act opened in a garret. It seems that the star, Rudolph (who was down on the program with a regular name and might have amounted to something, if he hadn't been cursed with a VOICE), and numbers 1, 2 and 3 lived together. They had one single bed for the four of 'em, so they must have been fairly friendly. The whole works were togged out in a bunch of Henry Clay clothes and wore those intermittent kind of whiskers. They warbled along, in French, I suppose, for some time, when No. 4 blew in. It appeared to me that No. 4 was the landlord, as he seemed to be looking for cash. But they tanked him up and kicked him out without a cent. Then 1, 2 and 3 went out and left Rudy alone.

He had just composed himself for a long letter to father regarding the H. C. of L., when there was a knock on the door and Mimi (pronounced Mamie), staggered in. She wasn't a bad looker—though a bit lumpy in spots. She pulled a lot of stone-age fainting stuff, until she got a drink, then perked up. Rudy took twenty minutes of my time in telling her his views on the selective draft and was actually going to let her get away—but she took charge.

Things progressed more rapidly after that, and I began to wonder what was to happen when numbers 1, 2 and 3 warned Rudy of their approach (which showed that they knew Rudy), with great vigor. He tried to stall them off for a spell, but they kept yell-

ing, so he took Mame and left—and the curtain went down.

They skipped the second act—which was perfectly satisfactory to me—and opened the third with a street scene. I suspect it was a dry town, for the only people in sight were two cops and a girl sweeping off the steps. My interpreter informed me that Mame, in the interval, had succumbed to the lure of the coin and chummed up with some guy with a roll—thereby putting quite a crimp in Rudy's conceit. But, learning that he was beginning to forget, she came around to give the hook another twist. Did you ever notice, Jim, how reluctant a woman is to give up something that she doesn't want?

Well, she dispatched the step-sweeper with a summons for Rudy, but number 1 intercepted it, and came instead. They lashed each other with upper-case notes for a spell, when Rudy blew in. Mame hid behind something that wasn't there and Rudy lapsed into white-talk long enough for me to discover that he was telling No. 1 how Mame applied the skids. I was off him from that time on. As you know, Jim, I have had my share of bumps—but no one ever heard me whimper—and my time is limited for any member of the "Tell Club."

Then he spied Mame, and went back to the "Mother Tongue," so I couldn't be sure just how she salved him over—but she did it, and they clinched. Just then, for some unexplained reason, a pert little friend of No. 1's drifted in. She wore one of those red lamp-mats, like grandma used to make, for hair and a temper to match. She went a fast round with No. 1 and landed a clean punch to the jaw, before the act ended, and we all went out for a thirty minute rest.

I sustained life with a light lunch and went back for more punishment. Act four found us back in the single-bed attic. One of the chums had CG'd his time, apparently, for they had half a salt fish, on a string, and were wild with joy. They did an imitation May-pole dance and acted, generally, as if they were hipped. Then "She of the Lamp-Mat Tresses" broke in with the startling news that Mame, being ill, had been canned by her meal-ticket, and was coming back to Rudy. I'm not even guessing what ailed her, but this I know—it wasn't lungs.

They brought her in and put her on the single bed, where she passed away—amid the worst racket of the evening—in plenty of time to give up the bed to its four regular occupants.

Well, I saw to it that we made the first car—for fear that there might be more—and I'm back on the job today, in fairly good condition. Right after pay day I'm going to Chicago and hunt up a regular show—and go twice.

Yours as ever,

BILL.

P. S.—Anyhow, I kept awake.

MAXIMUM CAR LOADING.

A striking example of what can be accomplished by co-operation between local agents and shippers in the way of maximum car loading is well illustrated by the following letter written by our agent at Rockford, Ill.:

Rockford, Ill., August 17, 1917.

Mr. James Sweeney, Agent, Freeport, Ill.

Dear Sir:

We are loading today car StP 206192 with a double minimum load of canned peas, one end loaded for your station and the other end loaded for Leavenworth, Kansas. Will you please protect the latter load while unloading your shipment and forward the car on billing. Possibly you may be able to dig up some tonnage that you can reload your end of the car. Thanking you for your co-operation in handling this matter, I am,

Yours truly,

John Connors, Agent.

This plan can be followed at a great many points on the line and only needs a little attention from the local agent in order to get the shippers interested.

ESPIRIT DE CORPS.

G. L. Cobb.

The success of any business depends largely upon the loyalty of its employees and the interest that they take in the welfare of the company. This is especially true of the public service companies, who must rely upon their employees, particularly those who come in contact with patrons, to perform their duties in an intelligent and courteous manner, to retain the good will of the people of the community which they serve. The Milwaukee road is renowned for having an esprit de corps among its employees that is so well founded that it might be termed one of the assets of the company.

This condition of course did not just happen, but is rather the result of effective co-operation between the officials of the company and the employees, which has engendered a feeling of proprietorship and an abiding faith in the property throughout the entire organization. An incident illustrating this spirit occurred recently upon one of the limited trains, between Chicago and

the Missouri River, when a prominent business man made the statement that while traveling on one of the most favorably known trains, between New York and Chicago, he had been surprised to find that none of the train employees could give him the name of the president of the line, and he was somewhat curious to know whether or not this apparent indifference existed on all railroads. A canvas of most of the employees on our train demonstrated that everyone, including sleeping car porters, was able to give correct information concerning the railroad and its officers, one of the porters having answered, "Why, boss, everybody knows that Mr. Earling is president of this road." In commenting upon this incident the gentleman remarked, "It is easy to understand the popularity of the 'Milwaukee'; it is due to the loyalty of its employees and the cheerful manner in which they do their work."

Moving the Troops.

September 5th the troops will begin to entrain, meaning the largest movement of the kind in the history of this country: 687,000 will be transported to the various cantonments. Between the 5th and the 9th 200,000 men will be transported; between the 19th and 23d another 200,000 will go forward and the third contingent will begin to entrain October 3d. The train schedules have been under preparation in Passenger Association headquarters for weeks, and some idea of the tremendous task it has been may be gained from the fact that to move one field army of 80,000 men requires 6,299 cars made into 366 trains, with an equal number of locomotives and the necessary train crews. These troop trains have to be moved without interference with the regular traffic and their speedy and safe transportation is the all-important matter.

In addition to the movement of the recruits to the National Army, 350,000 of the National Guard must be sent to their training camps. This movement has been under way for several weeks and will increase in volume until all have been moved.

Long trains of yellow cars with the boys in khaki will be sent over the Milwaukee lines to the various camps. Let every train and engine man on the system watch over these men with redoubled care. They are not "soldier boys" out for a summer encampment and a good time, but on the way to serious business—behind them is the grim specter. They are giving their lives, if need be, to keep our country the safe and pleasant land of plenty that we have always known and loved. Hats off to troop trains.

The Old Warriors and the New

W. E. Beecham.

The American people have always patriotically and unselfishly offered their best blood and treasure in defense of liberty and justice and all of those sacred principles which mankind holds to be of more value than life itself; and we are now about to accept the gauge of battle with a natural foe to all of those great and inestimable blessing. But as Mr. Wilson says: "The world must be made safe for democracy," and if necessary we must spend the whole force of the nation to check and nullify the pretensions of a power which has no regard for the rights of mankind.

Our revolutionary sires handed down our loosely constructed commonwealth burdened with the calamitous institution of human slavery, which was only extinguished after a long and bloody war. Now a reunited nation stronger and more glorious than ever has once more unfurled its banner and pledged its untold resources in men and treasure in behalf of distressed and fearfully outraged humanity.

I have, myself, followed the Star Spangled Banner to the firing line and have beheld its beneficent stars and stripes shining with a new glory that, under the will of the Great Creator, would spread over the whole country and induce our misguided countrymen to return to the fold and enjoy with us the rich blessings so abundantly provided by our bountiful land. From the summit of Kenesaw Mountain, in "good old Georgia," in 1864, one night when the stars of heaven were twinkling in a cloudless sky, I looked down upon the camp-fires of thousands of veteran soldiers, seasoned by long service in actual warfare; and off in the distance, the camp-fires of our foes could be seen. Men whose courage and endurance has never been surpassed, if it has been equalled, composed the two armies that confronted each other on thousands of battlefields of the South during the Civil War, but that veteran host did not contain better material than our present army is composed of—it was only superior in training and experience.

When our present army is trained and seasoned behind the trenches in France, it should give a better account of itself than any force put into the field by this country in previous wars, because it is better equipped in the first place, and in the next place, the age of the men is higher on the average.

During the Civil War many boys under eighteen years of age got into the army as privates. They, like the writer, were guilty of deception by stating their age as "over eighteen." Some of those boys, in order to square themselves with their consciences, put the figures 18 in their shoes and then they were "over 18" sure enough. It is said that there were 150,000 boys of eighteen and over in the Union Armies during the Civil War, but my personal opinion is that no man

should be enlisted who is under 21 years of age; and I am glad to see that the regulations in the present war will not permit it.

There is a great difference in boys, but a little fellow of 15 or 16 years is not qualified for a private soldier and should not be allowed to pass, even if he can say he is "over 21" by having those figures in his shoes.

There is another thing about the new army that speaks volumes for its efficiency. Its officers above the rank of captain, if I understand the rule, will be from the regular establishment, as far as possible. The mistake of appointing foreigners to high command because they were able to induce their countrymen to enlist; or of giving spread-eagle orators commissions because of their ability to deal in meaningless platitudes when referring to that "glorious banner," will not be practiced this time. I am reminded of an incident of the latter kind, in my soldier days. The new colonel, who was a political favorite, made it a practice to wind up dress parade ceremonies by a speech to the boys upon their duties as soldiers; and he usually closed his remarks in this way: "Now I do not ask it because I have any doubt of your patriotism, but just to keep before you, and to show your devotion to that glorious banner (pointing to the flag flying from the pole in the center of the parade ground), I ask every man who is willing to follow me to the death in defense of our beloved land, to step two paces to the front." It is needless to say that the entire regiment came forward with a yell that shook the foundations of the buildings in the vicinity of their camp. But sorry to relate, when the regiment was ordered to the front, this valiant colonel resigned and a real soldier was given command in his stead.

13th Regiment (Railway) Lands.

Everyone on the System rejoiced when the news was flashed over the wires that Company D was safely "somewhere in France." The news reached Vice-President Sewall from Mr. Felton's office and all departments were immediately notified. The Magazine received some notes from Lieutenant Horton, written after two days at sea, and brought back by the pilot. They were, of course, received too late for the August Magazine, but as every scrap of news from our boys will be read with interest they are published in this issue.

Arrangements have been made to have a package of Magazines sent to Captain Young every month for distribution, and with those which undoubtedly will be sent by friends of the boys, it is hoped they will get sufficient copies every month to keep them thoroughly posted on "news from home."

The post-office department have assured us that the packages will go through, so, barring accidental miscarriage, Company D's package should be with them not later than the third week of every month, for it will be the first one sent out from the mailing room.



City Ticket Office—Kansas City

Kansas City—the Heart of America

J. D. Adsit, General Agent.

In the beginning I wish to state that Kansas City is noted for her modesty and that her citizens are living in her midst from choice. This I hope will act as an antidote for what will be said later.

Kansas City, Missouri, and Kansas City, Kansas, are considered as one; while they are in adjoining states they are served by the same railroad trains, the same street car service, the same telephone system; are only separated by an imaginary state line, and are situated within one hundred miles of the geographical center of the United States on the banks of the Kaw and Missouri Rivers. Not like Rome, built on seven hills, but on some seven hundred hills.

Our late Mr. J. N. Barr related how he missed being a millionaire by refusing to buy Kansas City real estate in the early days. It seems that he was approached by a real estate agent who had a hill for sale and later by another agent with a ravine. It was explained to Mr. Barr that the owner of the ravine would pay 50c per load for dirt from the hill and also that the owner of the hill would pay a like amount for the removal of his surplus dirt. It looked to him like a frame up and he did not buy either hill or ravine. Had he done so he would have made his fortune.

Kansas City, Missouri, began to make history in 1833, when it was called Westport

Landing, the town of Westport being located four miles south. Kansas City proper of 250 acres was laid out in lots in 1838. She now covers over 75 square miles with 780 miles of streets of which 625 miles are paved; has spent \$15,000,000 for parks, which contain 2,600 acres, and has built 65 miles of continuous boulevards. She has a population of one-half million people and is the second city in the state and the metropolis of the Missouri Valley, also the grain market of the Southwest. In 1916 her receipts were 77,785,650 bushels of wheat, 22,186,250 bushels of corn, 5,259,000 bushels kafir corn, milo maize feterita, 7,961,000 bushels of oats, 414,700 bushels of rye, 2,043,000 bushels of barley, 422,976 tons of hay—the largest hay market in the world.

In elevators and mills the storage capacity is 23,890,000 bushels and the total mill product for 1916 aggregate 3,146,332 barrels. The Milwaukee's elevator is one of the largest, having a capacity of 3,000,000 bushels and is operated by the Simonds-Shields-Lonsdale Grain Co.

Kansas City is second in live stock; the aggregate value handled per year is over 200,000,000 and the stock yards receipts for 1916 were 2,177,468 cattle, 2,978,933 hogs, 153,998 calves, 1,758,175 sheep, 123,141 horses and mules, all received in 131,812 cars.

She also has eight packing houses with a daily slaughter capacity of 1,500 cattle, 50-

000 hogs, 16,000 sheep and the products are marketed in every civilized country.

It is not generally known that there is more yellow pine lumber controlled and distributed by and through Kansas City firms than anywhere in the world. Of the wood produced in the United States yellow pine stands first in the quantity used, being from 30 to 35 per cent of the total, and reliable statistics show that of the aggregate production of yellow pine amounting to 6,000,000,000 feet annually Kansas City controls 25 per cent, or 1,500,000,000 board feet.

In addition there are large quantities of hardwood as well as West Coast products owned and marketed by and through this city which makes it pre-eminently a lumber center.

The fertile lands on and about the many streams surrounding Kansas City for a radius of several hundred miles furnish agricultural products in extravagant quantities which move into and through Kansas City by the train load. Here let it be said that the movement of implements necessary to take care of these products causes Kansas City to be the largest agricultural implement distributing center in the world.

Fourteen railroad systems enter Kansas City, operating 33 different lines radiating in all directions, representing more than 50,000 miles in length. The magnitude of this business may be inferred from the fact that 260 passenger trains arrive and depart daily from the Union Station, which is the third largest in America, costing with its appurtenances \$10,000,000, while \$50,000,000 more is invested in terminal facilities. There are over 3,000 cars of freight come into and go out in every 24 hours, making Kansas City one of the greatest and most important transfer and distributing points in the country.

The Chicago, Milwaukee & St. Paul Railroad discovered this Oasis of America in the late 80s, and began running trains into the city in the fall of 1887. The growth of business was phenomenal; in 1916 our business averaged almost as much per month as it did for the entire year of 1888. We have three terminals with two freight stations. Our Coburg Yard, located in the East Bottoms, is our make-up and break-up center; our Broadway Yards, where our Baltimore freight station is located, take care of our retail and produce commission district. The territory surrounding same is rapidly developing. Our Liberty Street Yard and freight house serves the West Bottoms and the jobbing and packing house territory. With these facilities we are well equipped to handle business.

In concluding I wish to call to your attention that Kansas City is a place where you either go up or blow up—there is no other alternative. This I consider a very significant statement, for have you realized that this was the stepping stone to success; with this statement I wish to advise that our first superintendent was H. R. Williams; our first general agent was J. H. Hiland; our

first superintendent of terminals was P. C. Hart. Also that R. M. Calkins and H. E. Pierpont were at one time our local agents at Kansas City; our "big man" at Spokane, W. P. Warner, was a Kansas City protege. Well do we remember J. R. Veitch. I would not say he was given to nefarious work, but he was "some cut-up" when billing freight in our local office. I never go to the Kansas City Stock Yards but some one inquires after "Brownie," having reference to our export and import agent, F. J. Calkins, and I can't help but feel that others who have succeeded, if not from Kansas City, at least had relatives located within the city limits, or had at one time passed through the city.

Former Speaker Joseph G. Cannon once said that he would live long enough to see a million people in Kansas City and at the end of the 20th century there will be three great cities—New York, Chicago and Kansas City.

In the early days of the agency the freight and passenger departments "chummed" together with the ticket boys behind the counter up in front and the general agent with the freight traffic forces at the rear; but these were later divorced and the passenger department has one of the finest ticket offices in Kansas City, while the general agent and his clerks are comfortably situated on the second floor of the Railway Exchange.

The passenger department's first exclusive representative here was G. L. Cobb, now our passenger representative in New York City. He was placed in charge shortly before our through Kansas City-Chicago trains were put on, and it is owing very largely to his excellent work and popularity that the "Southwest Limited" attained its instant and remarkable favor with the traveling public. With Mr. Cobb came R. A. Laughlin as city ticket agent. Mr. Laughlin came to Kansas City from the position of city ticket agent in Des Moines. He is strictly a "Milwaukee" boy, having served previously as operator at various stations on the I. & D. division.

Of the others in the accompanying picture of the Kansas City ticket office Mr. Etter has been with us since January 1, 1904; Mr. Handy since May, 1910; Mr. Cogdell since January 1, 1914, and Mr. Korthanke, the latest recruit, since May 15, of this year.



Freight Office Force—Hoquiam, Wash.

Milwaukee Employes Organize in I. N. G. Home Defense

On Saturday, August 25th, a number of Milwaukee employes assembled in the committee room in the Railway Exchange Building, where they were addressed by Vice-President Sewall on the subject of forming a company of railway employes for Illinois National Guard Home Defense. About seventy-five men signified their willingness to join such a company. After a few remarks by Assistant General Auditor J. Welch, the men marched to the lake front, where they were drilled for a short time by Lieutenant Dean. Their pictures were then taken and the company marched to recruiting headquarters for physical examination.

Mr. Sewall said:

Fellow Employes:

I did not come here with the expectation of making an address, but more properly to say a word to you. I never meet a gathering of our employes such as this is without wishing that I could meet them oftener and a sense of pride that I belong to the same organization that they belong to.

The eminent English actor, Beerbohm Tree, recently stated, "I believe in peace at any price and just now the price of peace is war."

I think you all realize that war is upon us as it never was before, a world war in which every man has an interest and every citizen of this country has not only an interest but a duty, a stern and solemn duty. They have called many hundred thousands of the best of our young men to go to France. The Milwaukee Company has contributed its quota willingly, although with the scarcity of men that now exists, it was with some sacrifice. We recognized the necessity of this sacrifice and were very glad to make it.

Money, or its equivalent, is being advanced to our allies by the hundred millions and we are spending it here by the billions. Most of us do not know what a billion means; not only a billion dollars but a billion of anything else, is entirely beyond our comprehension; but when we think of the conditions that exist in Russia and in France we recognize that money in vast amounts is an absolute necessity.

The Russians have called on this country for 2,500 locomotives, about half as many locomotives as all the plants in the United States and Canada can turn out in a year. They have called for many thousands of cars. Their problems are in a way the most difficult of any of our allies. Business in large volume formerly came to them at Archangel on the North Sea, within a comparatively short distance of the centers of population and industry; but shipping via that port has prac-

tically been stopped by submarine warfare, which means that vast quantities of material for use in the war must be received at Vladivostok and hauled 6,000 miles over a railroad, a very large part of which is single track. You are all railroad men enough to know what that means.

In France the condition of the railways is the cause of much apprehension, the need of men, track material and locomotives being great and immediate. They were obliged to take the men from the railways and send them to the front, probably to a greater extent than any other country, regardless of the depreciation of track and equipment; and that is why some ten or twelve regiments have been organized in this country to go over there to rehabilitate and operate French railways. Many of the regiments are on the ground, including our own men of the gallant Thirteenth, and we cannot but feel thankful for their safe passage.

This country hesitated long, as you all know, before going into this war; hesitated until many people thought we were cowardly; that we were afraid of physical or commercial disaster, but now that we are participants, I think all those who hold such views have changed their minds and realize that the people of this country were standing for a principle, and that it was striving to maintain that principle without bloodshed so far as it honorably could, and only when there seemed to be no other alternative were we drawn into the maelstrom. Now that we are in, I believe that everybody is satisfied and knows why we are there.

The greatest difficulty at present is the matter of shipping, but the efforts which have been made by the Shipping Board to construct the maximum number of vessels at the earliest possible date, bids fair to accomplish the carrying of all the things which must go abroad, in time to prevent those who need them from suffering.

Realizing your desire to take up the important work of the afternoon, I will detain you for but one other thought. The greatest of all Teachers said nearly twenty centuries ago, "He who is not with us is against us." Never in any age or land was that so true as it is today and in this country. There are many people in this country who ought to be with us whole-heartedly because they owe everything that they have in the world to the freedom which has been granted to them under the laws of this country, and yet they are not with us. They do not come out in the open and say that they are against us, but by lack of sympathy and carping criticism spread the appearance of dissension and give

aid and comfort to the enemy. There are others who, in ways much more forcible, are outright enemies to the country. Under present conditions there can be only two classes of people in this country—the patriots and the traitors. There are various shades of patriots and various shades of traitors but in the last analysis of people must be either the one or the other. **Who is not with us is against us.**

Because of these traitors, because all of our National Guard has been called away, and because of the absence of the National Guard the time is particularly ripe for all those whose hands are raised against society to pursue their criminal aims, it became necessary for the State of Illinois to have some one at home to guard the hearthstones while the boys abroad fight for the principles to which we are committed. This, doubtless, led to the organization of the Illinois Home Guard and I am sure that if the men who are before me are a sample of all of the men in the regiment, the interests of the State of Illinois, property and family, will be fully protected; and when you are called out to active duty, which I trust may never be, you will know why you are called. You will not be of those who go halfheartedly, but you will go with the determination to restore peace at any price, and if unhappily you should be called upon to shoot, you will not shoot in the air.

It is a great pleasure to recognize in your captain one whom we have long known and who stands high, officially and personally in the estimation of all his associates; and you are particularly fortunate in the opportunity to serve under a man of the stamp of Captain Welsh.

The following named had passed the examination at date of going to press:

J. Welch, Captain—Assistant General Auditor.
B. W. Dean, First Lieutenant—General Office.
A. H. Davies—Mail Service.
A. W. Smullen—Safety First.
Stanley Roberts—Advertising Manager.
Charles A. Lahey—Assistant to Vice-President.
Charles Ordas—Assistant to Vice-President's Office.
O. J. Koch—Assistant to President's Office.
W. F. Wright—Assistant Auditor of Expenditure.
Arthur La Rue—Freight Claim Department.
Joe Chapman—Freight Claim Department.
Harry Larson—Freight Claim Department.
Alfred Fogelstrom—Freight Claim Agent's Office.
Fred Merg—Freight Auditor's Office.
Chas. Leach—Freight Auditor's Office.
J. T. Harvey—Freight Auditor's Office.
H. J. Kaiser—Freight Auditor's Office.
H. A. MacKenzie—Freight Auditor's Office.
Hans Melgaard—Ticket Auditor's Office.
Tony Steffen—Ticket Auditor's Office.
Arthur Freitag—Ticket Auditor's Office.
F. W. Stanton—Ticket Auditor's Office.
E. J. Belzer—Pay Check Bureau.
Irwin W. Kesler—Auditor of Expenditures' Office.
Emmet J. Kissane—Auditor of Expenditures' Office.
Harry L. Fox—Auditor of Expenditures' Office.
Wm. Pasho—Auditor of Expenditures' Office.
Chas. Chellgren—Auditor of Expenditures' Office.
John Buelting—Auditor of Expenditures' Office.
Geo. Unger—Auditor of Expenditures' Office.

Dayfil A. Young—Valuation Office.
Jos. A. Smejkal, Jr.—Valuation Engineer's Office.
Albert Schmitt—Valuation Engineer's Office.
H. W. McChesney—Valuation Engineer's Office.
R. O. Anderson—Valuation Engineer's Office.
H. L. Fortier—Valuation Engineer's Office.
Henry A. Wolff—Mail Service.
John W. Davis—Dining Car Acctg. Dept.
Chester H. Larson—Galewood Office.
John Oettinger—Galewood Office.
B. A. Browder—Chicago Freight Office.
J. J. Griffin—Chicago Freight Office.
Peter J. Haggren—Chicago Freight Office.
Delbert J. Steinhoffer—Chicago Freight Office.
John Millett—Chicago Freight Office.
C. R. Ramson—Chicago Freight Office.
Frank W. Barron—Chicago Freight Office.
Gus A. Sanger—Chicago Freight Office.
Harry L. Coleman—Chicago Freight Office.
George E. Wilson—Comptroller's Office.
Raymond Murawske—Paymaster's Office.
Arthur Wood—Paymaster's Office.
D. W. Grant—Treasurer's Office.
Elmer H. Schraeder—Chief Dispatcher's Office.
Clyde E. Kinney—General Superintendent's Office.
Ray Augo—Galewood Office.
James H. Wolff—C. A. Lahey's Office.
Wm. Ryan—Auditor Material Accts' Office.
Ed. Windes—Galewood Office.
Thos. Dybor—Galewood Office.
W. R. Jones—Car Acct.

"Made in Germany."

Words by Herbert E. Smith.

(Sing to the melody "My Bonnie Lies Over the Ocean.")

Dot "Fodderland" over the ocean,
Dot boat vot sails under the sea,
Dot airship mit "bombs for der babies."
Vas made in, and stamped "Germany."

We Shoot: You scoot:
When we go "over the top," the top—
One Dash: Big Smash:
Then card all your troops "for the Shop."

Your picked men were "picked" off in Belgium,
J. Bull tossed you clear out of France,
The "Frenchies" broke up your nice "german."
Scotch "laddies from hell" made you dance.
Vilhelm: Helvilm:
Vilhelm, get down mit your knees, your knees—

Great Scott—you and GOTT:
Your PEACE smells like Limburger Cheese.

The "Sammies" will trim your mustachios;
We're coming with good fighting men,
And all your great VICTRIES and SMASHES

WE'LL make you win over again.
U-S. That's us.
You marched thru Belgium and "Scrapped" your note,

Hohnzollern—quit Hollern—
The Sammies will "bring back" your goat.

When you and your Clown Prince have finished,
Then Deutschland will be "Under All";
You better go see Humpty Dumpty,
You'll both get that kind of a fall.
One fight—GOOD NIGHT!
We'll dump you into our Red Cross Buss.
Rouse Mit: Aber nicht:
No German-made products for us.

Speeding Up.

It is increasingly apparent that Uncle Sam is awake, awake probably as he has never been before—the thrill of vigorous action is pulsating through all business. Railroads are taxing every energy and every resource to answer the demands of the government and of all industries and commerce.

When war was declared the American Railway Association appointed a Special Committee on National Defense, and at a meeting of the presidents of the railroads of the United States, held in Washington on April 11th, adopted the following resolution, a resolution that was a history maker, whose results are now being felt, and without which transportation in this country during the war with all of its extraordinary demands would have been crowded to the breaking point. In effect, it pledged cooperation of the railroads to the extent of their all being operated as one great system. Following is the resolution:

"RESOLVED, That the railroads of the United States, acting through their chief executive officer, here and now assembled, and stirred by a high sense of their opportunity to be of the greatest service to their country in the present national crisis, do hereby pledge themselves with the government of the United States, with the governments of the several states and with one another, that during the present war they will coordinate their operations in a continental railway system, merging during such period all their merely individual and competitive activities in the effort to produce a maximum of national transportation efficiency. To this end they hereby agree to create an organization which shall have general authority to formulate in detail and from time to time a policy of operation of all or any of the railways, which policy, when and as announced by such temporary organization, shall be accepted and earnestly made effective by the several managements of the individual railroad companies here represented."

The Railroads' War Board at once began preparations for operation as outlined in the foregoing, and the results of their splendid

teamwork have been encouraging in the extreme. Without such teamwork it is certain transportation would have gotten into an inextricable tangle, which, as time went, would grow worse and worse, ending perhaps in a German victory—an unthinkable climax.

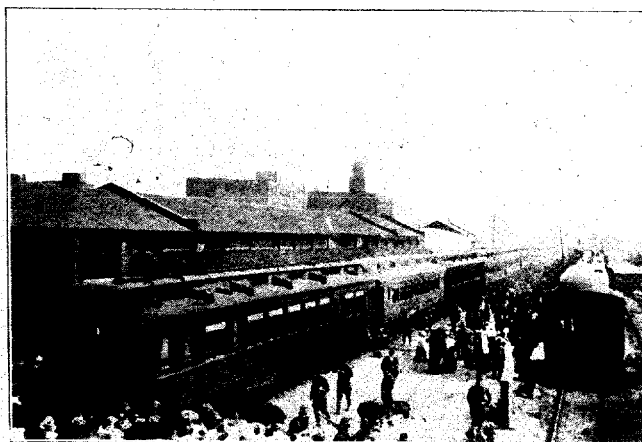
As soon as shippers fully realized the necessities they, with commendable patriotism, fell into line and have been of the utmost assistance to the Railroads War Board and the carriers individually and collectively in the achievement of plans of cooperation which has enabled the transportation systems, with scarcely any increase in equipment to move a very greatly increased tonnage, the figures showing a surprising advance in the percentage. Just how greatly the railroads have appreciated this cooperation of the shippers is voiced by L. F. Loree, chairman of the eastern department of the Railroads' War Board, in a request that a record be kept showing just how the public attitude has benefitted. He said:

"Cooperation of patrons and public, in many quarters where there has been indifference or hostility, it must be admitted is largely responsible for the splendid results thus far attained. A spirit of helpfulness on the part of persons dealing with the railroads, prompted by patriotism in face of actual war, has permitted economy and efficiency in operation previously not attainable. Fully to meet, on the part of the railroads, this friendly spirit and to develop and extend such cooperation, as a potent means toward gaining maximum service to win the war, it is deemed desirable that a record be kept showing just how the public attitude has helped."

"Actual value of friendly cooperation by the public with the railroads—as measured by larger, better and more economical service—necessarily has been a matter of theory, subject to contradictory opinions, in the past. We now expect to be able to show by actual experience what a fair attitude toward the railroads by the public means in the way of benefits to the public. This should furnish one of the many valuable lessons of the war, and it is our duty to make the most of it."

"The railroads have gone the limit to help the government in winning the war, surrendering their property and subordinating every personal advantage and profit to the nation's needs. The people have responded by greeting our efforts with appreciation and approval, in many quarters affording aid and cooperation that is invaluable and necessary to the best results."

"If we are able to extend and perpetuate this constructive, helpful spirit toward the railroads it will bring good results that are almost incalculable, and which will be permanent in their



Company D. Entraining at Chicago, July 21st

effect on American business, prosperity and progress.

"Railroad operators constantly are engaged in intensive studies for efficiency, economy and general improvement which the public hears nothing about. The theory that better public relations would yield improved service has been generally accepted, and we have sought earnestly to bring them about. In view of the accomplishments of the past hundred days, some have asked why the railroads have not reached such a height of service before this. Recent experiences have furnished the answer in striking fashion.

As an example he cites the fact that the Committee on Coal Production of the Council of National Defense, in pooling their shipments alone, has permitted the railroads to haul to Atlantic ports 6,640,000 tons more bituminous coal than they did last year, with an estimated saving of 133,000 freight cars, and latest reports from about sixty per cent of the entire mileage in this country indicate that these lines have rendered 16.1 more freight service during May than last year, with practically the same number of cars and locomotives.

Could anything be more convincing of the loyal and patriotic attitude of the railroads or of the tremendous power of TEAMWORK?

A large measure in this good work has been the campaign for the maximum loading of freight cars, and this is an issue of the most vital concern, for in it alone is there the slightest hope of moving the crops, munitions, coal, army stores and equipment, together with all the other traffic of a country speeding up its business to the top notch. The board issues bulletins regularly and gives the fullest publicity to all of its acts. It says that the demand for freight cars is greater today than ever before in the history of the country and appeals for still further cooperation from both shippers and receivers of freight.

These are matters upon which every railway employe should thoroughly inform himself and in which he should feel a personal interest and responsibility, for his cooperation with the management and the effect of undivided teamwork among themselves will be reflected in the quickened movement of freight, in fewer delays to trains, the reduction of the loss and damage account and in many other ways. It will be one of the greatest battles of the war, and when the Star Spangled Banner comes back in glory flying over the victorious armies it will be said with honor and praise that the railroad men of this country, by their united and patriotic action, rendered service to their country equal to the bravest and most gallant action of the armies in the field, and without which the war could not have been won.

The crops are being harvested and soon the call for cars to move them will come. Milwaukee employes must exert every effort to expedite the business of this railroad and to see that our patrons are afforded the best possible service. The task ahead is a man's job and there must be no slackers. It is "doing our bit," and our "bit" means not a little "bit," but a great, big "bit"—a "bit" that represents our whole energies, our whole heart and soul and all of our love for this

beloved country that is now at the most momentous crisis of its life.

The Russian Diplomatic Mission Special.

The Milwaukee was honored by the Diplomatic Mission to Russia, which traveled over our lines from "a Pacific port" to Chicago, on its return from Russia. The party was composed of Senator Elihu Root, chairman of the commission, General Hugh Scott, Chief of Staff, U. S. A., Admiral Glennon of the Navy Board, Charles Edward Russell, noted author, S. R. Bertram, prominent New York banker, Dr. John R. Mott, General Secretary of the Y. M. C. A., James Duncan, Vice-President American Federation of Labor, Colonel Mott, Military Attache, and Major Washburn.

The schedule of the special train was arranged to permit the party to travel over the electrification district in daylight—the Milwaukee road having been selected as the official route largely because of the novelty to most of the party of being pulled by an electric locomotive.

General Scott, to whom in 1876, was assigned the task of "making the Indians behave" on the western frontier, is probably more familiar with the topography of the country than any other living man, mounted the engine at Avery, without breakfast, and rode to Deer Lodge; dismounting there, after luncheon, he resumed his perch at Butte and remained there until the train arrived at Harlowtown. It was old stamping ground all through that region for the general and he told of many interesting experiences thereabouts in the days of Indian fighting and translated for the balance of the party every Indian named stream or town through Montana and the Dakotas.

The through run from the Pacific port to Chicago was made in sixty-five hours, and the enthusiasm of the entire party on the schedule made, excellence of service and the attention of all employes was unbounded.

Vice-President C. A. Goodnow accompanied the party as far as Harlowtown, and as there is nothing about electrification that Mr. Goodnow is not familiar with, his explanations of electrical operation were of interest to all of the party. Division Superintendents Richards, Clemons, Murphy, Spencer, Hill, Melin, Thiele, Macdonald and Atkins also accompanied the party over their respective divisions, while dining-car steward Kirkland and sleeping-car conductor Allen won the approbation of all by their untiring interest and courtesy. Supervisor Copenoll was also aboard and contributed his "bit" to the general excellence of the service.

Dorothy Wanted Some, Too.

This is a true story of a little "Milwaukee" girl.

Returning from the city, Arthur's mother, opening a parcel, said to her boy: "I've brought you a pair of Orthopedic shoes." Dorothy, aged three, standing by exclaimed eagerly, "Oh, won't you buy me a pair of 'Dothypedic shoes?'"

Safety First

A. W. Smallen, General Chairman.

From the Bureau of Safety.

EYES THAT SEE NOT.

Thoughtlessness in Children Is Excusable; in Grown-ups It Is Criminal.

What have been the results of the railroads' efforts to mitigate the trespassing evil? To what extent have the people responded to appeals to voluntarily join in this movement? Interstate Commerce statistics for the year 1915, as compared with the year 1913, are highly significant in showing the difference between co-operation on the one hand and the lack of it on the other as applied to the safety first movement.

Reflecting the splendid and effective co-operation of many men in railroad employment, the statistics referred to show a decrease in 1915 of 42 per cent in railroad men killed, of 19 per cent in railroad men injured, of 45 per cent in passengers killed, and 27 per cent in passengers injured.

The extent to which the public voluntarily co-operated in preventing accidents of the kind which in the main they alone could prevent is shown in a decrease of only 10 per cent in non-trespassers (principally travelers on highway) killed, of 11 per cent in non-trespassers injured, and of 8 per cent in trespassers killed, and in an increase of 2 per cent in trespassers injured.

Two typical cases will show how little we can as yet depend upon the public to make use of its intelligence, its experience and its opportunities to voluntarily combat the trespassing evil.

A party of about thirty high school pupils, composing the camera club of a high school in a southern state, accompanied by two of their teachers, started out on a hike to take pictures. Reaching a bayou they strolled along its banks looking for a place to cross, and after a while found a log stretched across the water over which some of them safely passed to the opposite side. The others seeing a railroad trestle ahead decided to use it instead of the log to get across, and proceeded to do so, one of the teachers being among the number. All of them got across the trestle safely except three girls, who, on seeing the approaching train, started to retrace their steps. One of them by her presence of mind saved herself by hanging to the ties while the train passed over her. The other two, however, met their fate at a point where the trestle was only eight or ten feet above the ground and where they could have jumped or rolled off without endangering their lives. The remainder of this tragic story, which is only one of many similar heart-rending and sorrowful stories

told in the past and whose warning lessons have gone unheeded, is best told in the words of the engineer whose public letter follows:

"To my great sorrow I was the engineer of the special that killed the two beloved girls on the railroad trestle near X recently.

"In reporting the accident an evening paper stated that one of the professors in charge of the school children had said that it looked to him like sheer murder. This was cruelly unjust to me, and now that I have overcome to some extent the shock of the tragedy, I want to state my side of the case to the public.

"There is a road crossing about one mile before reaching X, for which the whistle was blown. One-half a mile further north the whistle was again blown for X station and the semaphore. In answer I got the semaphore signal to proceed and then answered by two blasts of the whistle. I next sounded another road crossing whistle for the street crossing between the semaphore and the depot.

"The station at X is approached by a curve from the south, and the trestle where the accident happened cannot be seen until you get nearly to the depot. In approaching and passing X station I had to keep my eyes on the station order board, which if turned against me at any time before passing it would require me to stop as soon as possible.

"On account of the curve mentioned and a dip in the track where the trestle is, the trestle cannot be seen to any advantage until you get within about 1,500 feet of it. After I had passed the station, at the rate my train was going, 60 to 65 miles per hour, or about 90 feet a second, I had less than 17 seconds to reach the trestle where the accident happened.

"After passing the station I noticed a crowd of people on the track waving their hands in the air, and I felt sure they were a customary crowd of merrymakers or picnickers, having their usual fun with a train, an experience that all engineers often meet.

"I could at that time see no danger to any one, but blew the whistle, thinking some of them might stay too close to the track when they stepped aside.

"When they did step on their side of the track and unscreened the girls on the trestle, who were behind them, I discovered them for the first time, but was then so close to the trestle it was impossible to stop in time to save them, although I instantly did everything in my power in a hopeless attempt to do so.

"I have three daughters, one of them a motherless and a fatherless babe of no kin to us, when at the age of four months we

adopted her, simply because she was alone in the world, by the death of her father and mother; and I feel that I could not wantonly or carelessly inflict injury or death to the children of other parents, and naturally resent being accused of doing so by mature people.

"At any rate my conscience is clear of any responsibility whatever for this deplorable accident.

"The only way to avoid such accidents is to stay off the railroad tracks, and I think our lawmakers are greatly to blame for the loss of many lives for not having a law to make people do so.

"In most cases when an engineer sees a person in actual danger on the track he is powerless to save him."

Here is another case equally tragic—equally as unnecessary.

Some children were happily at play in the back yard of a comfortable home in one of our large cities. Back of the home was a main-line railroad, with sidings here and there leading to local industries. In properly serving the public much switching had to be done back and forth past the rear of this home. This switching had been done for years and everybody in the vicinity knew it. One of these children in trying to escape from the others, passed through an opening in the rear of the lot and suddenly stepped upon the track. To the engineer of the switch engine the appearance of the child was as unexpected as lightning from a clear sky. The approaching engine was then so close that he had time only to apply the brakes and shrilly sound the whistle before the inevitable happened. A few moments later a heart-broken mother clasped in her arms the bleeding, bruised and dead body of her precious child. It is said that when she heard the whistle she knew instinctively that something had happened to her child, and a local newspaper in commenting upon the accident, sought without warrant to impute the blame to the innocent and helpless engineer, and brutally denounced him for sounding the "Death Whistle!"

Now the editor of that paper, if he knew anything at all, must have known of the existence of a law requiring a steam locomotive to be provided with a steam whistle, to be sounded as a warning to persons on or near the track, which warning only when unheeded is apt to become the death whistle. But for those who heed it, the warning fulfills its intended and humane purpose as a life whistle. The editor neglected to make use of this splendid opportunity for educating the readers of his paper in respect to the dangers of trespassing and to the imperative necessity of legally restraining those who are unable or unwilling to restrain themselves.

Courtesy of M. K. & T. Railway.

A Safety First meeting was held on the Wisconsin Valley Division at Tomahawk, Wis., July 10, 1917, with the following committeemen present:

H. L. Crandall

J. A. Ball

R. C. Hempstead

H. E. Brock

W. C. Milne

Other employees present were:

W. F. Bingham
Oscar Krugel
F. Hintziker
W. Scott
G. Raese
Jas. O'Brien

P. Danberg
Max Reledel
J. D. Walden
E. Urban
Geo. Darval
F. Duvie

G. L. Grube

Meeting was called to order at 7:30 P. M., by Chairman H. L. Crandall.

Minutes of the previous meeting were read and approved.

Committeeman R. C. Hempstead suggested that lights be installed in the roundhouse at Tomahawk, as a matter of safety. Also that changes be made in coal shed track at Tomahawk. He also reported that cinders were too close to the track at Minocqua.

Committeeman W. C. Milne again brought up the suggestion that the proper staking of logs be looked into.

G. Raese reported that the water spout at Merrill was in a dangerous condition, and orders were issued to have the matter investigated immediately.

J. D. Walden reported that cinders were too close to the track at Babcock. Matter will receive attention.

A report was read by the chairman showing a reduction in accidents on the Wisconsin Valley Division.

Meeting adjourned. Next meeting will probably be held in September.

A Safety First meeting was held at Deer Lodge, Mont., on July 12, 1917, in the office of the district master mechanic.

The meeting was called to order by Superintendent J. J. Murphy.

Those in attendance were:

J. J. Murphy
E. Sears
A. W. Smallen
R. Wende
C. E. Shaw
W. T. Emerson
G. P. Pedderce
J. T. Melaney
J. C. Kinney
E. G. Slater
J. T. Kelley
L. W. Smith
S. C. Vanderwarker

R. F. Tyler
W. R. Lanning
G. T. Spaulding
George Nick
F. D. Mumma
E. Sowerby
H. M. Grimes
J. P. Phelan
W. E. Brautigan
J. W. Howe
W. C. Eanis
O. Miller
H. R. Nelson

W. E. Phelan

Minutes of the previous meeting held at Deer Lodge, were read and approved.

Superintendent Murphy opened the meeting by calling for remarks on the siren whistles on motors and Mr. Emerson said in his opinion that they were a great improvement on the old style whistles, and suggested that the same be adopted.

Mr. Sears also said that a trial of the siren whistle had proven satisfactory, and that the cost of maintenance was very low.

Mr. Murphy also brought up the question with reference to warning signal at points where there was not a proper clearance on the top of cars. Suggested that something other than bamboo poles be adopted. Mr. Emerson said Mr. Cleveland had suggested that a short pole with a whip on it, like a buggy whip, would be far ahead of a pole. It would, however, cost a great deal more to install it. It was decided to investigate the matter further before any requisition would be made.

Mr. Sowerby, general foreman at Deer Lodge, reported that a walk on the bridge at Deer Lodge was being made wider. Suggestion had been made at one of the previous meetings by one of the shop committeemen.

Superintendent Murphy asked Mr. Wende to give his opinion on electric locomotive examination book and he responded by saying that he believed changes should be made in instruction book to engineers on operation and maintenance of electric locomotives. He referred to question about where control air gaps are located. He said he believed that said location should be shown. Also question about trolley insulating section. He wanted the wording of the answers changed. It was decided to post bulletins indicating where these air gaps are located, and also

to put up a sign of some description, and to put pasters on books making these corrections. Mr. W. C. Ennis suggested about pasters.

Mr. Wende suggested having insulated platform at one end of boom on crane. This suggestion was deemed a good one, and will be taken care of. He also suggested a portable insulated platform which could be carried in supply car of wrecking outfit. He was instructed to make a sketch and have shops make one for experiment and put it on boom.

Mr. Lanning spoke of having trouble unloading wheels on account of using three-inch plank, the trouble being that wheels cut through this plank. He stated that he had replaced these with heavy planks and trouble is now eliminated.

Mr. Slater spoke about furnishing skid for cabooses for way freight. Superintendent Murphy suggested that he make them up and wire him on it in reference to length and outline what he wants. He informed the committeemen that he will have Mr. Sears make some for other way freight cabooses.

Many very good suggestions were made before the meeting adjourned.

A Safety First Committee meeting was held at Tacoma on July 14th, at 10:30 A. M. Trainmaster Dow presided.

Minutes of the previous meeting were read and approved.

Some of the matters complained of during former meetings reported as follows:

Committeeman Johnson recommended that suitable signal device be installed at Atlantic Street Crossing to protect the movement of trains. Chairman Dow made suggestion that committee appointed by Superintendent Richards to act and report on the method of moving trains between Stacy street and Spokane avenue, hurry the reports on the matter.

Committeeman Buchanan advised that the slow boards at Sumner were not placed at the proper height and suggested that they be raised to standard height, or high enough so that the weeds would not obstruct the view. This matter will be taken care of.

Several other suggestions were offered and will be investigated before the next meeting is held in September.

A Safety First and Proper Handling of Freight meeting was held at Kansas City July 27, 1917, at 8 P. M., in the Union Station assembly room, with the following visitors present:

C. H. Dietrich	J. S. Adsit
E. W. Lollis	C. Hibbler
A. Silver	T. Cahill

Fifty-seven employees were in attendance, represented by their various department heads.

Several very good suggestions were made, and Superintendent Richards stated that they would be taken care of.

Superintendent Richards then gave a very interesting talk on the importance of men being careful, especially at this time when men are needed so badly.

Meeting adjourned at 10:30 P. M.

The Twin City Safety First Committee held their bi-monthly meeting in the office of Superintendent Van Dyke, on July 28, 1917.

The following members were present:

G. A. Van Dyke	Wm. Johnson
R. H. Roers	Mr. Collins
C. Lind	J. E. Boucher
J. Hafner	J. Ostrum
G. A. Brewster	F. E. Rice
M. P. Craven	J. O'Brien
	C. H. Crouse

It was reported by one of the committeemen that refrigerator doors are not being properly closed and fastened after inspection is made by the yard clerk, and the team track employees. This will be remedied by the superintendent.

It was also reported that yardmen are not picking up re-railing frogs and switch chains after using them. This matter will be corrected.

It was reported that crushed rock elevators at 22nd and 42nd streets are too close to the track. The chairman advised that they would be removed to a proper clearance.

Another suggestion made, was that dead grate back of dump grate had been removed from yard engines. This allows fire to fall out on the

ground, causing a dangerous fire hazard. Referred to the locomotive department for prompt action.

Complaint was made that westbound H. & D. passenger trains are running at a too high rate of speed through the connection from the Wye to the westbound main line just east of Cedar avenue. Matter will be investigated.

Again complaint was made that westbound H. & D. freight trains are running at too high a rate of speed through the crossovers between 24th street and Hiawatha avenue at South Minneapolis. This will also receive attention.

Many very good suggestions were offered and Superintendent Van Dyke assured the committee they would receive attention.

The next meeting will be held during the latter part of September.

On August 7, 1917, an interesting and enthusiastic Safety First meeting was held on the H. & D. Division, at Aberdeen, S. D.

Superintendent F. M. Melin presided, and C. Wilkinson and A. W. Smallen were present.

The meeting opened at 8 P. M., and after discussion of many suggestions and talks by the committeemen, the meeting adjourned until October.

The next meeting will be held at Montevideo.

Claim Prevention Bureau.

The General Committee on Prevention of Loss and Damage Claims is obliged to make another unfavorable report and show a heavy increase in our loss and damage for the month of June. This account for June, 1917, amounts to \$103,323.42, which, compared with June, 1916, when loss and damage amounted to \$71,948.22, shows an increase over last year of \$31,375.20. The ratio of loss and damage to freight revenue for June, 1917, is 1.61 per cent as compared to a ratio of 1.15 per cent for June last year.

As a further indication of the increase in our loss and damage claims there were 12,431 new claims filed during July, 1917, as compared to 7,418 new claims filed during July last year, or an increase in the number of claims filed of 67 per cent. The increase in the face value of these claims is considerably greater than the increase in the number, owing to the rapid advance in the prices of all commodities handled. This situation is rapidly becoming critical and is one that demands the earnest and continued attention on the part of everyone connected with the handling of freight, employees and officers alike.

In last month's bulletin this committee asked for an expression from every person receiving it giving their views in brief regarding the causes for our increase in loss and damage and in response to this request a large number of letters have been received for which the committee extends its thanks and its assurance that practical use will be made of all the suggestions and ideas given.

During the month just passed a considerable number of cases have come to our attention of damage to perishable freight on account of failure to re-ice in transit. Will yardmasters and agents at icing stations give this their closest attention during the remainder of the warm weather? Present indications are that there will be an especially heavy movement of vegetables this season, much of which will require refrigerator

protection. Agents should begin now to impress on shippers of all perishable freight the absolute necessity of loading cars to their full cubical capacity, thereby relieving the shortage of equipment as much as possible.

During the next three months our opportunity for stopping claims and reducing the loss and damage account will be the most favorable of the entire year, as there should be no claims for overheating nor for frost damage.

The committee, therefore, appeals to all interested employees that a special effort be made toward claim prevention during the balance of the year, not alone on account of the money it costs our company, but keeping the thought in mind also that a great part of our loss and damage represents a wastage of food stuffs, clothing and other supplies that cannot be spared by our country during these critical times.

There is no question in anyone's mind but what the man that prevents the loss of a bag of flour or a barrel of sugar is doing his bit just as much as the farmer that raised the wheat or the planter that raised the cane.

C. H. DIETRICH,
Asst. Freight Claim Agent.

Proper Handling of Freight and Safety First Meeting.

La Crosse, Wis., July 13, 1917.

J. A. Macdonald, superintendent La Crosse Division, presided.

The following officials attended:

M. J. Larson,	J. W. Stapleton,
C. H. Dietrich,	N. P. Thurber,
A. E. Halderman,	B. H. McNaney,
W. J. Thiele,	A. S. Willoughby.

Freight Inspectors Berg, Brock, Lennon and Early.

Mr. Dietrich gave a very pointed talk on the loss and damage question, citing the conditions the railroads were forced to contend with the past winter, such as severe weather, shortage of equipment and embargoes, and that the freight claims had increased to such proportions that it is absolutely necessary for every employe engaged directly or indirectly to give the matter their personal attention. He urged agents to supervise the loading of merchandise personally and called upon the train men to give the handling of freight their personal attention to help reduce loss and damage claims.

Mr. Larson of Chicago, in the absence of Mr. Smullen, chairman of the safety committee, made a few brief remarks regarding the safety first movement and the necessity of all employes watching all matters more closely, reporting dangerous and unsafe conditions to their superintendents.

Agent Boyle of Viroqua gave a very interesting talk on the handling of claims and making inspections.

Agent at Harpers Ferry stated in his opinion the greatest loss we had to contend with was with grain and explained how he watched the loading of grain and the passing grain cars at his station and if any were

discovered leaking he notified dispatchers at once and had the cars set out and the leak stopped.

Inspectors Berg and Brock also gave very interesting talks along this line and on the general handling of merchandise.

Impromptu speeches from Agent Bolting of Portage, Cordes from Sparta, and agents from Dubuque and S. M. Division were very interesting.

Trainmaster McNaney gave a very interesting talk on the handling of merchandise by way freight crews.

Mr. Larson also explained shortage and high price of coal and cautioned everyone as to the necessity of handling this commodity carefully and not wasting it. Several remarks were made by engineers and firemen from different divisions as to the use of coal and how it might be saved with a little thought. Attention was called to the fact that a great deal of coal is wasted in coaling engines at the coal sheds, too much being placed on the tender, which falls off into the yard and in the right of way and is lost.

The meeting was largely attended, there being about eighty present. It was held in Chamber of Commerce hall, which was donated free by the members of the Chamber of Commerce and to whom we are indebted for so nice a meeting place, which was enjoyed by all.



J. J. Krizek

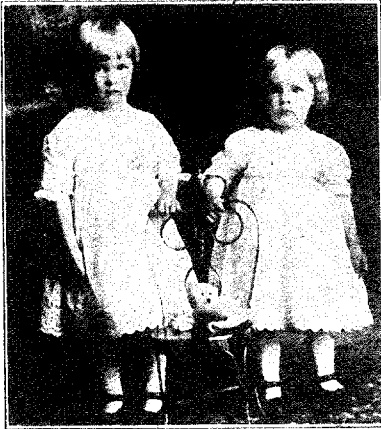
Employees far and wide, who claim Milwaukee as "home" will remember with pleasure, the face above. John Krizek held the ticket window at Milwaukee depot, for many years and only resigned from that position to enter the practice of law.

"John" entered the service of the company in 1898, as stenographer for Col. Boyle, becoming later stenographer for the superintendent of the "Prairie," who was H. B. Earling. In 1900, he went into the depot ticket office, was appointed Depot Ticket Agent in 1908, which position he held until his retirement in April of this year.

He studied law evenings at Marquette University and was admitted to the Bar in 1914. His legion of friends on the Milwaukee wish him the best of success and much happiness.

At Home

Anna M. Scott, Editor



Little Daughters of W. V. Division Engineer
G. F. Raise

Fall Fashions.

Except for two distinct novelties of the season the tailored frock and the suit with the short jacket, the styles are almost the same as the early spring.

The barrel skirt in the beginning turned down flat, comes back as big as life in a new peg-top arrangement. There are panels and platings in skirts and many tunic effects. Some of the skirts are plain with shirred back and loosely draped girdle. A new skirt that peg-tops itself correctly, slips into a plaiting about the hem which produces a hobble effect. Coats for the autumn suits are slightly shorter, many of them are semi-fitted. If there is any curve at all it is in the back. The coming colors are green, mouse, marine blue and grey. Pockets will not be so prominent. It is predicted that we are to have an abounding fur season. Suits will be trimmed with the short-haired pelts.

If you have a chiffon waist too good to give away and it is a bit old-fashioned, look into your scrap bag for odds and ends in laces. If you find you have enough make a new sailor collar of lace, and flare cuffs fashioned of the same material. The flare cuff is especially becoming for a simple blouse.

Knit. Knit. Knit.

The women of the land are being mobilized for knitting. In spite of the greater rapidity of the knitting machines, the good, old hand-knitted socks and scarfs and sweaters and wristlets—the mittens and helmets are wanted badly. The Red Cross has issued an appeal to all women who can knit to get busy. The women of the Canadian Red Cross units knit without ceasing—wherever they go the flash of their flying needles are seen, while socks and mittens and other comforts are turned out by the thousands. The knitted sleeveless sweater is much needed. It is not

difficult, takes two hanks of knitting yarn and two bone or celluloid needles No. 5.

Cast on 80 stitches. Rib by knitting two, purling two for four inches. Then knit plain for 23 inches. Now knit off twenty-eight stitches, onto a third needle, then bind off twenty-four, loosely. Knit the other twenty-eight stitches. Then knit back and forth on one side twelve times, making six ribs. Break off thread and join to opposite side. Knit twelve times across. Then cast on twenty-four stitches and make the back of sweater same as front.

Crochet the sides together, leaving nine inches at top open for armhole. Stretching the neck square as much as possible, crochet single stitch around the neck for greater strength. Crochet single stitch similarly around the armhole. Khaki color or grey wool for army sweaters, navy blue for navy and marine corps.

Appetizing Dishes From Leftovers.

Do not throw out any food unless it is actually spoiled. Acquire the habit of scraping dishes clean. You can use the bits next day for lunch.

Croquettes—Save small portions of rice, noodles, potatoes, rice or hominy. Any one of these may be mixed with cracker or bread crumbs, with a little egg or meat, and fried as croquettes.

The tomato is the handiest vegetable that there is, and there are more uses for it than for any other vegetable. It is good fresh and it is good canned. It is delicious for soups and for salads.

Tomatoes are very simply canned. All you have to do is to dip them in hot water for a few minutes and then remove the skins. Then cut them up and place in an aluminum or porcelain lined kettle and add a level teaspoon of salt for each quart. Boil five minutes and seal.

The cold pack is also fine for canning tomatoes, and if directions given by the Department of Agriculture are followed, failure is unknown.

Do not throw out canned fruit that is partly moulded. Remove the part that is badly spoiled; boil up the rest with added sugar and spices until it thickens enough for a jam or "spread," which can be used for a relish.

Hints for the Housewife.

If boiled potatoes have to stand awhile before being served, cover with thick cloth and stand the pan where they will keep warm but not scorch. The cloth absorbs the moisture and helps to make the potatoes mealy.

When boiling rice or beans, two things which boil over easily, put in a lump of but-

ter size of a walnut and this will stop the trouble at once.

To keep white enamelware from discoloring, make a strong solution of baking soda and rain water. Put utensils in and boil them hard. They will be as white as new.

Conserve the Food Supply.

The returns from our gardens are pretty much in, and we have to ask ourselves—have we done ALL that we could have done with the splendid foods we raised in the backyard plots, the neighboring lots, the right-of-way, etc., wherever we had our corn and beans and potatoes? Certainly the soil has yielded of its abundance, for never were such wonderful gardens seen as blossomed and brought forth this year.

Of course, we had all the fresh vegetables we wanted and we gave some to our less fortunate neighbors—but did we allow anything from those precious gardens, to go to waste? Did any of it lie and wilt atop of the ground after it was pulled, or did it rot below the surface because we did not pull it? Not an ounce of it should have been lost, for we have had lessons and demonstrations all summer long from trained emissaries of the food conservation campaign, showing us and telling us just how and what to do with the vegetables we could not use while fresh—everything should go into cans so that our own cellars may be our supply houses

This is earnest and serious business and one that we must not overlook or misunderstand throughout the winter instead of the corner grocery and the canned beans and peas which come from those places. The canneries of the country are not able to get enough vegetables and fruits to fill the orders for their goods from the government and the agents of our Allies—all to go overseas to feed the soldiers and the war-worn people of Europe. Whatever may be left in your garden today, go to it without delay and get the product into cans for your winter supply.

When that is done, turn your attention to what the food administrator tells you about conserving the grain supplies. It is the plain duty of every housemother to conduct this campaign with as great fidelity and as much purpose as the War Department exercises in the tremendous undertakings it has on hand. Every loyal American, man, woman or child, can be as vitally engaged with the enemy, when he or she is doing patriotic service in the field, in the kitchen and at the market, as the boys in khaki and blue are doing on the firing line, in the trenches and on the high seas.

The United States food administrator has issued a HOME CARD of suggestions to follow in order to bring about a wise conservation—one that will not be a privation or inimical to good health. Following is the text:

UNITED STATES FOOD ADMINISTRATION

Win the War By Giving Your Own Daily Service

SAVE THE WHEAT.—One wheatless meal a day. Use corn, oatmeal, rye or barley bread and non-wheat breakfast foods. Order bread twenty-four hours in advance so your baker will not bake beyond his needs. Cut the loaf on the table and only as required. Use stale bread for cooking, toast, etc. Eat less cake and pastry.

Our wheat harvest is far below normal. If each person weekly saves one pound of wheat flour that means 150,000,000 more bushels of wheat for the Allies to mix in their bread. This will help them to save DEMOCRACY.

SAVE THE MEAT.—Beef, mutton or pork not more than once daily. Use freely vegetables and fish. At the meat meal serve smaller portions, and stews instead of steaks. Make made-dishes of all left-overs. Do this and there will be meat enough for every one at a reasonable price.

We are today killing the dairy cows and female calves as the result of high price. Therefore, eat less and eat no young meat. If we save an ounce of meat each day per person, we will have additional supply equal to 2,200,000 cattle.

SAVE THE MILK.—The children must have milk. Use every drop. Use buttermilk and sour milk for cooking and making cottage cheese. Use less cream.

SAVE THE FATS.—We are the world's greatest fat wasters. Fat is food. Butter is essential for the growth and health of children. Use butter on the table as usual but not in cooking. Other fats are as good. Reduce use of fried foods. Save daily one-third ounce animal fats. Soap contains fats. Do not waste it. Make your own washing soap at home out of the saved fats.

Use one-third ounce less per day of animal fat and 375,000 tons will be saved yearly.

SAVE THE SUGAR.—Sugar is scarcer. We use today three times as much per person as our Allies. So there may be enough for all at reasonable price use less candy and sweet drinks. Do not stint sugar in putting up fruit and jams. They will save butter.

If everyone in America saves one ounce of sugar daily, it means 1,100,000 tons for the year.

SAVE THE FUEL.—Coal comes from a distance and our railways are overburdened hauling war material. Help relieve them by burning fewer fires. Use wood when you can get it.

USE THE PERISHABLE FOODS.—Fruits and vegetables we have in abundance. As a nation we eat too little green stuffs. Double their use and improve your health. Store potatoes and other roots properly and they will keep. Begin now to can or dry all surplus garden products.

USE LOCAL SUPPLIES.—Patronize your local producer. Distance means money. Buy perishable food from the neighborhood nearest you and thus save transportation.

GENERAL RULES.

Buy less, serve smaller portions.

Preach the "Gospel of the Clean Plate."

Don't eat a fourth meal.

Don't limit the plain food of growing children.

Watch out for the wastes in the Community.

Full garbage pails in America mean empty dinner pails in America and Europe.

If the more fortunate of our people will avoid waste and eat no more than they need, the high cost of living problem of the less fortunate will be solved.

HOME CARD

HERBERT HOOVER.

United States Food Administrator.

stand. Not long ago, I stood in a market awaiting my turn when one of two women standing near wanted some veal. The other woman said she had given up buying veal or lamb because it was wrong to kill calves and lambs when cattle and sheep were so greatly needed. The first woman replied: "Oh, yes, I know, and if veal and lamb were not in the market, I would not ask for it; but here it is, and so long as it is here, I might as well have it as someone else." She overlooked the fact that if she and others did not call for it, it would not be there. If there were no demand for lamb or veal, it would soon disappear from the markets.

The same principle applies to the use of wheat. A woman when asked if she were going to adopt a wheatless day, said she did not know how she would gain anything by that, because the other grains and flours seemed to be equally high, and it did not appear that she could reduce the cost of living any by giving up wheat. If she had corn bread, she had to use eggs and milk—rye was about as expensive as wheat, etc. She entirely overlooked the great question of **conserving** the wheat by using other grains and flours which are more abundant. Potatoes are again nearly normal in price and the supply is abundant. They should be used freely, and wheat bread not served at all at the meals where potatoes are used, as potatoes have about the same food value as white flour. Rye pancakes are delicious and may take the place of wheat at the breakfast table; while who that has ever eaten a corn pancake will ever again want "a stack of wheats." Pancakes and potatoes should not be served together at breakfast. These are but a few suggestions to the women of "our road," many of whom have sons gone to the front or in training, and surely those mothers will leave no stone unturned, no economy untried, no self-denial omitted to bring this dreadful war to a speedy close, and at the same time, insure the armies in the field and the sufferers in stricken France and Belgium enough food to carry them through to a victorious peace.



Conductor "Jean" Hare Out Where They Catch
(?) The "Big Ones"

An Interesting Old Letter.

The following letter written more than twenty-two years ago by the late P. D. Armour brings up the matter of the co-operation of employes with their employers and is interesting because of its reference to the president of this company when he was the general superintendent and his all inclusive interest in the welfare of the company he represents.

April 1, 1898.

My Dear Ogden and Phil:

Mr. Earling, superintendent of the C. M. & St. P. Railway, rode home with me from Carey's funeral yesterday, and in the course of conversation related a little incident to illustrate why railroads don't succeed better. It struck me very forcibly, and I think the meat of it will apply to the packing business.

He said that while he was in Minneapolis last week he stepped into a little cigar store near the depot and bought a couple of cigars. As he was lighting one he asked the man whether he was doing a good business. He said, yes; he had all the Milwaukee & St. Paul Railroad trade, and that was a very large volume indeed; in fact, it was practically all the business he had.

Then Earling asked him where he bought his cigars, and he replied, "In New York."

He then asked him how he shipped them, and he answered, "Via the Burlington Road."

"You get all your patronage from the St. Paul, and yet you give all your patronage to the Burlington, a road that you have never had a bit of trade from."

"Oh, well," said the cigar man, "I never thought anything about that. I have never been asked by any of the St. Paul people to ship them via their road."

Of all the great number of employes who supported that tobacco store, not one had ever asked the cigar man to send his business over the St. Paul Railroad. Of course, they were not the commercial men, exactly, of the road, but they thought nothing concerned them except their special duties and whatever was doled out to them.

Consequently, that was why railroads in a great measure fell short of giving the results to the stockholders that they might give, and, naturally, that meant they did not pay the men what they might pay them.

Now, I think this holds good all through Armour & Company to a great extent.

If every man about Armour & Company would pay a little attention to supporting and helping the house, it would go a very long way toward the success of the house; and no one connected with Armour & Company could go out of his way and show that he took an interest in their success but what the house would soon find it out.

It would be a very simple matter for any of our boys, on going into a store, if they didn't see our goods, to ask why, and if they could not find out, it would be easy enough to report it to the commercial part of the house.

Sincerely yours,

Philip D. Armour.

Veteran Employees Association.

The annual business meeting of the Veteran Employees Association was called for Saturday afternoon, August 18, at the La Salle Hotel, Chicago. The meeting was called to order at 2:30, but there not being a quorum no election of officers could be held or other business requiring a vote transacted. The secretary's and treasurer's reports were read as a matter of information to those present, but no action was taken.

Over one thousand votes in the affirmative on the purchase of a Red Cross ambulance with the association funds have been received, and but approximately fifty in the negative. Owing, however, to the fact that of the ayes about one-third have no signature, and fully four-fifths of the nays have none, these votes cannot be counted. It is probable, therefore, that another vote will have to be taken. This will be decided upon at the next meeting of the executive committee.

Owing to no election at the annual meeting the present officers and committee, according to the constitution, hold over until another meeting is called.

The Eighth Engineers.

McE.

"Tell President Earling that the boys of the Eighth Engineers Regiment wish to thank him for the entertainment that he made possible at Lake City. It was thoroughly appreciated by all of us. Tell him that we will uphold the traditions of the St. Paul and that we are proud and steeled and content with all that has to be. Thank him for the two days rest that we enjoyed, and let Mr. Earling know that there isn't one soldier in the regiment who didn't avail himself of the privileges of a swim at Lake Pepin."

It was the voice of Major George Marion Rice of the Eighth Engineers, recruited in the far west, and who swung into Chicago for a few fleeting minutes a short time ago. Three special trains were necessary to accommodate the engineers, and Major Rice, an oldtimer on the Puget Sound line, didn't even have a glimpse of the vanguard of his little army, for they were routed through the city long before the third special rolled into the Western Avenue yards. Major Rice accompanied the boys on the third train.

It was while the trains were speeding across the mountains and descending into the rolling prairie lands that arrangements were made for a "vacation" for the engineers at Lake City. For two days the "boys" availed themselves of every privilege, and according to Captain Nelson Howard of Major Rice's staff it was a sight worth seeing when the entire regiment went in bathing, sans everything made by man. So well pleased were the engineers that Major Rice flashed this message to Vice-President Earling:

"On behalf of Colonel Cavanaugh and the regiment I desire to thank the C. M. & St. P. Ry. for its splendid treatment and extra

service performed which permitted us to enjoy the stop at Lake City. All the officers and enlisted men are boosters for the Milwaukee. They understand it was arranged by the railway company." Quite right; it was.

The trains were given special attention when the Chicago district was reached. P. L. Rupp, superintendent of terminals, had two engines to handle each train, one on each end. With military precision the long trains were swung around the Western Avenue yards and onto the tracks of the Belt Line and then east. It was thought that only an hour would be spent in New York, for according to Major Rice everything was in readiness for the immediate embarkation of his men.

"The men are anxious to get into service," said he. "We know there is much to do and we mean to do it." The three specials spent less than twenty minutes in Chicago, Major Rice's train leaving almost immediately for the front.

The (Mis)Fortune of War.

Here is one of the fortunes of war. Recently the Michigan Central brought to Chicago a trainload of laborers going to the Coast. They were quartered in tourist sleepers which the initial line had furnished to go all the way through. Before the train reached Chicago the Federal Government gave notice to the M. C. that the cars would be commandeered at Chicago for troop movements. Nothing then to do but to appeal to the Milwaukee, which had the haul from Chicago to Omaha. Our people replied that they could furnish coaches to Omaha, but not beyond because the equipment was due to go to Camp Douglas immediately upon its return from Omaha for several companies of the Guard which were going to Houston.

Before the train had reached Council Bluffs Mr. Duval notified the general office that the Union Pacific intended to hook an engine onto our train as soon as it reached Omaha and run away with the coaches, because they had no equipment they could spare. Our company then promptly arranged to detain the men at Council Bluffs and not run the risk of letting its cars go over the bridge into U. P. territory. This was done, we got our cars back in time to go to Camp Douglas, and the last heard of the men they were camping out on "the dump" at Council Bluffs.

This is only one incident and a probable forerunner of the perplexities of transportation that are to come. If we growl over delays to trains and lack of cars enough on regular trains let us stop to think of the tremendous drain the company is trying to cope with and be patient. If the public grumbles, let us explain as well as we can whenever we have an opportunity. When the public understands the reason it will take inconvenience without complaint and as a part of their patriotic duty.

Hamilton Watch

"The Watch of Railroad Accuracy"

Railroads may change their equipment but the Hamilton Watch will still time the trains

No railroad man who has purchased a Hamilton Watch need ever fear that railroad improvements will force him to buy another watch.

Hamiltons are made to keep accurate time—railroad time—under any conditions. No railroad changes can affect the Hamilton's time-keeping qualities.

Engineers picked to run the highest-powered electric locomotives tell us that their Hamiltons keep perfect time.

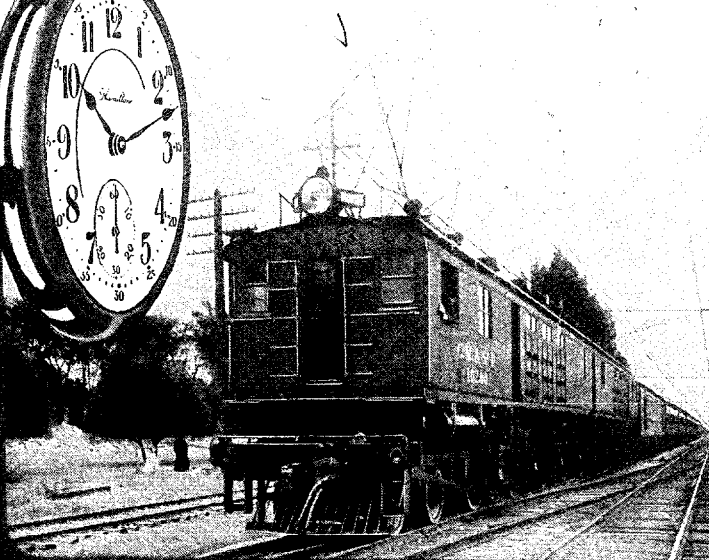
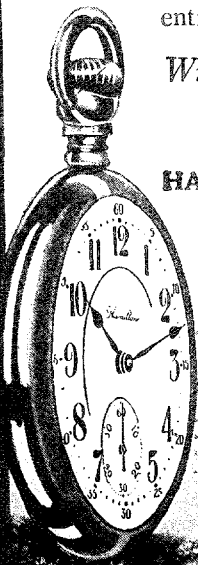
Your jeweler will be glad to show you a Hamilton Watch, because he knows it is a watch that will give you entire satisfaction.

For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American railroads and will pass any official inspection. And moreover, they will keep on passing inspection for years and years.

Write today for the Hamilton Watch Book, "The Timekeeper"

It pictures and describes all Hamilton models, and states prices. Hamiltons start at \$13.00 (\$14.00 in Canada) for a movement alone; from this they run, by easy stages, to \$150.00 for the Hamilton Masterpiece in an extra heavy 18k gold case.

HAMILTON WATCH COMPANY Dept. 20 Lancaster, Pennsylvania



Passenger train being drawn by an electric locomotive on the Chicago, Milwaukee & St. Paul Railway

Special Commendation

When coming from the O-W interchange at 11:40 a. m., July 3d, F. J. Maxwell, car foreman, discovered a piece of 13¼ inches long broken out of a rail on our outgoing track, near where the T. R. & P. trestle crosses over our tracks. Not having a flag he notified the engineer on switch engine TE 14, who was going into the yard, to notify anyone leaving the yard of the location of this defect. He then went to the junction and notified the operator and rail was promptly replaced. Mr. Maxwell's thoughtfulness and quick action in this matter doubtless prevented a serious accident and is much appreciated.

Letter of commendation written Brakeman E. A. Smith by Superintendent J. P. Richards of the Coast Division:

"I wish to commend you for discovering that 16 inches of flange was gone on wheel of SV&E car 140650, steel for Tacoma, which undoubtedly prevented an accident. This letter has been filed with your record."

Letter written to William Minshall of Duvall by Roadmaster W. R. Hunt, Coast Division:

"I wish to thank you in behalf of the C. M. & St. P. Ry. for the service rendered us by going to your neighbors and calling the agent at Duvall and notifying him about the fire at bridge FF 924 near Bacus on morning of August 11th. This possibly, owing to the location, prevented a serious accident, as the G. N. train 391 goes over this point before any of our men would be on duty, and I want to say that such acts from our neighbors along the line are highly appreciated by the company."

Agent Mosher, Springfield, Wis., continues to watch the trains down the hill. He discovered some lumber shifting on T. J. McCarty's extra, the first of the month, and stopped the train at Lyons before any damage was done.

H. & D. Conductor Guy Benson, on way freight, reported brake rod dragging about 20 cars from head end on No. 72, while passing through Brown-ton. Conductor on 72 was notified and the condition remedied before any further damage occurred.

Section Foreman George Loer, Weaver, Minn., has been specially commended by Superintendent Thiele for discovery of broken brake rod on train No. 30 at Weaver, July 21st. This timely discovery and prompt action in getting train stopped saved a possible derailment, and it shows that Mr. Loer is observing at all times and his attention to duty is much appreciated.

Illinois Division H. P. Perry has received special commendation for discovery and promptness of a broken flange on C., B. & Q. car 96480 at Kirkland, July 24th.

Columbia Division Brakeman F. J. Gaynor has received a letter of commendation for his interest in promptly reporting to the Forestry Department the fires which had started recently at Pocono. Disastrous fires, in each instance, were prevented by Mr. Gaynor's prompt report to the fire warden.

Cast Your Bread Upon the Waters.

Ben Simen, operator and ticket agent at the "new depot," Libertyville, has friends galore, just because of such little incidents as the following:

"Somewhere in France," June 25th, 1917.

The General Superintendent,

Chicago, Milwaukee & St. Paul R. R.

Dear Sir:

They say that there is no place like the army to make a man remember the kindnesses done to him in the past. This has proven to be true in my case, and I desire to call your attention to the effective service being rendered to your railway by one of your employees. I don't know the gentleman's name, but he is station agent at the "new" depot in Libertyville, Illinois.

While on a short trip, through the middle west, last summer, I stopped at Libertyville for a few days and heard nothing but good words on every hand for this man who represents your railway in that town. At the conclusion of my visit he made very satisfactory arrangements, at no little trouble to himself, for my departure from Chicago, then when a change in my plans

necessitated a complete reversal of the arrangements, he made the change at considerable extra trouble to himself, without even a suggestion that I should have conducted my part of the affair in a different manner.

It seems to me that service of this kind is worth hundreds of dollars of advertising and I know it made me feel very kindly toward the "St. Paul" and the things for which it stands, which I am sure were typified in this act of courtesy on the part of one of your men who hold your road's reputation in their hands.

I congratulate you, sir, on being possessed of an agent of this kind and I hope and believe that his worth to your corporation is fully appreciated.

Sincerely yours,

(Signed) H. A. Speckmann,

Base Hospital No. 4.

U. S. Army, American Expeditionary Forces.

Loyal Boosters for "Our Line."

Lewis S. Hill, clerk in the legal department and son of James Hill of Vice-President Hiland's office, and Frank Lowry of the President's office, actively interested themselves in securing the Chicago district delegation, which included Illinois, Iowa, Minnesota, South and North Dakota and Indiana to the annual general conference of the African Methodist Episcopal Church to be held in St. Paul. They took the matter up with the influential members of the Chicago district and by showing them the advantages of Milwaukee train service and the several very fine trains operated by our company between Chicago and the Twin Cities, succeeded in having the Milwaukee declared the official line for the delegates and their families.

The conference is called for September 18th, and the delegates will go on the Columbian, September 17th. The boys are entitled to great credit for securing this tidy bunch of business.

OUR HONOR ROLL

Correspondents are requested to continue sending in names of all employees who have joined the colors, whether by volunteer enlistment or in the draft.

General Offices, Chicago.

Edmond Kunz—National Army.
John Lindon—National Army.
James T. Flynn—National Army.
C. R. Dougherty—National Army.
W. J. Kane—National Army.
Harry Wood—U. S. Engineers.
J. J. Kehoe—National Army.

H. & D. Division.

R. C. Silker—Minnesota National Guard.
E. F. Kurtz—Minnesota National Guard.
Carl Jorgenson—Minnesota National Guard.
Ernest Merry—Minnesota National Guard.
John Simon—Minnesota National Guard.

Fullerton Avenue.

Thomas E. Basquel—Army.
John J. Byrnes—Army.
V. M. Coughlin—Army.
A. M. Dryer—Navy.
Carrol Golson—Army.
Robert Johnson—Army.
Robert Johnson—National Guard.
Leroy Lopez—National Guard.
Patrick O'Farrell—National Guard.
David Ramsey—National Guard.
Hugh P. Ward—National Guard.
Lee Wagner—National Guard.
Ray P. Anderson—National Army.
James T. Carney—National Army.
Martin J. Grogan—National Army.
William P. Henel—National Army.
Wayne S. Moore—National Army.
A. J. Nordstrand—National Army.
August L. Patook—National Army.
Paul Roettgen—National Army.
Harry I. Snyder—National Army.
George L. Snyder—National Army.
P. P. Werner—National Army.

E. W. Gurney of the statistical department enlisted three times and was rejected as many times for defective sight. E. Doyle and A. Rahn in the car accounting department also enlisted and were rejected for same reason.

Superior Division.

John Murphy—Wisconsin National Guard.
Merritt McClure—Wisconsin National Guard.
Wesley Carter—Battery E, Green Bay.
Richard Blahnik—Battery E, Green Bay.
Harold Cedarstrom—Battery E, Green Bay.
Benjamin F. Clough—Wisconsin National Guard.
Irvin Carter—Battery B.
Lloyd Riddle—U. S. Army.
Louis Hoffman—First Lieutenant, Battery B, Green Bay.

Seattle General Offices.

A. B. Cutler—Captain, 18th Regiment Engineers.
L. R. Wakefield—Second Lieutenant, Engineers' Reserve.

Wallace Griswold—Naval Militia.

P. du C. Division.

James A. Wilson—U. S. Army.

H. & D. Division

M. F. Johnson—North Dakota Infantry.
Jack H. Orea—North Dakota Infantry.
Melyin T. Johnson—North Dakota Infantry.
Lloyd King—South Dakota Infantry.

Engineering Department, Chicago.

From Valuation Office, Eng'r. Dept.

Vern R. Muth
Douglas B. Chapin
Herbert H. Goetsch
John M. Heath, Second Lieut., First Ill. Engineers

Irwin H. Keller

Herbert Londerlin

D. C. Rynsberger, Captain, 31th Eng's, U. S.

A., at Rockford

C. M. Jenkins, First Lieut., Eng'r. Officers'

Reserve Corps

W. E. Chatfield—Eng'r. Officers' Reserve Corps.

Roy Aubry

From Chief Engineer's Office, Eng'r. Dept.

J. T. Osborne, First Lieut., U. S. A.

A. Buchman, private, U. S. A.

R. M. Schroeder, private, U. S. A.

P. R. Elfstrom, First Lieut., Officers' Reserve Corps, Engineer Corps.

From Designing Office, Eng'r. Dept.

H. Lagerstrom—Signal Corps, U. S. A.

F. D. Jones—First Lieut., U. S. A.

C. E. Heimbrodt—Officers' Reserve Corps,

U. S. A.

C. C. Smith, Captain 1st Bat., Wis. Eng'rs,

From Milwaukee

C. H. Poole, First Lieut., Officers' Reserve

Corps From Milwaukee

Ray S. Huffman—Officers' Reserve Corps,

Marion, Iowa

Walter H. Knapp, First Lieut., Officers' Re-

serve Corps, Milwaukee, Wis.

River Division Items.

H. D. Witt.

W. J. Thiele, Supt. and F. E. Rice, Dist. Carpt'r, made a business trip to Menomonie August 13th.

Engineer Otto Yost who has been running switch engine at River Jet., for some time has moved his family to Minneapolis, relieved at River Junction by Engineer Fishback.

J. J. Murphy, conductor River Division, is off for the summer relieved by Conductor Gregg.

Mr. M. T. Skewes, C. D. on River Division, is the latest Minneapolitan to be seen riding around in a brand new "Overland." We understand he has been busy all the vacation putting the trimmings on his new "garage." Some car.

Relief Agent Kennedy at Thellman has secured position as cashier at Omaha, Neb., relieved by Agent Brock.

Operator J. J. Lager of Red Wing, who spent a few weeks on the home farm, has resumed work.

J. Ostrom, chief carpenter, was a Menomonie caller Monday.

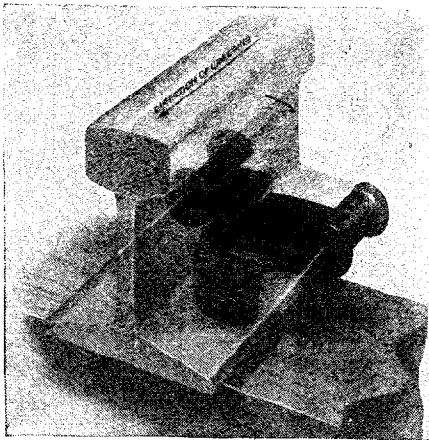
H. C. Kassabaum, roadmaster, was at Zumbrota over Sunday.

Engineer Nels Dunn off on a vacation, relieved by Engineer W. Crouch.

V. Blase, traveling engineer, made a business trip to Wabasha August 11th.

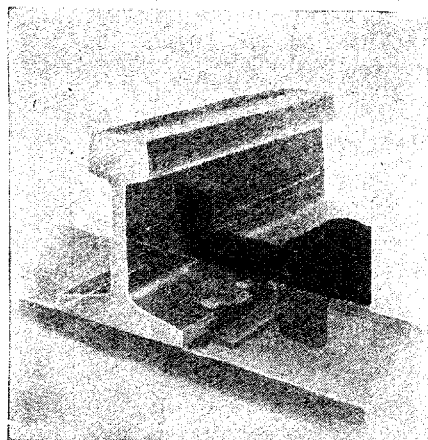
W. A. Loomis, conductor C. V. 5 and 6, relieved by Conductor H. L. Wahl for a week.

RAIL ANTI-CREEPERS



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EFFECTIVE, EFFICIENT—UNIVERSALLY USED



THE VAUGHAN

THE P. & M. CO.

RAILWAY EXCHANGE

NEW YORK

CHICAGO

SAN FRANCISCO

On The Steel Trail



Right-of-Way Garden of F. Doyle, Agent, Neola, Iowa.

Iowa Division.

Ruby Eckman.

F. Doyle, agent at Neola, who is one of the most ardent of the amateur gardeners on the western division, has a fine picture taken of his garden, which was put in on company right of way. The tract covers about an acre and Mr. Doyle had two kinds of beans, cabbage, carrots, two kinds of celery, radishes, tomatoes, musk melons, two kinds of lettuce, Swiss chard, peppers, and two kinds each of cucumbers, squash, sweet corn. He also had early Ohio and Irish Cobbler potatoes, and four kinds of onions, as well as ever-bearing strawberries.

Two crops of several articles have been produced and canned or dried and at all times the garden was free from weeds. If the picture he had taken counts for anything Mr. Doyle will be close under the wire when the prizes are given.

Engineer James Wyckoff tried baching for a couple of weeks of July while his wife visited with relatives in Cedar Rapids.

Henry Achey's wife and his niece, Miss Lydia Chamberlain, went to Mondamin the fore part of August to visit with relatives.

Conductor A. J. Fuller's daughter, Miss Blanche, spent the first two weeks of August on a trip through Colorado.

Fred Preston and wife of New Rockford, N. D., visited with relatives in Perry during August. Fred formerly worked on the Iowa Division but is running an engine out of New Rockford now.

Engineer R. R. Stockwell's daughter Fern spent a couple of weeks in August visiting with relatives in Cincinnati.

Brakeman Frank Upton was quite sick the latter part of July and was compelled to be off duty for several weeks.

James Hansen of the Perry roundhouse force, accompanied by his daughter, Mrs. J. W. Moore, whose husband is also a roundhouse man, went to Buffalo, N. Y., the first of August to visit with Gus and Thos. Hansen, who sailed soon afterwards for France. Mr. Hansen and his daughter formerly lived in England and had many experiences before they made their way to this country. Mrs. Hansen, the wife and mother, was one of the victims of the early attacks on their home city.

Machinist Charles Sheets and wife went to Lawton, Okla., August 1st to visit with Mrs. Sheet's brother, who sailed August 15th for France. They made the trip over land in the Dodge car.

Tinsmith C. E. Marshall of the Perry force was called to Greeley, Iowa, the latter part of July by the death of his mother.

Mrs. Thomas Yates of Savanna was in Perry the fore part of August to visit at the home of her son, Roundhouse Foreman Arthur Yates.

Engineer Wm. Caldwell, who has been on the lay off list a number of weeks on account of sickness, returned to work about the first of August.

Engineer H. E. Nichols, who has been on the middle division on trains four and thirty-seven for a number of years, has transferred to the western division, to trains 3 and 12. Engineer Johnson, who has been on 3 and 12 for about seven years, took 19 and 6 on the west end. Engineer Trine took 6 and 3 on the middle. W. B. Howe has nine and ten on the west and Engineer Gorman has 10 and 9 between Perry and Savanna.

Fireman Elmer Clothier was one of the first men to take the examinations when the call came under the selective draft. He has not yet been assigned to service.

Boilermaker William Barth met with an accident in July which kept him from work for some time. He was working on a boiler when a tool which his helper was using slipped and struck him in the eye.

A number of the firemen who have been doing extra work out of Marion for a long time have transferred to Perry for service. Among them are Firemen Thompson, Mainard, Townley.

On the last Iowa Division bulletin W. H. Campbell was appointed agent at Haverhill, taking the place of C. E. Miller, who went from there to Indian Creek; C. B. Elder was appointed operator at the Omaha city ticket office. J. A. Madsen has taken the Astor agency, taking the place of C. J. Peterson, who went to Worthington.

Fred Harvey, who has been working as station helper at Dawson, has been put on the list as an extra operator and was used at Sinclair, a new station opened on the middle division, for temporary service.

Lester Losey, operator at Coon Rapids, was off duty a couple of weeks in July and August. It

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
1 large size package Quaker Oats	10 cents	7 cents
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 Unedda 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 **\$3.22** Our Price **\$1.99**

You Save \$1.23

Our Guarantee

Your money returned in full if you are not more than pleased.

Cole-Conrad Co.

Department BS

2214 Ogden Ave., Chicago, Ill.

Other Big Bargains in Our Catalogue

Unedda Biscuits, 12 packages40 cents
 Quaker Oats, 6 large packages.....35 cents

AND OTHER BIG BARGAINS

Remember

We send no catalogue unless we receive your trial order.

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.

Order Blank

COLE-CONRAD CO., Dept. BS,
 2214 Ogden Ave., Chicago, Ill.

Gentlemen:—Enclosed please find \$1.99 for which send me Bargain Grocery Order No. BS and include free your catalogue showing your Big Grocery Bargains, it being understood and agreed if I am not perfectly satisfied that I can return the goods and you will at once return my money.

Name.....

Address.....

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

Express Office.....

is reported that the cause for the lay-off was to get married.

Engineer and Mrs. John Rogers returned home the first of August from a six weeks trip through the Northwest.

Agent C. R. Kassell of Melbourne Station had his auto struck by a freight train on July 22nd. Mr. Kassell did not hear the approach of the train and when he noticed them stalled on the track. Only slight damage was done to the car. The occupants all got out before the car was struck.

Charles Robertson, who has been lineman on the Iowa Division for several years, has been assigned to a position in the valuation department and will have charge of the valuation of the telegraph equipment in two or three of the northern states. Mr. Moore of the S. C. & D. Division has charge of the telegraph trouble on the Iowa Division during Charles' absence.

Leon Hoffman, who has been ticket clerk at the Perry freight and ticket office for several months, has been transferred to a position as agent's clerk in Des Moines. The position carries with it a much better salary and Leon's friends are all glad to see him make the change.

Special Commendation -A. J. Hasse, agent for the company at Elberon, was given a letter of commendation and credit in the roster for the discovery of a dragging brake beam on train 4-63 July 21st.

Construction Notes.

"Gugline."

After spending five weeks 'midst the pitfalls and temptations of Seattle, we are again enjoying the peace and quiet of the country, where the only excitement is the daily arrival and departure of Nos. 15 and 16, and where street car strikes and jitney busses are unknown.

Line and substation work on the Coast Division is well under way, and before the snow flies in the Cascades, the work will be far enough advanced to be carried on regardless of weather conditions. Recent additions to the field forces of the electrification department are "Cy" Fulp, "Bill" Barker, E. S. Gilbert and "Hi Line" Jones, all of them experienced men in this class of work, having been on the R. M. and Missoula Divisions during their electrification.

The first man to leave the electrification department forces and join the national army was Leo G. Dandler, who is now mess sergeant of Company D, Eighteenth Engineers, Railway.

V. L. Downs, of the trolley staking crew, was in Seattle recently, trying to place a contract with the Seattle Dry Dock & Construction Company for a new pair of shoes.

Cle Elum Substation Construction Camp may not have electric lights and elevator service in every bunk car, but it does boast of a hot and cold shower bath.

D. H. Miles says that on account of submarines in Puget Sound the general trend of passenger traffic from Seattle to Vancouver, B. C., is by railroad. For one way rates apply to Mr. Miles.

W. E. Ring, formerly with the electrification department, is now on valuation.

Our Monthly Idea -A railway gas car is very much like an undertaker; you can dodge them all your lifetime, but they'll get you in the end.

Pebbles from the Musselshell.

Grace Hardman.

H. J. Thomas and family spent a few weeks visiting his parents at Lewistown.

Switchman Lew Jones and wife of Melstone arrived home after a month's visit in the East.

Mrs. C. E. Vander Vort, wife of Conductor Vander Vort of Miles City, visited in Melstone the fore part of August.

Engineer Tom Edwards has purchased some lots in Melstone and expects to put up a nice house in the near future.

Quite a number of the boys were drawn in the draft. Some passed the examination and some didn't. Hate to see the boys leave, but like to see them make a break for their country.

Mike Caine, popular young conductor on the West End, took a trip to Butte and surprised his many friends by being married. Didn't learn the young lady's name, but understand she is very popular in Harlowton. Here's hoping they have a long and happy life together.

There has been quite a bit of damage by fire to the Milwaukee property, in and around Melstone this summer.

Early in the summer the depot took fire and the city boys put it out.

Later the ice house caught fire several times and did quite a bit of damage.

August 13th a stock car at Melstone caught fire and was nearly destroyed.

August 14th a car of poles caught fire three miles west of Janeva and Engineer Fred Slek-miller brought it to Melstone as fast as possible, where the fire was put out before the car was all burned up.

The same day three cars burned near Sumatra. Didn't hear how much damage was done, but No. 17 was delayed on account of it.

Mrs. Harry Lowther of Miles City returned home after a month's visit with the correspondent.

Fireman Glenn Sarff went fishing but didn't see any fish. Guess he got a "sucker on the wrong end of the pole."

Conductor Murphy is on the west local, Conductor James laying off.



The Foundry Flag at Milwaukee Shops.

H. W. Griggs.

Not to be outdone in patriotism, the Milwaukee Shops Foundry raised the finest "Old Glory" of any on the plant, July 21st. The boys assembled on the wheel platform at high noon, and at exactly on the stroke of 12 the 10x20 foot banner was at the top of the pole. No speeches were indulged in, action speaking louder, but this could not prevent Superintendent Brownell letting go with "The Star Spangled Banner" in a bass manner that was immediately taken up by the foundry employees, augmented by the high tenor of Chief Clerk Bartlein, in a manner that made the old Menomonee Valley ring with the historic anthem. One of the finest flags in the city is that floating over Mitchell Park, the next finest is the one floating over the Milwaukee Shops Foundry and raised by the oldest foundryman, Veteran Henry Luedtke.

Missoula Division.

Peggy.

Here we are right back again with our little old Missoula Division, notwithstanding Nora's cutting remarks in last issue.

More changes! Herbert Baker announced in last issue as one of the official stenographers, has departed back to Three Forks to be clerk to Mr. W. C. Ennis, assistant superintendent at that point. Mr. Baker leads a strenuous existence meeting trains in order to find someone to carry

messages to little Esther. But we can tip him off—he'd better find some time to bring a message or two in person, or he is liable to lose out.

We are looking forward to a visit from Guy E. Sampson and his family, but, goodness' sake, Mr. Sampson, don't overlook the fact that we are now located at Deer Lodge instead of Missoula. Deer Lodge itself is much swelled up over the idea of being headquarters of the big division, in fact so swelled that there isn't hardly room for us all.

Mr. Hunter, formerly of P. C. Hart's office, Chicago, is now employed as clerk to T. J. Hamilton, assistant superintendent at Avery.

Shortly after the arrival of the "Milwaukee Bunch" in Deer Lodge, Col. McTaig in celebrating his birthday brought the B. & M. band from Butte on a special Milwaukee train and in the afternoon marched them down to the office and gave us a nice little serenade. Pretty fine stuff, we thought. The colonel was much disappointed at Mr. Murphy being out of town at the time.

Conductor Billy Cummins and his sister Alice have been enjoying a motor trip with J. E. Coy and wife in their new Mitchell.

Dispatcher Dave Haggerty and wife are enjoying a two weeks' holiday in Missoula and Spokane.

Miss Elvira Bergren, timekeeper for the Rocky Mountain Division, spent her vacation on a motor trip through Yellowstone Park. Returned enjoying like "A Million" and reports a splendid trip.

Mr. T. J. Hamilton, assistant superintendent at Avery, presided at a meeting held in Deer Lodge recently of those employees interested in the operation of the new signals. This is the type of signal now in use between Finlen and Loweth on the Rocky Mountain Division, and St. Regis and Haugan on the Missoula Division. It is expected that the new signals will be used over the entire Rocky Mountain Division within the next two months, and the Missoula between Deer Lodge and Haugan within five or six months.

Avery was threatened with a serious disaster recently when the station platform was discovered to be on fire. Engineer Dex Stephenson, however, proved himself hero of the occasion and put out the conflagration without serious damage—either to himself or the platform.

Chief Dispatcher Mike Welch, with his wife and daughter Ruth, are spending their vacation in Mauston, Wis.

Mrs. George Hill and her sister, Miss Saunders, have returned from a very pleasant trip to Seattle and Mrs. Hill has come to Deer Lodge to take up her residence at this point.

We have a well authenticated report that Dick Wende has purchased a Cadillac machine and has it in the garage for repairs already. Oh, he didn't tell us—that's why we are half inclined to believe it.

We took a little hike to Butte last week-end and there had the pleasure of a chin-chin with "Spike" of the Butte notes. We might mention that this same Spike is quite a hero among the boy scouts of the mining city.

Mr. Jack Noland is substituting for Mr. Charlie Goodman, chief clerk in E. H. Barrett's office while Mr. Goodman and his family are taking a holiday trip.

We certainly feel relieved now that we know the worst about Maggie and Slatts and the Kaiser and all the other celebrities from the Three Forks dispatcher's office.

Herbert Foster, formerly chief clerk to Superintendent of Missoula Division, surprised his friends by running over from Seattle for a short trip.

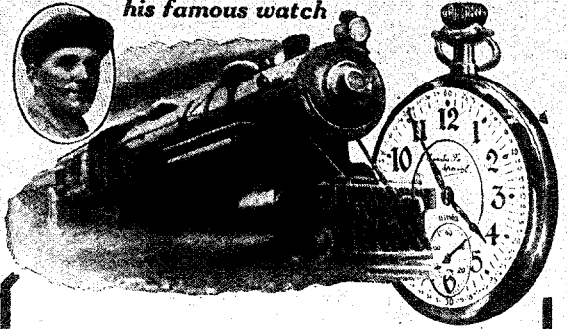
As W. E. Phelan returned recently from a visit with friends in Spokane.

Mr. O. E. Hanssen, wife, and Velie Six have arrived in Deer Lodge and are nicely settled, and, say, like the rest of us—it isn't half bad once you get used to it.

Some nice man who is station master in Butte gave us a whole lot of notes and we wanted and lost them. We don't blame him if he is off us for life, but we hope he will forgive us. You know the one we mean—the one who is always so nice to all the Milwaukee bunch, and is usually to be found around the baggage room at our classy station at that place!

Note that the General Electric bunch got a little spill over on the R. M., but that all "came

Engineer Whitcomb, his giant engine, his famous watch



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2 50 A MONTH

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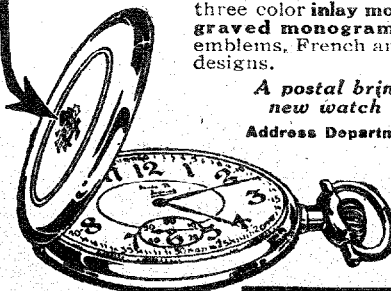
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Our "**Direct-to-You**," easy payment plan is explained fully in the Santa Fe Special catalog. Payments are so small you will not miss the money, only \$2.50 a month and you wear the watch right from the start. **Sent on Approval Without One Cent Down.**

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Santa Fe Watch Co.
Topeka, Kas.

up smiling," Mr. Cox especially. 'Course he would naturally feel good by the time he had tested out the smooth work on Missoula Division, all the way from Deer Lodge, and then to be standing on the bridge as the sun went down—with Nora! Rave on, Nora, we know several others who feel just that same way about the genial Mr. Cox.

We are wondering how many backers we would have if we were to start an Association for the Elimination of Peaches, Pippins and Other Sirens from Railway Offices. Railway offices were until recently the undisputed stamping ground of—you know—we who are older and more experienced, but somebody let in two or three around here who are perfect heart-breakers, and what chance have we got? Please don't all speak at once.

R. & S. W. Notes.

H. J. Beamish.

Dispatcher Spoor, of the Northern Division, was a caller at his old home, Lyons, the last of July. "Two more years," says he, "will see me back on the farm—no more grief and a six-cylinder to drive. I have it all doped out—raise sheep and make a million."

Engineer Barron has taken the Eagle branch run, displacing Burnes. Pat is looking for a house at Racine and will take the day patrol run.

Our friend, Milo Gaylord, now drives a fine big touring car and is the most sought after man in Beloit. Wouldn't it be a joke if some unfeeling cop should pinch Milo for exceeding a slow order?

Engineer Woodward and Brakeman Preston and Hixon were at Star Lake, the last of July, for a fishing trip. The usually "big ones" just got away.

Conductor Houy was off a few trips the first of the month—too hot.

Elkhorn, being the only wet town on the line, naturally staged the prizefight that we hear so much about.

A Sunday morning passenger train, west, now gladdens the hearts of those desiring a day at the lakes. The lay-over crew on No. 10 run the train. Stiles made his maiden trip on the H. G. S. without a pilot.

Understand they now have a lady clerk at Elkhorn—but keep her in the freight house. Not a bad idea with the bunch they have at the other stand.

Beloit tried hard to get a new depot but an unfeeling fire department prevented. If we have a start like that at Corliss it's going through.

Charlie Gradt looked us over the other day and announced that we would soon blossom out in a coat of many colors—inside and out. "Solomon, in all his glory!"

It is very strongly suspected by his friends that our brother "scribe," Ben Simon, Libertyville, is intending to "get unto hisself" a wife. They say Ben took her down for family inspection and she passed with a perfect score. General Delivery, Corliss, Wis., and not too strong. (Yep, August 22nd was the day.—Editor.)

Car Repairer John Kerwin and wife, Beloit, were in Milwaukee the first of the month, where John haunted the bathing beaches until the girls began to suspect him of being a "Dick."

'Tis sad to have an idol shattered, but it happens. Conductor J. Woodrow Rossmiller, the well known and justly popular Beau Brummel of the H. G. S., took the family to the cool shades of Lake Waubesa, the first of the month. In preparation for the trip the wife packed up about six pies, cakes of like number and various other delights—then Rusty leaves the whole works on the platform at Corliss. Denny McCarty had the box before No. 7 was out of sight—and the return of Rusty, on No. 8, was all that saved us from the gout. As the boss remarked, "Rusty always has perfectly good excuse."

Trainmaster C. S. Christoffer was promoted to Assistant Superintendent of Terminals, Milwaukee, the first of the month and left immediately to take up his new duties. It is not new territory for Mr. Christoffer, as he had the trainmastership there prior to going to Green Bay. We all rejoice that his services are receiving deserved notice, but regret his departure from

the division. We liked C. S. C. over here, and found him everything that a boss should be, and wish him all the success in the world in his new work. Mr. Rossiter, who relieves him on the R. S. W. and Illinois Divisions, is well known to most of the trainmen and comes with the best of records.

Des Moines Division Items.

Lela Burnham.

Owing to heavy traffic over the Interurban Railway from Des Moines to Camp Dodge, the C. & N. W., C. R. I. & P. and C. M. & St. P. Railroads have each leased an engine to the I. U. Ry. They have also leased them 53 coaches for the purpose of transporting laborers to and from work at the cantonment. The work is progressing very rapidly, and the 17 miles of switching track and 400 buildings are expected to be completed about September 1st.

Conductor C. E. Elliott laid off a few days during the second half of July, and judging from the "artistic palm beach" suit he wore upon his return, we would say that he had visited Atlantic City or "River View."

Conductor C. V. Shannon and wife, and Engineer O. Weir and wife, have been visiting relatives in Holden, Mo., for the past six weeks.

Lineman B. Stuber says his garden on the right of way near Clive, Iowa, is badly in need of rain. He brought a cabbage head raised in his garden into this office about two weeks ago, which weighed nine pounds and two ounces. Can anyone beat it?

Chief Dispatcher Dickman's daughter, Ginevra, visited in Indianola the past week, and is now in Sumner, Iowa, visiting her grandparents.

On August 13th, at Des Moines, Iowa, occurred the wedding of Brakeman Ira Thomas and Miss Rose Sutherland of Grinnell, Iowa. They have the good wishes of all.

Below is the latest report on the conditions of the sick:

Fireman Paul Black is again up and around, and expects to resume work within the next thirty days.

Gene Bachman, who has been confined to his bed with rheumatism for a month, is now able to get around with the aid of crutches, but it will be several weeks before he can walk without them.

Conductor C. V. Shannon has been off duty for the last ten days on account of blood poison in one of his fingers, but is doing nicely now, and he expects to return to work in a few days.

Engineer W. D. Chase has been indisposed for a week with an attack of yellow jaundice.

We have often noticed articles in the Magazine about courageous deeds performed by various trainmen, and we wish to give credit to Engineer John Allison for his intrepidity in saving the life of a two-year-old child. On August 9th, as he was coming down Madrid Hill on fast stock train, and was within 50 feet of Zook Spur bridge, he saw the baby on the bridge. Fearing he could not stop the train before striking the child, he set the air, climbed out the front window, crawled along the running board to pilot, jumped off, ran ahead of the engine and saved the child. This is the second time since he has been on this division that he has saved the life of a little child.

Conductor Robert Ballard and Brakeman Richard Gilbert were off duty a few days last month attending the Rockwell City and Ponda fairs, and seemed to enjoy the celebrations.

Conductor W. W. Kelley is relieving C. C. Skinner for a few days on runs 95-6-7.

This is to advise that our Swede friend, Arthur Olson, has returned from his annual vacation trip, and is again on the job. He visited an uncle in Kewanee, Ill., and was also in Peoria, Rock Island, Chicago and St. Louis. But it is reported that St. Louis was the most "interesting" point at which he stopped.

Engineer E. McLucas is laying off, and is relieved by Engineer O. Strand on runs 91 and 92. We understand Ed is trying out his new auto.

The first consignment of soldiers for Camp Dodge reached Madrid, August 16th, and were handled by us on special train, consisting of one baggage car and three coaches, which were

Electricity in the Railroad Man's Home

The Toy Electric Range and Miniature Electric Railway Delights Young America

While the steady march of electrical progress has electrified steam railroads, connected continents by wireless, and harnessed rivers, there is hardly an accomplishment of the electrical engineer in actual practice which has not been duplicated in miniature for young America with electrical toys. The modern nursery, like the modern home, has been electrified. And among the numerous creations of our American toymasters are electrical playthings which appeal to both the girl and boy of all ages.

No Fire or Matches Needed with Electric Toys

Mothers may leave the children at home, at play with electric toys, without a feeling of apprehension, for no matches, alcohol or boiling water, such as which must accompany the operation of the toy steam engine, are necessary.

Electric toys are not constructed in the haphazard fashion which has marked the foreign importations in the past. Even the use of storage batteries or the regular purchases of new dry batteries has been done away with, for the modern nursery, like the electrified home, receives its electric energy from a toy transformer at trivial expense and the pressure of the current thus supplied is so low that it cannot give a shock or set fire to anything. Even the toy electric range may be left with a party of young children to cook in their toy dishes with the assurance that there is nothing to set fire to clothing or spill on the floor. And all the while that the children are playing in the electric nursery they are learning the basic principles on which the electric home operates.

Electric Transformer Now Operate Toys from the Lighting Circuit

The toy electric locomotive has gone through a period of engineering development quite as marked as the changes which have been incorporated in the most highly perfected electric "King of the Rails" now in daily operation on the Chicago, Milwaukee & St. Paul. Instead of the single toy motor with which the electric locomotives of the nursery were equipped a few years ago, toymakers have put in two and sometimes four motors, with accurately cut gears, to transmit power

to the wheels. The electric energy in the newer models is collected from an overhead wire by a trolley or pantograph, and then power for the miniature railway is supplied nowadays from a transformer instead of from troublesome batteries. A perfected model of these transformers recently designed by electrical engineers of the General Electric Company operates on exactly the same principle as the largest transformers in the world. It may be plugged into any electric light socket and the current regulated to operate the electric train fast or slow. Electric switches, switch targets, and block signals illuminated with tiny Mazda lamps have completely modernized the toy electric railway so that its safety devices duplicate those of the best railways.

Toy Electric Ranges Cook with Perfect Safety

The miniature electric range, "just like the big one that mother has," proved most popular with children everywhere last year, and it has appeared again this year with a few improvements which adapt it to cook as well as the largest heating devices. The toy electric range measures about eight inches long, five inches wide and eight inches in height. The oven is large enough to hold cooking vessels of tin or agate ware in the smallest sizes. The heating element usually consumes around 300 watts, and its operating cost is therefore very low, less than 3 cents an hour. The range is furnished complete with cooking utensils and weighs about three pounds.

Electric motors with carefully cut steel gears made for operating the toy construction outfits are unusually popular this year. The amount of work that these tiny motors do with the current supplied from a single dry battery is remarkable. When fitted with gears one of these motors, which weighs but a few ounces, will lift a 200-pound weight. They are supplied to operating miniature cranes, elevators, and electric shovels.

A toy telephone set for dispatching toy electric trains is one of the newest electric toys. The instruments are patterned after the life size wall and desk types and will carry distinct conversation for a distance of several hundred feet.

Electric flying machines, electric boards, Christmas tree lighting outfits, wireless telegraph sets, and many other forms of electric toys appear on the electrical market this year in even greater profusion than last year.

delivered to the I. T. Railway at Granger. Conductor D. Searies and Engineer G. Frazier had charge of the train.

We have eight engineers and fourteen firemen who were caught in the draft. Out of the twenty-two all but five claim exemption, so we may have someone left to run our trains after all.



Former Yardmaster J. A. Emerson, LaCrosse, and Mrs. Emerson on Their Golden Wedding Day

North LaCrosse, Wis.

H. J. Rutlock.

General Yardmaster C. A. Bush has been appointed stationmaster at Milwaukee. While we are glad to see him advanced, we all keenly feel the loss of so good and so true a man as he has proven himself.

J. T. Greenwood of Milwaukee has been appointed general yardmaster here to succeed C. A. Bush.

Switchman Edw. Weber is back to work after a severe struggle with rheumatism.

Switchman C. Hyed is in Chicago on business.

Train Dispatcher G. P. Hinton of the Soo Line called here July 29 while on his vacation.

Yard Clerk R. P. Oliver has returned from an extended visit at Mr. Garrett, Ill.

Council Bluffs Notes.

Helga Schmidt Hacklack.

Council Bluffs has assumed a military aspect. The Iowa National Guards and the Dodge engineers have camped on Point Lookout in Fairmount Park, where they are awaiting orders to go South. It is common to see them taking long tramps through the country.

Dr. Donald Macrae is major; in fact, organizer of hospital unit K, which is composed mostly of Council Bluffs physicians and nurses. Dr. Macrae is the company surgeon.

Our large flag and flag pole on top of the coal chute met with sad misfortune during the recent storm, when it was struck by lightning. The pole was bent double and the flag demolished with the exception of four stripes, two white and two red.

Car Repairer Charles Egholm is leaving for Malta, Montana, where he will make his residence on a claim. He will be accompanied by his daughter, Ida.

Nels Christofferson will take the position left vacant by Mr. Egholm.

The employees in the different departments at Council Bluffs are facing the H. C. L. proposition with renewed courage. Most everyone got a raise.

There are several changes in the working force and management of the locomotive department. Roundhouse Foreman Horsley resigned, effective August 12th, and Machinist L. R. Gallagher was given the position as roundhouse foreman. Lon Bigley, who was formerly boilerwasher, was given the position of night roundhouse foreman in the place of Victor Vanderpool, and Harlie Seaggs was given the position as boilerwasher.

Machinist A. J. Knodell and wife are planning taking a trip to California within a short time.

Yard Foreman William J. Kilgore was badly injured in an altercation with a Greek section hand that he had discharged. He is in the hospital with a badly fractured collar bone and numerous bruises. The latest report is that he is doing nicely. We wish him a speedy recovery.

Ole Thompson is taking charge of the yard work during Mr. Kilgore's disability.

These accidents make it interesting for Tommie Glynn.

We have completely lost track of Harrold.

J. J. Connors, P. P. Miller and Mr. Crowley, assistant chief electrician, were business callers on August 10th.

Very pleased to see Engineer A. W. Morgan back on the job after his recent bereavement.

The wife of Boilermaker Dan Kinney was in the hospital, where she underwent an operation for gland trouble. She is feeling well now.

Boilermaker Helper Henry Hansen and family have returned from their vacation in Minneapolis.

Dr. Boufflaer had the first aid department here furnished with ample material for carrying on first aid work. This takes the expense off an individual and the supplies are greatly appreciated.

Stationary Fireman Emil Zenisek is pleased over the arrival of his wife and they have started housekeeping.

Car Repairer John Schonberg wears a broad smile these days. (His first as grandpa.)

Notes of Company D.

Gathered by One T. P.

At Sea, July 25, 1917.

I am going to fool a few who thought perhaps I had cashed in during the strenuous life on the Pier.

Gathered together from all parts of the Milwaukee System, from Tacoma, Washington, to Chicago, Ill., Company D is composed of the huskiest bunch of volunteers in the U. S. Army. Our first service was as the 3rd Reserve Engineers. Then we were transferred to the 3rd Regiment, Engineers, National Army, which by-the-way, is the draft army title. This didn't stay with us very long for we were again transferred and now we are the 13th Engineers (Railway) in the U. S. Regular Army.

Sergeant Bilhorn is so tall he takes two tents to cover him up and two coats.

The first platoon is composed of men ranging from 6 ft. 3½ in. to 6 ft. the average age of all men, including officers, is 24.

July 4th, Company D, under the direction of 1st Sergeant Whisler, captured a silver cup for squad and platoon drill, and when we sailed away the cup was left in the vault of the Milwaukee Railway in the Railway Exchange, Chicago. When we return from foreign lands we will have a reunion, bring forth the cup, fill it to the brim with water or wine and drink to the health of the bunch.

These notes are being written after two days and two nights at sea, and yesterday we tested for icebergs and wore overcoats. We don't know where we going, but we're on our way.

Our finest reception was at Yards, N. J., on the D. L. & W., when over a hundred switch engines tied their whistles down and blew for all they were worth and kept it up. It warmed our hearts, for it was such a marked difference to the absolute indifference which characterized most of the people around Chicago, in spite of the fact that Chicago got the credit of our being a regiment mobilized there.

We are going across the sea,

Our services are freely given;

But give a thought to Company D

Whose men for Right have striven.

His Unluckiest Day.

W. J. Hason, Agent, Port Angeles.

We have noticed in the Magazine the troubles of those on some of the lines east, but can any of them beat this?

Section Foreman W. C. Hinds, of the S. P. A. & W. at Port Angeles, says that Saturday, April 28th was the unluckiest day he ever had. At 7:30 a. m. one of his men fell off the hand car and broke his arm. This was Frank Fata. About noon he found a rail broken in three places. Then somebody stole his dinner bucket. Then he sent after some gasoline and the D. S. sent him black oil; and on his way home he broke his watch, got in the way of a passenger train, and after it went by there was more trouble when a light engine hit him. Now if any section foreman on the railroad can beat that, let us hear from him.

Black Hills Division News.*J. R. Quass.*

Engineer A. M. Saxer has been laying off a few weeks visiting relatives with his family in Montana.

Side Table Operator Charles Cacek, from Mitchell office, has been laying off a few days looking after ranch at Belvedere.

Conductor Paul Smock and wife spent a couple of weeks at Big Stone Lake fishing, and they got a very nice string, to be sure.

Engineer Bert Gardner has been laying off a few weeks taking in sights in the Hills. Bert now has a motorcycle. Could not say whether it is broke to carry two or not.

The latest to join the Ford family are Section Foreman Oscar Johnson and Roadmaster W. F. Boland, who both have a new car.

J. M. Rieks, who used to be an engineer on this division, now a roundhouse foreman at Minneapolis, visited relatives at Murdo a few days. Lineman E. M. Young and wife are the proud parents of a baby girl, July 28th.

Mr. Killmer, who was agent at Caputa, has left to join Co. E, National Guard. He was relieved by Mrs. Hopkins, who come here from Sioux Falls. We now have two lady agents on our division.

Brakeman W. C. Hynes is laying off a few days and taking in sights at White River Fair.

Twin City Terminals.*Idell N. Widholm.*

We are pleased to welcome J. V. De Laney, formerly with the U. S. Government, now special claims attorney for the C. M. & St. P. Ry., in our midst at the Minneapolis passenger station.

Miss Kitty Wright, stenographer in the assistant general freight agent's office, has accepted a position in Mr. De Laney's office.

Frank Quirk, clerk in the superintendent's office, has resigned and accepted a position in the general offices at Chicago.

We were wondering why L. D. Rohar, clerk in the American Railway Association office at Fort Snelling, returned from Chicago, Monday morning, August 20th, "all smiles." We were later informed, however, that he did not return alone, but with his bride. Congratulations.

Miss Elsie Bender, stenographer in the superintendent's office, spent Sunday, August 19th, at Duluth.

H. N. Peterson of the engineering department came in to say "hello" to the boys while on a ten-day furlough, and also to tell them that he had received a second lieutenantancy and is now waiting for an assignment.

Miss Elizabeth O'Brien, telephone operator at Minneapolis passenger station, was just returned from a visit at her home in Mason City.

The Misses Cedar and Brown from the general offices at Chicago stopped off at Minneapolis between trains, Saturday morning, August 18th, and had a chance to see a little of our city.

Miss Irene Hughes, stenographer in the superintendent's office of the River Division, has resigned to accept a position in the engineering department, Western District.

Miss Ruth Youngberg, comptometer clerk at Minneapolis freight house, visited at Zimmerman, Minn.

Miss Gertrude Moline has accepted the position as Roadmaster Lind's clerk.

George Pasco of the engineering department is spending a week end at Montevideo.

Mr. and Mrs. J. E. Bullock, parents of Mr. and Mrs. F. W. Drew, have returned to their home at St. Albans, Vermont, after having made an extended visit.

George Haneer, car distributor in the superintendent's office, spent his vacation at the lake.

Clarence Prescott of the engineering department made a trip to North McGregor, stopping off at Mankato to visit his folks.

Mr. and Mrs. Prescott have adopted a four months' old baby boy. Pretty soon he will be doing all the "gardening" for them.

Miss Gertrude McLaughlin, stenographer in the engineering department, left today to spend her vacation at Chicago and Waseca.

*S. M. East.**O. J. R.*

It looks as if our part of the country will do its share in filling the world's larder. On a trip over the line recently it was gratifying to note the big stacks of hay, the recently cut grain in shocks or in stacks. Varying the scenes of strong, healthy corn were large fields of potato, all coming along fine. Yes—in spite of all reports to the contrary, we believe that we shall be there with our "bit."

Section Foreman L. A. Neville of Winnebago, accompanied by his wife and daughter, Mabel, spent a delightful week at Milroy, Minn., amongst relatives and friends.

Agent Horton at Fairmont, whose wife recently underwent an operation at Rochester, Minn., reports that she is steadily regaining her strength.

Xavier Gadwa of the E. & B. department suffered a severe cut on his hand and wrist, consequent to an accident to his motor car while at Grand Meadow, Minn.

C. C. Larson of the Wells express office is on a vacation and has left in his place a perfectly delightful young man, who answers to the name of Nellie. If he's got another name we haven't heard it.

Conductor Frank Monty has just returned from a vacation trip to Bass Lake, and after working a week declares that he will have to go back and enjoy it some more. Conductor Hansen is on duty again after a week at Fairbault. Wish we could go somewhere.

A man whose name we did not learn was put off the blind baggage at Peterson one day last week.

J. C. Gadwa, clerk at Wells, Minn., has gone to his home at Ottawa for a two weeks' holiday. He also intends to look into the wet and dry question to some extent at St. Peter and Mankato.

Engineer Adrian Smith spent Sunday with his family at Madison, S. D., returning to Wells on Monday. W. A. Mathies moved over on to the right-hand cushion during his absence.

Mrs. C. O'Rourke and daughter of Wells visited at Kasota, Minn., for a few days. Chris says he enjoys home cooking, but he is a little out of practice now.

Eddie Layton, one of our old East End men, peeked in at the window of our sanctum while



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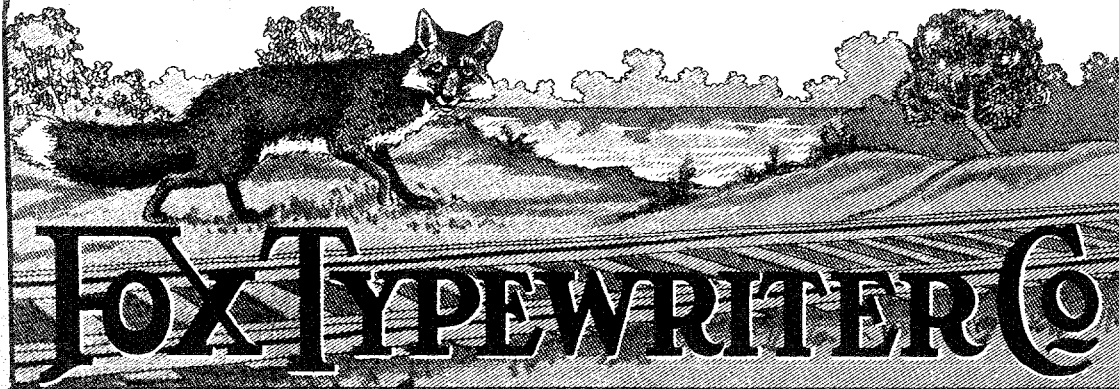
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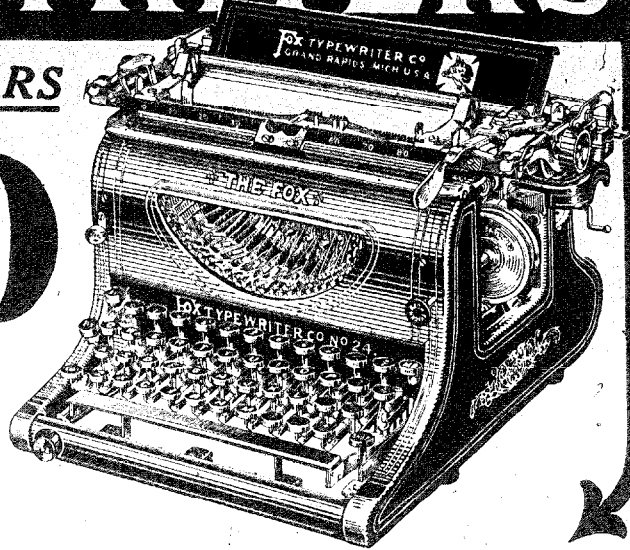


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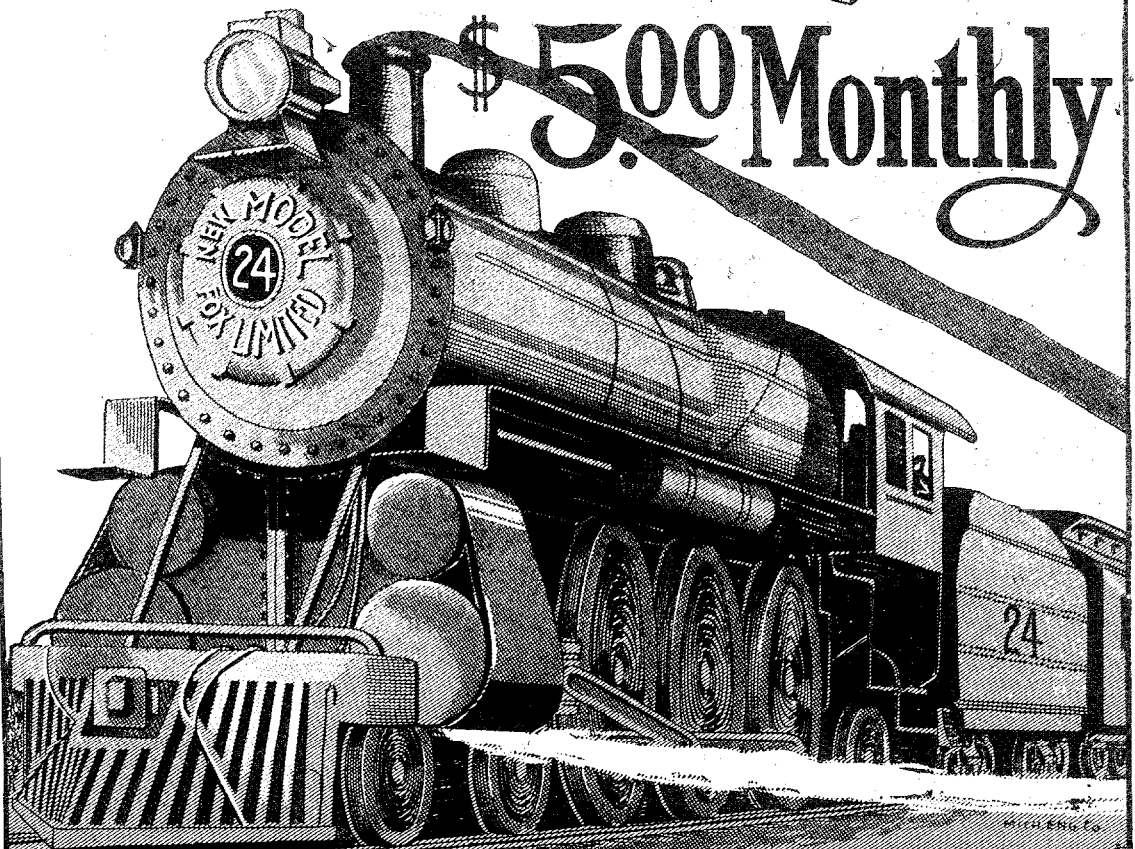
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SAN FRANCISCO

on his way out to Madison, S. D. He has been working a trick at LaCrosse, Wis., as relief man for awhile.

We had just put in a concrete foundation and started the underpinning for a real story about how Operator Mitchell Mikkelsen had hidden us all farewell and gone into the army, he having enlisted in the radio signal service; but he has come back again and talks about going to work soon, as the expected call to fall in has not yet come. Nevertheless he is ready to go as the patriots of old and we will just hold on to our story for awhile longer.

While switching at Albert Lea on the 15th inst., the engine of train 93 ran off onto the ground. Assistance was immediately rendered by the switch crew of the M. & St. L. Ry., who had the locomotive back on the rails in a short time, saving us a serious delay. This timely help was greatly appreciated by the boys.

F. C. Noechel is working the second trick at Wells during the absence of Operator Mikkelsen.

The ten-cent comfort fund is growing daily and reports are coming in to show that everybody is interested and glad to do their bit in a movement that will mean so much to the men of Co. D.

Kansas City Division.

Billie.

Roundhouse Clerk H. Isaacson, Boilermaker Jack Goodrich and James Powers were in Kansas City last pay day, and returned overland in Mr. Powers' car. It is rumored they saw Kansas City all right and then started overland, and outside of going sixty miles out of their way on the wrong road, they had a very nice trip. And, by the way, Jack has said that he had quite a headache caused by riding so fast.

William Oxley, clerk in freight office, Ottumwa, has gone to St. Joe, Idaho, where he expects to remain several months.

A. M. Linder, operator, Superintendent Richards' office, Kansas City, visited at Ottumwa Junction between trains, August 16th.

Roundhouse Foreman Harry Collins is spending two weeks' vacation in the west. Machinist Joe McCright is acting roundhouse foreman during the absence of Mr. Collins.

Engineer Harry Kimble has returned to work after being off two months on account of an injury to his eye.

T. H. Jacobs, agent, Ottumwa, has returned from Plattville, Wis., where he was called by the death of his mother, which occurred on August 4.

Miss Nell Pansler, stenographer, superintendent's office, Ottumwa Junction, will leave Sunday for Denver and Colorado Springs, where she will spend her vacation.

J. C. Conners and William Hopp of Dubuque Shops visited at the roundhouse last week.

Fireman Ross Carter, who was among the first men drafted at Ottumwa, has successfully passed the physical requirements, and says that he has been eating raw meat for the last two weeks, but we all hope he will calm himself and wait for a few more of us who want to do our bit.

Jay W. Mills, Ottumwa freight house, is spending his vacation in Missoula, Montana.

A work train has been placed in service at Rubio, which has taken another crew from our already thinned out board. Engineer Ahrendt says he never did like work train service and wishes he was back on his switch engine.

Engineer Frank Sinclair has taken ten days leave of absence.

L. W. Knight, agent, Hayesville, has resumed work, after a four months' leave of absence.

D. A. Browning has been made third telegrapher, Cone, Iowa; C. C. Phillips, second telegrapher, Chula; L. G. Lennox, second telegrapher, Williamsburg.

A few of the boys at the roundhouse are considering appointing a guardian for O. G. Thomas, whose better half has taken a two months' trip.

Dispatcher John Niman has returned from St. Paul, where he spent a few days.

Machinist Helpers Charles Riley and Frank Ebbert of the local Co. G entrained today for Camp Dodge, the state mobilization camp, with their company, and according to reports will be in France by October 1st. A hearty send off was given the boys, and we wish them all good luck.

Engine Wiper Francis Heffron will take a trip to Chicago the latter part of this month.

Scraps From the West End.

I. A. B.

What is a poor scribe to talk about when she has been gone from the office three weeks and really and truly don't go back to work until three days after she writes her column? As man to man, I ask you, isn't that some job even for a West-ender?

However, I made a trip down the hall the other day and gathered a few gleanings. If I talk about myself a lot you will know it is because I am better qualified on that topic, having accompanied myself on numerous trips and expeditions during said month. Of course, no one really takes the polite little fiction seriously about people handing you news, for, as a matter of fact, it isn't done. However, I will state everyone is perfectly lovely when I ask them "What's doing?" and I want to publicly express my appreciation of the cooperation received since I first started my "editorial" career in the April number. Lots of people have gone out of their way to give me words of encouragement, and humbly from the bottom of my heart, "I thank you."

The first person I met was Floyd Williams. He did look like a shadow of his former self, but says he is thankful to be up and around again.

Then I dropped into the engineering office and someone there had received a letter from Major Rice, written in New York before he left for France, and so far everything was going splendidly.

Leslie Neuman of the claim department is spending his vacation in Montana, and Roy Hayes had just returned from a week-end trip to North Yakima where he was royally entertained by—you've guessed it—a woman in the case.

Henry Williams, from the VP's office, was vacationing and entertained guests in Seattle, showing them the wonders of our city.

We suppose the draft will take a lot of our boys, but must confess so far we don't know who.

Chas. Winters of the car service is out on the line looking the situation over. We will ask him to write an article for next month's "Scraps," telling just how he found things. We hope he finds fair weather and that it does not rain or snow. We understand he is extensively acquainted in Miles City.

All of which reminds us that Miss Maud Snow of the car service department has taken Miss Carrie Johanssen's place in Mr. Week's office, the latter having left for an extended stay in California. We called on Miss Snow in her new quarters and found her looking at home and apparently in the best of spirits.

Miss Gertrude Emerick has been substituting in the general superintendent's office since vacations began and has filled my place even more capably than I like to admit.

P. H. Turner spent most of his vacation at the Turner home, where he spoiled his lily-white hands mixing cement.

H. C. Leiben is impatiently waiting for Monday so he can make his get-away.

Miss Nettie Larson of Dr. Bouffleur's office also vacated and spent several days at Raymond, Wash.

Did any of my readers ever miss a train? And if so, did all of your friends and relatives stand around and say, "Well, you're a fine one. The idea of anyone in the railroad business missing a train!" I thought so! Then you can sympathize with me.

We were floating down the Columbia River on the good ship "Blackjack"—

Anyway, going at least six miles an hour. Goble was on one side of us and Kalama, our destination, on the other. But hark—what is that sound that rends the morning air? 'Tis the dying gasps of our little ferry. (Thank Heaven we haven't one in our home!) The captain, a rough old salt, with whiskers and everything, addressed it in words no typewriter of mine shall ever utter: whereupon it turned around and started to drift towards the mouth of the river. About this time

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**"Better Be Safe
Than Sorry"**

There are **Safety Goggles** devised for every kind of dangerous work.

F. A. Hardy & Co.

JOHN H. HARDIN, Pres.

10 South Wabash Ave.
CHICAGO, ILL.

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

THE MILES CITY NATIONAL BANK

MILES CITY, MONTANA

Capital and Surplus, \$125,000.00

We especially solicit the accounts of
Milwaukee System Men and all the
members of their Families.

4% Interest on Savings Accounts.
5% Interest on Time Certificates.

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		
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FIRST NATIONAL BANK OF LEWISTOWN, MONTANA

RESOURCES
\$3,000,000.00

**The Big Bank of the Judith
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

along came our Northern Pacific train, made the stop at Kalama and started Seattle-ward, leaving three maidens sitting on their suitcases and weeping salt tears into the middle of the river. Finally we were rescued by a launch—and now kindly witness a fade-in-fade-out of yours truly, a loyal Milwaukee employe, standing at the ticket window and paying \$4.35 for a ticket on the OWR&N.

Nora B.—No. Why don't some of these visiting correspondents stop at Seattle and give me the glad hand of fellowship? That's what I want to know. 663 Stuart Bldg. is the address. Let them bring their wives along and see if I care.

McE., Railway Exchange.—Suppose your version would be, "You made me what I am today. I hope you're satisfied." Anyway, don't ask me any more about it, for I have already forgotten what we were talking about.

The last few days were spent in Victoria, B. C., and it might be well for every American citizen to go there and take a lesson in patriotism. First of all, it seems rather queer to see the English flag flying from the buildings. Not that I have the least objection to the British flag itself, but it kind of makes you remember how wonderful the "Stars and Stripes" are, and when at last you see them floating from the Consulate's office you want to salute an old friend. You forget that you "don't believe in war;" that Congress is making a lot of mistakes; and "you don't know what this country is coming to," and begin to realize that it is your very own flag and that many men have given their lives to make it what it is and you yourself feel somehow that you would shed your blood freely before you would let it become dishonored.

You see father and son going up the street together both dressed in uniform and you stop and casually read a report which says Pte. ——— and Capt. ——— killed in action. It does not mean much to you, but you know that someone's heart missed a beat when they saw it. You hear a boat whistle and go to the wharf to watch some soldiers come home from over-seas service and you see the women standing there, dressed in black perhaps, but with no outward display of grief, waiting to welcome the ones who return or to learn some news about those who will not come back. And above all, you are impressed with the attitude of men, women and children alike that no sacrifice is too great to make for their king and their country to help secure the victory which they know must ultimately come.

You come home imbued with a firm determination to do your "bit" and the first envelope you open is one from "The Editor" asking you to collect ten cents from every human being in the general offices in Seattle to provide little comforts and luxuries for our brave Milwaukee boys who are now, or soon will be, in France. And you salute your commanding officer as all obedient privates do, and say, "Yes, madam, I'll try."

Therefore, attention general office employees. All who want to contribute, come forward, and please don't crowd. Take your turn.

Around the Railway Exchange.

McE.

"The world must be made safe for democracy."

It was only a sterling silver cigaret case and he handled it carefully, lovingly, in fact. The reason? Read this: "To Mr. E. G. Woodward, with grateful appreciation from the special diplomatic mission of the U. S. to Russia, August, 1917." Woodward accompanied the special diplomatic mission from Seattle, and he "made good." Elihu Root, General Scott, Cyrus McCormick, yes, every one who made up that distinguished party spoke in glowing terms of "Ernie" Woodward.

The dime contributions for our boys in the Thirteenth Engineers Regiment, Company D, are still coming in. There are still many to be heard from. Yes, some of the departments came across to a man. Indications point to a fund worth while.

Thirty-five delegates and members of the United Brothers of Friendship and Sisters of the Mysterious Tens were routed over our line to Rock Island, largely through the efforts of Henry Daniels and Frank Lowry of the President's office. The delegates were well taken care of, and Frank dropped his church work for that day to be with them. He says the convention was a success.

Miss L. Albright of Mr. Taylor's office is spending her vacation on the Pacific Coast. No, it isn't her first trip to that part of the country, and from her description it is quite evident that other visits may be made.

T. W. Burness, secretary to President Earling, was visiting at Kilbourn. Number 18 was running late and a first section was made up at La Crosse. While waiting for the train, he accosted one of the agent's assistants at the celebrated station. "What does the make-up carry?" asked T. W. B. The assistant hesitated, but after a moment's careful meditation and deep thought evidently concluded that our friend was a wealthy stockman anxious to move a car of live stock to the Chicago packing plant. He scratched his head, then leaning over to T. W. B., whispered confidentially (Harry Lauder like), "PASSENGERS."

J. A. Peterson, for 18 long years in the accounting department, recently moved out to the busy, bustling suburb of Mont Clare. Mont Clare, it should be remembered, is the suburb that always gives this part of the glorious U. S. A. its first robin in the spring. Who knows but Peterson may be the first individual to see that harbinger of spring next season, and that he may be breaking into print in the Chicago newspapers—for they always like to get those robin yarns. Well, we know he'll have to go some to beat that Mont Clare citizen who has since time immemorial seen the first robin. Johnny says he's going to stay awake nights studying "birdology."

W. J. Kane, dear old Bill—we love Bill—is going to leave us for "Somewhere in France" one of these days. "The girls he leaves behind him" are already feeling sorrowful. We'll miss Bill Kane. Fritz and Hans and Louie will be sorry Kaiser Bill ever threw down the gauntlet and engaged Uncle Sam in his world war for conquest, for W. J. K. has had quite a little military training and is a crack shot. Frank Kirkland says Bill will be worth 10,000 Germans and insists that like David of old, his return from the wars will be one long series of triumphal ovations. "You remember," says Frank, "in reading Holy Writ that 'Paul had slain his thousands and David his tens of thousands.' So it will be with W. J. K."

Sure the draft caught many of our young men. But they're all glad to go. John J. Kehoe of Mr. Stolp's office says "Liberty has called upon her sons to fight her battles and their own. She demands much, but she offers more."

Miss Ella Vandenberg expresses herself thusly in speaking of the war: "The enemy in front, beaten and crushed in many great battles, is beginning to waver and give way. The retreat already very apparent, will, by God's grace, soon become a rout. It is only from the enemy in the rear that danger threatens. The line is sharply drawn. He that is not for us is against us."

Miss Alice Olhaber of Mr. Whipple's office attended a pavilion dance a few nights ago. Well, when it was time to go home there were no cars, for the dance was far out in the country. Alice started out alone, through the long, dark country roads, over hill and down dale, reaching home in time to sit in at the breakfast table. Alice says it was only a "joy walk" and that she intends walking against Weston, the marathon pedestrian, who crossed the continent in 38 days. That's going some, Alice.

"Tonight we leave for the trenches. Tonight I shall be watching over you, rifle in hand. You know WHO is watching over you," from our boys who are gone across.

Recruiting of a company for the Eleventh Illinois Infantry, for state emergency only, was completed by Jerry Welch, assistant general auditor. A. H. Davies, chief inspector of the demurrage bureau, also was active, and has command of a full-fledged supply company. Both are enthusiastic, and it is said that every man who signed up is as chuck full of patriotism as it is possible to be. Long live Jerry Welch and his company.

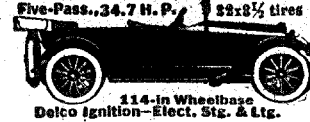
Mrs. H. E. Smith, wife of "Hub" Smith, in the office of the general supervisor of transportation, is an expert needlewoman, although afflicted with the total loss of her eyesight.

Mrs. Smith is devoting her talents to Red Cross work by knitting mufflers and other useful articles for the soldiers.

Driver Agents Wanted

Drive and demonstrate the Bush Car.
Pay for it out of your commissions on sales.

Five-Pass., 34.7 H. P., 22x8 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. 6LV.

BUSH MOTOR COMPANY

Bush Temple

Chicago, Illinois

Larabie Bros.

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INCORPORATED

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every banking facility extended to our customers

Safety Deposit Boxes For Rent

Depository for C. M. & St. P. Ry. Co.

Commercial State Bank

MILES CITY, MONT.

CAPITAL AND SURPLUS

\$125,000.00

Special Attention Given to Savings Depositors

W. A. CLARK

J. ROSS CLARK

W. A. Clark & Bro.

Bankers

Established 1877

BUTTE, MONTANA

Alex J. Johnston, Cashier

J. K. Hieslet, Asst. Cashier

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

Interest Paid on Time Deposits

Boxes in Safety Deposit Vault

THE PYLE NATIONAL COMPANY

Electric Head Lights

**Young Locomotive
Valves and Seals**

1334 N. Kostner Ave. Chicago, Ill.

The State National Bank

Miles City, Montana

U. S. Depository

Capital \$100,000 Surplus \$250,000

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

— THE — National City Bank of SEATTLE

**CAPITAL AND SURPLUS
\$600,000.00**

Commercial & Savings Accounts Solicited

First National Bank

Harlowton, Mont.

**Capital \$50,000.00
Total Resources \$390,000.00**

Five percent interest on time Certificates
of Deposit.

Your business appreciated be it ever so small

Illinois Division Items.

W. C. Head.

We are losing our trainmaster, C. S. Christoffer, who has received a well deserved promotion, and having in his stead D. E. Rossiter, who was formerly trainmaster at Milwaukee.

Miss Johnson, trainmaster's clerk, will spend week-end in Minneapolis, visiting friends.

George Humphrey, first trick dispatcher, is back on the job after a two weeks' vacation.

George Lane, operator, dispatcher's office, and wife will spend several days visiting the former's relatives in Chicago.

It is rumored that we have several lady telephone operators coming in the near future.

It is a well known fact that Operator Lameroux has taken up a permanent residence at Elgin. We understand he is very anxious to land a regular job. We wonder why?

Miss Alma Grosinger, chief dispatcher's clerk, and Miss Coral Grosinger, time keeper, leave August 14th, to spend their vacation in Boston and other Eastern points. Miss Doris Callahan will act as time keeper, and Marie Sorensen will act as dispatcher's clerk during their absence.

J. D. Voltz working second trick dispatcher in E. D. Cook's place, E. D. C. relieving H. W. Brown, who is away on his vacation.

In the last two weeks we have had a number of our young engineers at the throttle, among them "Sky Reynertson," who, we understand, broke all speed records.

It is understood that there is quite a rivalry among certain engineers on who should be in Savanna the longest. We wonder why? "Is it the fishing?" No, it is the beach.

Fireman Boyle has recently been assigned to Spaulding, and Engineer Swanson never wants for steam.

Operator Paul Plaster announces the arrival of a 12 pound girl, born June 23rd.

R. E. Aldrich of Hampshire is the proud possessor of an 8 pound boy.

C. W. Klome, operator, Kittredge, discovered sand board down on stp. 100333, No. 63, probably avoiding a serious mix up.

Conductor William Abel has invested in a new Ford. He will be sure to make his mileage now. What's her equated?

Operator B. W. Wickler, second, Davis Junction, announced the birth of a 9-pound boy.

Fireman George Zell, on second Elgin night pusher, on a 30 days' trip East.

Conductor M. C. Simons laid up with bone broken in his foot, due to slipping on switch tie at Elgin while putting his train away.

Agent Folles of Bartlett is taking his vacation, F. A. Pingree relieving him.

Agent S. R. Baker returned from his vacation. Relieved by J. Meyers.

Due to a sudden stroke of lightning or something similar, Fireman William Brady layed off the first night pushers at Elgin. Relieved by George Brown, Jr.

Conductor E. W. Altenbern enjoying his vacation motoring around Elgin.

Our new trainmaster, D. E. Rossiter, an Elgin visitor August 15th.

Signal Maintainer John Schultz of Kirkland was married August 14th. Was given a great reception at Elgin by his many friends, rice and good will being the main factors.

Herman Deirschow, freight house rate clerk, Elgin, spent his vacation at Independence, Kansas. Conductor F. Coyle has taken one of the Elgin locals.

Brakeman Chrestenson displaced C. M. Strong on 32 and 34, moved his family to Elgin from Fairdale.

Operator Fred Wickler relieved Miller on first trick, Kirkland, for few days.

Prairie Breezes from the H. & D.

C. R. Craft.

General Freight Agent J. T. Conley was a pleasant visitor in Aberdeen August 8th. We are always very glad to have Mr. Conley make us a call even though it is for but a very short time.

M. M. Knapp, division freight agent of the Rock Island lines of Estherville, Iowa, was a recent caller in our fair city.

A rousing safety first meeting was held at Aberdeen August 7th. Among those present were A. W. Smullen and C. W. Wilkinson of Chicago, C. E. Lenon of Minneapolis, and R. G. Larson of Sioux City.

Train Baggage man R. C. Henry was accidentally killed July 25th by falling from the baggage car door of train No. 3 near Bristol. He was alone in the baggage car when the train left Bristol and on arrival at Andover the next station west, he was missed by the train crew. An engine was immediately dispatched back toward Bristol, and the body was found. Indications were that he was instantly killed. The body was shipped to his home at Minneapolis for burial.

Chief Dispatcher Harry Gibson of the west end is spending his vacation in Wisconsin. He intends to visit his former chief, H. M. Gillick, now trainmaster at Green Bay, and together they will enjoy a fishing trip on Lake Michigan. First Trick Dispatcher F. S. Bauder is acting chief during Mr. Gibson's absence.

E. G. Dern has accepted a position as diversion clerk at Aberdeen, being located in the office of O. P. Waller, division freight and passenger agent. Mr. Dern was formerly bookkeeper in the First National Bank.

Switchman Ray Larson, wife and son "Bobbie" have been enjoying a vacation at Big Stone Lake. Ray says the "blue gills" were biting fine.

W. J. Hall, agent at Hague, N. D., died recently at St. Luke's Hospital, Aberdeen.

George Zimmerman, clerk in superintendent's office, has returned from a short vacation spent with his mother in Iowa.

Dispatcher M. P. Ayers has returned from a vacation spent at Minneapolis and other eastern points. He also spent a few days with his parents at Redfield.

Charlie Molander, dispatcher on the middle division, is taking his vacation viewing the sights in Spokane, Seattle, Tacoma and other points of interest in the Far West.

Art Donnelly, clerk in roadmaster's office, resigned to accept a position in the U. S. Internal Revenue office in Aberdeen.

Miss Pearl Paulson, stenographer in superintendent's office, spent a very enjoyable vacation at Lake Kampeska near Watertown.

G. C. Ventura, of the Minneapolis office of the Western Weighing & Inspection Bureau, was in this territory recently accompanying Mr. Boyle with the government scale testing car.

H. G. Crow of the civil engineering department, Chicago, was in this locality recently accompanying a party of government valuation engineers. Mr. Crow was formerly stationed at Aberdeen for some time during the double track ing between Aberdeen and Minneapolis.

Notes From Marion Roundhouse.

Edw. Griffiths.

News is scarce this month, as everybody is too busy to do or go anywhere.

Roundhouse Foreman Graff and wife spent a few days in Kansas City, but ran into the street car strike. Taxi fare being too high, they returned home.

Engineer Leonard Taylor of the Cedar Rapids transfer run took a few days in Chicago, visiting friends.

Fireman John Fosdick is the only one of the enginemen at Marion roundhouse drafted in the army.

Engine Dispatcher Noah Hare, who has been on the night shift for the past 15 years, says since he is working days he can see things and he is spending a few days in Chicago. No doubt Noah will see it all.

Earl Townley, fireman, has moved to Perry. Boilermaker William Clark spent a few days in Minneapolis.

Boilermaker John Nebelung and his helper took a trip to Rock Island in "Nebs'" Ford. John says he might be "Nebs'" helper at the roundhouse, but he isn't going to be his helper on the Ford any more. He claims he helped carry gas, helped get under, and even helped push up hill.

Engineer "Mike" Curran spent a couple of days in Chicago.

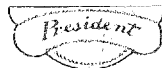
Engineer George Greene of the Monticello and Davenport run is taking his yearly vacation.

Machinist Helper William Law had the misfortune to fall off an engine injuring his leg severely.

No hitch or pull — great for wear

President Suspenders for comfort

Your body movements must be as "free and easy" as the "give and take" feature of President suspenders. You won't know you've got 'em on. Ask for Presidents by name. If they prove unsatisfactory in any particular, mail them to us, and we will repair, replace, or (if requested) refund your money.



Look for the President buckle and guarantee tag on every pair. Accept no others.

All dealers sell them - 50c.

PRESIDENT SUSPENDER CO.

SHIRLEY, MASS.



Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

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

Cinders From the H. & D.

Bolicee.

Operator Swan of Shakopee has gone to Strasburg as agent, receiving the job on bulletin.

L. E. Barrett is on the baggage run formerly held by R. C. Henry, who was killed several weeks ago.

Chief Dispatcher Andres and family spent two weeks camping at Prior Lake recently. While there their youngest girl had the misfortune of breaking her leg, which delayed their stay for a few days longer, but we are glad to say she is getting along fine at present.

The family of Dispatcher Brown recently returned from a 10 days' camping trip at Prior Lake.

Operator A. B. Abernathy of Monte Yard went to Milbank one night and returned with a bride without missing a day. That is what we call efficiency. They will make their home at Montevideo.

Operator Brown is working at Glencoe for a couple weeks while the boys there take their long delayed vacations. He will return to school again in the fall.

P. D. Muir, more commonly known as "Pete," clerk to the car foreman at Montevideo, is taking a little vacation from his duties.

Conductor F. C. Brown and family recently made a trip to St. Louis. We received some very fine pictures of the brewer's in that city from F. C.

Conductor Lally was off the way freight on the East End for about a week the middle of August. "Red" Middlebrook substituted in his usual efficient manner.

Conductor C. D. Bingham is doing extra passenger work out of Minneapolis while the regular men are taking short lay-offs.

Dick Buckley of the Hutchinson Line was on Main Line passenger a week recently.

Harold Nee is acting as Roadmaster Rouning's clerk until school starts.

R. W. Humphrey laid off a round trip recently, taking his annual vacation.

Leland Gordon is the new night baggageman and transfer man at the Montevideo freight house.

Car Inspector Julius Krause, who has been off for some time on account of rheumatism, is back on the job again.

Conductor William Schultz is the owner of a new Dodge car. He will now be laying off every other trip for a while, we suppose.



Car Shop Force at Milbank, S. D.

Coast Division News Items.

Mabel Sandrip.

Superintendent J. F. Richards and wife have departed on a two weeks' trip to Alaska. They expect to be at Juneau for a few days.

Former Trainmaster A. C. Bowen has been appointed superintendent of the Northern Montana

Division at Lewistown. We regret very much having Mr. Bowen leave us, but we rejoice with him in his good fortune. We hope the new climate will bring him speedy return of good health.

Paul Wilson, assistant agent, Tacoma, has been called to the colors and left for Ft. Flagler on August 1st. He was relieved by R. V. Beament, formerly revising clerk in Tacoma local freight office.

C. R. Cheney has been appointed statistician at our Ocean Docks, Tacoma. Cal was riding the electric trucks last week in an endeavor to figure the saving and cost of handling cargo per ton over the hand trucks. If his friends could only see him now they wouldn't know him because he has put on so much weight.

J. S. Eccles, chief clerk to the superintendent, has been appointed general manager of the Cowitz, Chehalis & Cascade Railway, with headquarters at Chehalis. Congratulations, Jim. Everybody who knew him will be sorry to hear that he has left, but we are all glad to hear of his fine promotion. W. H. Miller, formerly assistant chief clerk, has been appointed chief clerk to succeed Mr. Eccles.

Passenger Conductor Fitch of the Illinois Central Railroad, working out of Mattoon, Ill., was in Tacoma the latter part of August with his wife, on a trip to Rainier Park. He was very enthusiastic about our country and says he will advertise it strongly on his return to the East. He also said if he could get some of these passenger men to trade with him he would never go back.

Passenger Brakeman J. R. Sconce was a Tacoma visitor last week.

Come in and meet Miss Eloise Bligh, the timekeeper's new assistant; also take a walk through the superintendent's office and meet the new stenographer, Miss Annette Clemetson. That is not all the nice girls we have down here. There is Miss Alma Dickson in Mr. Rusch's office.

Josephine Sandvig of Dock No. 1 says she has some excitement every year about vacation time. Last year she left her former position to go to work for the C. M. & St. P. Railway and this year she came back Mrs. A. H. Clarke. We were afraid she wasn't coming back, but Mr. Clarke had to go to Fort Flagler with the Coast Artillery, so we have her with us again.

T. E. Engineer Bert Bagley has just returned from an auto trip to Butte, Anaconda and other cities in wet territory. Bert has some wonderful stories concerning miles run on gasoline, time required to get to Spokane and also several pictures of nice strings of fish. Bert's smiling face shows in some of the pictures with a few fish, but we notice that the faces appearing with the large catches are strangers. Of course we believe Bert when he says he caught the fish, but we wonder how the other people got in the pictures. Bert also tells about the chief of police showing him around Anaconda. We wonder what kind of a patrol wagon they have, or if the jail is located in the heart of the city.

Vacation time has come again and everyone has been enjoying an outing of some kind. Charlotte W. James, stenographer to the chief clerk, superintendent's office, has been away for a month's vacation, being relieved by Miss Katherine Mayer. Miss Mayer is now relieving Maybelle E. Mackay of the agent's office, who has gone on a trip to Alaska. Mrs. James spent her vacation around Tacoma.

E. L. McGrath, for several years roadmaster's clerk at Tacoma, has left to take a position at the dock. He was relieved by Miss Daisy Webb.

The timekeepers report that Fireman Kaske used to come in and he was quite liberal. He would occasionally buy them a cigar or a Hershey's chocolate, but of late Art is saving his money. We wonder if there is a lady in the case? How about it, Art?

Our famous Section Foreman Chas. Narron of Garcia was married on July 18th to Miss Mabel Thrasher of North Bend. They spent a part of their honeymoon at various places on Puget Sound and British Columbia. The Milwaukee employees join in wishing them all the happiness that life can bring.

Our Helper Engineer H. Clark is now riding a Ford, and when he takes a trip out through

the country he generally calls up the telegraph office to see if he has a clear block home.

Mr. Ralph Moyles, the chief weighmaster at Cedar Falls has been away on a vacation for a little over a month. We heard he was married but the report has not yet been confirmed.

Otto A. Geelhart, the section foreman at Cedar Falls, has been promoted to roadmaster, with headquarters at Roundup, Mont. He succeeds his brother, H. M. Geelhart, who has been appointed general roadmaster. Otto, we hate to see you and your family leave Cedar Falls, but we are proud to think that Cedar Falls can turn out some of the officials for the Milwaukee Railway. We wish you the greatest success in your new and responsible position and hope to see you go still higher.

Items From the I. & M. Division.

Katherine McShane.

Shop Foreman George Hennesy and wife are spending their vacation in Milwaukee.

Prue Cress has begun work in the car foreman's office at Austin, which position was held by Mynard Washburn, who joined Co. "C" M. N. G. at Austin.

Bill Clerk Peck of the agents' office at Austin is enjoying a few weeks' vacation.

Mrs. J. J. Earley and children, Helen and Joseph, of Austin, are spending the summer with Mrs. Earley's people in Pennsylvania.

Mrs. J. Kvoshicka of Pratt leaves for a few weeks' visit in Omaha, Nebraska, soon.

Switchman D. J. Deneen of Austin is in Chicago on business.

Miss Helen Opie has returned to her home in Austin after a three months' visit with her brother Harry at Madison, S. D.

Charles Opie is again at work after several weeks of illness.

The L. H. Grau and S. Parr family of Austin are in camp at "Camp Comfort," Ramsey, Minn.

Mrs. J. L. Ahern of Austin is visiting her folks at Hildale, Wis.

W. F. Cody, D. E. & P. A. of Mason City was a business caller in Austin the past week.

Floyd Ober, assistant agent at Austin, is in Mason City today on business.

J. E. Ober is enjoying a visit from his brother, L. M. Ober, of California. Mr. Ober was formerly express agent at Austin for many years.

Switchmen D. J. Deneen is spending a few weeks in Chicago on business.

Eugene Herzog, Austin, Minn., expects to leave the latter part of the month for Schoey, Mont., to be present at the threshing of the grain on his many farms in that state. It is reported he will not return alone. (His brother, Joe, may come back with him.)

Andrew Sorlien, coal house foreman at Austin, and Section Laborer Lawrence Gavin are among those of the Austin force who have been called in the draft.

Mrs. King, wife of Conductor Ben King, and Mr. King's mother, spent the last week with Mrs. King's parents at Fairmont, Minn.

Mrs. P. Hogan of Decorah is visiting relatives at Independence, Iowa.

Section Foreman F. Kovolesski has returned to work after two weeks' vacation spent in Ft. Atkinson, Iowa, and Le Seur Center, Minn.

Milwaukee Engineer Honored.

Samuel Jones, engineer on the I. & M., has the distinct honor of having received a gold medal from the International Division of the Brotherhood of Locomotive Engineers in recognition of forty-one years of continued faithful service on a locomotive without ever receiving a demerit mark during that time in service on the I. & M. Division of the good old "Milwaukee" Ry.

Mr. Jones began his work with this company in 1870 on the Prairie Du Chien Division and was transferred to the I. & M. in 1871. He has worked under men such as J. O. Pattid, M. M. and B. B. Wakeman, Supt., and S. S. Merrill, General Manager. He has seen the railroad grow from a small railroad until at the present time it is one of the largest in this country. His record has been such that it is beyond reproach and he is held in the highest esteem by all his fellow employees, as well as his superior officers.

30 DAYS FREE TRIAL



and freight prepaid on a new 1917 "RANGER" bicycle. Write at once for our big catalog and special offers. Take your choice from 44 styles, colors and sizes in the famous "RANGER" line. **Marvelous improvements.** Extraordinary values in our 1917 price offers. You cannot afford to buy without getting our latest propositions and **Factory-to-Rider prices.** Boys, be a "Rider Agent" and make big money taking orders for bicycles and supplies. Get our liberal terms on a sample to introduce the new "RANGER". **TIRES,** equipment, sundries and everything in the bicycle line at half usual prices. Write Today. **HEAD CYCLE COMPANY** Dept. J47, Chicago

UNION SAVINGS & TRUST COMPANY

Hoge Building

Seattle, Washington

Capital and Surplus - \$ 800,000

Total Assets over - \$5,100,000

JAMES D. HOGE

President

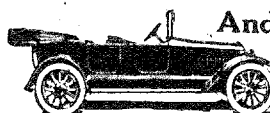
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Storekeeper A. J. Krohn "At Home" in His Office

Notes From the Trans-Missouri Division.
Edward J. McArroy.

Dispatcher W. P. Moran has returned to work after a month's visit in Wisconsin and Illinois.

Conductor Trendley of Marmarth has taken the work train job on the Cheyenne River line. Conductor Elshire returning to the main line.

Engineer Art Crowley has returned to his old job on the switch engine after a three weeks' visit at Ellendale, N. D.

Fireman Carlsono of Marmarth has taken the day hosting job at McIntosh.

Engineer Louis Madsen, who has been temporarily in service on the Musselshell Division, has returned to Mohrbridge.

Fireman Thos. Holmes has been assigned to the night hosting job at Mohrbridge roundhouse.

Night Yardmaster Hropes of Marmarth was a business visitor in Mohrbridge during the past month.

Engineer Carl Baxter has returned from a six weeks' visit spent in Illinois and Michigan and is again in service.

Engineer Harry Shields is on the Cannon Ball line in the absence of Engineer Patten.

Engineer Roy Keating of Marmarth was a business visitor in Mohrbridge during the past month.

Mrs. Milt Riddle, wife of Engineer Riddle, returned last week bringing her mother with her from St. Paul.

Fireman McCuskey returned from a visit with his parents in Iowa.

Howard Ross, formerly a blacksmith helper in the Mohrbridge roundhouse, has entered the train service.

Engineer James Marshall returned from points in Pennsylvania, where he was called some time ago by the death of his father.

J. B. Conien started to work in the Mohrbridge roundhouse as a machinist's helper.

Engineer Joseph James is working the engine dispatcher job in the Mohrbridge roundhouse during the absence of regular dispatcher Linda.

Engineer Patten has returned from a six weeks' visit spent in the east, and is again in service on the "Cannon Ball" line.

Herbert Goodness is again in service on the Trans-Missouri Division after a four months' leave of absence.

Machinist Frank Schneider is again at work after a month spent on the Pacific coast.

Frank Bednar, agent at Firesteel, was a Mohrbridge visitor during the past month.

James Steel took the fireman's examination and has made his initial trip. He is now a full-fledged fireman.

Engineer C. T. Vinegarholz moved his family from Marmarth and is now permanently settled in Mohrbridge.

C. E. Chesmore, formerly machinist in the Mohrbridge roundhouse, has entered the train service.

Conductor Carl Schneider, who has been spend-

ing the past two months on the Pacific coast, has returned to Mohrbridge.

Boilermaker J. B. Cast returned from a month's vacation and business trip to San Francisco and other points in California.

Engineer Bert Taylor transferred from his passenger run on Nos. 3 and 6 to the work train.

Machinist Charles Jeffries left for Omaha, Neb., where he intends to spend the rest of the summer.

Car Foreman E. D. Campbell, was a Mohrbridge visitor during the past month.

Nels Helm, foreman of the bridge and building department, was called to Hokak by the serious illness of his father.

Machinist Arch McLane returned to work after a two months' vacation in the east.

Night Car Clerk Wm. Boyle of Mohrbridge has resumed his duties after a month's vacation in Washington and California.

Trainman O. S. Dahl left for a two weeks' trip in Illinois and Wisconsin.

Different members of the crew on the weed-burner have been complaining of indigestion and the doctor announces that he has discovered the cause. "Whitey" Knott has been the cook for the gang for the past two weeks and the doctor says that the rich fare set before the boarders has caused their eyes to outrun their stomachs with the result that the whole crew is stricken with dyspepsia.

Chas. Williams is again in service as engineer and has taken the night switch engine job at McIntosh.

Ernest Krueger, brakeman on west end of this division, has resigned from the service to serve his country.

Operators R. B. Hauck, first trick at McIntosh, and E. D. Reynolds, third trick at Lemmon, have resigned to enter into other lines of business.

L. M. Griffin, formerly clerk in the superintendent's office at Mohrbridge, has entered the revenue service of the U. S. Government and has been assigned to Juneau, Alaska territory.

Mrs. E. E. Clothier, wife of Chief Carpenter Clothier of Mohrbridge, has been visiting with Mrs. Dick Peterson of Madlen, Wash., during the past month.

G. G. Tunnell, C. C. Clothier and A. A. Revord of this division all successfully passed the examination for admittance to the Second Officers' Reserve Training Camp at Fort Snelling. They will report for training the latter part of August.

W. L. Potter, pump repairer, has returned from a two weeks' vacation spent in Minnesota, where he has been visiting with his parents.

MOTORING ON THE MILWAUKEE.

Up and Down Hill On the Rocky Mountain Division.

N. B. SILL.

McGaffey laughed. "Guess you don't know him very well," he said, scratching a match along the wall, held it over his pipe. "Long 'bout noon Mr. Murphy comes into the chief dispatcher's office an' says kind of like he'd just thought of it. 'Guess we might as well move over to Deer Lodge on fifteen, Mike,' and the chief dispatcher he looked like he hadn't heard right what was said maybe, an' he looked at the clock an' then again at Mr. Murphy an' says, 'Move to Deer Lodge; we can't get ready so soon.' But Mr. Murphy he went back into his office an' purty soon he sticks his head out again an' says, kind of to remind 'em of what he'd planned to do. 'Fifteen's an hour late, boys, guess we can make it without much trouble to speak of.' Did they move? Why, sure they moved—bag and baggage, as you might say, only there wasn't much baggage took owin' more'n likely to the fact of there not bein' much time to collect it. Some of them dispatchers can tell other folks how to hurry, but when they have to get any place on short time an' not tie up the road they find out how it ain't so easy. One feller didn't get time to hunt his hat an' one forgot his coat an' left it hangin' back of the timekeeper's desk, but they got the train sheet there an' nobody held up a minute," and McGaffey dropped the burned match into the coal-pail.

Didn't know there so many dimes in the world. I have a great big sack full of them and, thanks to Miss Frances Peacock, the sack is fuller than it otherwise would have been. Also Mr. Hart,

agent Harlowton, who was kind enough to collect all the dimes in Harlowton for me—all for the soldier boys. Soon as we carry them around a while (being a telegraph operator, enough money all in one place to jingle is a novelty to me) I'll send them in and the boys can buy smokes with them. Oh, you're very welcome. I'm sure, no trouble at all: just walk right up to them and say 'gimme a dime,' just like that and take 'em by surprise that way and they give you the dime before they stop to think, and that's the end of the dime as far as you are concerned.

New train dispatcher named Drummond on third at Deer Lodge. Our friend Otto on first trick. Will wonders never cease?

George Pitman working at Lombard while Mr. Kearby is in Chicago.

Our old friend Jake Schaffer is back on first at Harlowton, with Knuteson on second and Callaman on third. Mr. Callaman is assigned second Loweth on last bulletin.

Agent Crowder at Two Dot has been on the sick list with Mr. Weatherly from Selkirk relieving him. He is back to work again and Weatherly again on his own job, which was kept on the map by Mrs. Weatherly while he was away.

Jake Schaffer is also assigned to third Harlowton and Operator Wilfong second there.

Red Bothmer's brother has been holding down the third trick at Lennep pending bulletin and is now assigned third Loweth, where Mrs. Callaman is now working. Mrs. Huston, who has been working the night job at Nathan for some time, assigned to Lennep third. Miss Peacock going there on second, relieved by an operator on his way to the climate of Arizona or New Mexico or any place where it's high and dry, named Schultz. Has a wife and little boy.

Man named Crawford on second at Lennep relieved by Miss Peacock the 16th.

C. G. Brown, extra train dispatcher, on first at Three Forks pending bulletin. Pete Entringer, almost the first operator on the R. M. Division, working a few extra shifts at Three Forks, account shortage of operators. Mrs. Robert Chambers working nights at Cardinal.

Mr. Monthly back again on third Ringling. Mr. Edison again at Butte Yard and also Mr. Wilson, who has been off account sickness, but are glad to hear he is improving and back to work again.

Conductor Jess Cook off for sixty days, is working his mine near Loweth. His sister and father and Mr. Cook's three children came out from Three Forks for a week's outing and our opinion of the thing is, if Jess don't hurry up and start getting young again his father is going to beat him. The mine, by the way, is some mine if Jess can only get enough folks to think so.

Conductors Allen and Harry Thompson are now on the Harlowton-Great Falls run since the new time card; 33 and 34 are kept going by Conductors Rawls and O'Brien, who meet themselves going to work and get home in time to go right back again.

Conductor Floyd Sterling drew the local freight east end and hurt one of his hands recently trying to unload (off) a (water?) wagon. He didn't tell me this, but I always think of all the cute little things I say when ever any one whispers any thing of interest to me. Engineer Muetz on the local until Engineer Shaw or Rader figure out their part in it.

Fellow said the other day: "Yes, that cute looking one sitting back there at the table was Peggy." Oh, that's all right, Miss Fuller, you are perfectly welcome. Whenever any one says anything nice about me I always want to return the favor. The fellow who said it? I won't tell that. As to that cloud of dust, well, sir, I stood around on the corner and waited till one young man tore himself away and then I says now maybe I can get a chance to talk to her a minute. Along comes another nice looking young man, so I stands on my other foot (oh, yes, I had my white shoes on) for another thirty minutes. This one leaves, now is my chance, I says, and unwrapped my one white shoe from around my other ankle and starts for her. Along comes another nice looking young man—no chance. So that cloud of dust was myself leaving that corner where our nice little friend was so popular.

By the way, I wonder does Mrs. Guy Sampson

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C. M. & ST. P.

slight the Magazine like Mrs. McEdwards? If that man Guy isn't the frivolous person, though—just walk away from me like that and start saying nice things about jade-green suits. I found out what color that is, too—sent for Sears & Roebuck paint color card. You can't keep the styles away from a woman no matter where she is.

Uncle Sammy says, looking at the calendar: "Guess we can make it by first of September all right. Come on, Maggie, an' Maggie walked right along. In the meantime he is night chief at Deer Lodge and Mr. Hill is relieving Mr. Welch, who I understand is off for a few weeks' vacation. Otto says talk up I can't hear you. Ye gods, when Red Bothmer and Knetson and Kay and some of the rest of us start talking up it's enough to raise the dead (over this way).

The draft got Signal Maintainer Poland at Ringling, Agent Tyro, Grace; Brakeman Kirkpatrick, Sub-station Operators Christinson at Janney, Warner at Eustis, Ingersoll, Loweth; two men at Morel, one at Piedmont, Conductor Hamp, Engineer Collins and a number of others, some of whom were drawn and passed and will leave in September for Great Falls. Mr. Ingersoll, Loweth, will enlist in the navy on the west coast. Mr. Corry at Josephine enlisted some time ago.

A new man named Oleson is working third at Eustis in place of Mr. Warner, who left to enlist last month. Mr. Mamma just gets his books on a new one and Uncle Sam takes him away. Now you see 'em and now you don't, nowadays.

Miss Ruth Lind, a charming young lady of Portland (that Portland rose talk is O. K.) and a cousin of Mrs. Ingersoll, is visiting at Loweth for a week. Wonder why such nice folks are so sure to go home all too soon.

Sorry to say Traveling Engineer Roy Cleveland has been on the sick list, but is about again and greatly improved. Engineer Jack McCullough also tried a vacation at the hospital, but is back at work again.

O, boy, look what came over from Butte Yard one Sunday and sat in on first trick while Maggie went up the line somewhere. Got homesick for

the air around the "yard" again, and the beautiful Silver Bow creek, and back he goes where the white lights hang out. Oh, well, fifteen was only an hour behind that first guess, anyway, David.

See the smile on the Editor's face? This is printed with my nice new mill that I can pay five dollars down and three dollars every time I think of it for the rest of my life, and then just as I get all excited and think the thing belongs to me along comes a letter and says now pay us sixty-seven dollars and forty-three cents interest and you get the mill, which I never can pay because I'd never have that much at one time, so the interest piles up from year to year and finally they take the mill back and I pay return charges on it. But, such unkind words as folks say about my penmanship. Also the worst has happened. I have been looking for it and now the Editor just took that blue pencil of hers and used it on some of my interesting news. I can't just remember what it was, but I feel sure it isn't all there. (I can almost hear the gentle reader say more unkind words, too. Oh, very well.)

Everything is upside down along this division, too. See some old conductor get off the motor and get his orders all signed up (for, smart like, to show him I'm on the job) and then I find out he isn't anything but the head brakeman and the rear man is just as old as he is, and you've got to have whiskers four feet long to haul an extra freight train now. Cheer up, it can't last.

Naw, it didn't rain. It isn't ever going to rain. Time to start snowing in a few days now. Hope the rotary is around handy.

Notes From Milwaukee Terminals. O'Malley.

Not much to say this time, as we have been away for some time, and have pleaded long and loud for some items of news. Thanks for the few friends who did respond. Hope they will come again.

It is with regret that we make this record: D. E. Rositter has been transferred to Savannah as

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Are the few dollars saved regularly in the past year going to take you somewhere this summer where "change of scene and ozone" will equip you for a successful year ahead.

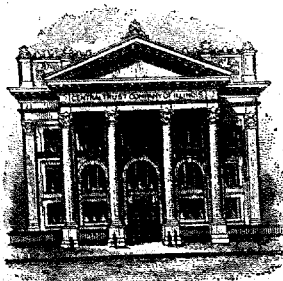
Or will you be forced to stay at home?

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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trainmaster. The boys here think a great deal of "Dan," and while we hate to see him leave us we wish him every success.

We extend a hearty welcome to our new assistant superintendent, who succeeds Mr. Rossiter. C. S. C. has been with us before, and will need no introduction. It is as though he was away on vacation and we are glad to see one of our old friends at the old stand, and wish him every success.

Another one of our Milwaukee men going up the ladder. J. T. Greenwood has been appointed G. V. M. at La Crosse, to succeed C. A. Bush.

We had the pleasure of a very pleasant hand-shake from our friend and predecessor, Josephine. She is looking just the same, only better, and says to tell Guy Sampson that she is not looking out for silk trains these days.

We extend our sincere sympathies to Yard Foreman P. Haslam and family in the recent loss of their son, James Haslam, who met his death in an accident on July 22d.

It is reported that Yardman M. McMurtrie has gone to Nebraska to live.

Lives of hustlers remind us.

That success comes not through chance.

Those who win do not have rearward

Shiny places on their pants.

Milwaukee Shops Items.

H. W. Griggs.

Ed Reynolds of the rod gang in the locomotive machine shop has perfected a machine to press in bushings in much less time and with less labor than the usual method, and a more agreeable job. Give credit to whom credit is due.

Miss Eleanor Ziel, daughter of our popular janitor, Charles Ziel, is the first girl stenographer to start in the S. M. P. office, and Joe Haas' office is the first to be so favored. Next comes Mort Smith's office with Miss Manita Voelkel, and the end is not yet. Just like as not some morning we will find one crowded over into the inspection department. Three or four more girls have started in over in the car department. Miss Bertha Gebhardt is a new-comer in car department counting room.

We hear that Dick Smith of the Portage oil house had his foot severely injured by a barrel rolling over it sometime ago, which has laid him up for awhile. Hope you will soon be out again, Dick. We remember the time the timbers from a flat car fell on you some years ago.

Engine No. 5603 took a start towards the rising sun, July 22nd, from the stall in the east house and took the wall along, drivers full base out on the ground. A little Sunday work again for Jim Reidy.

Harry Viergutz is still the only and faithful assistant chemist on the job. George Prentiss, the chief, is having a full slate of work just now.

Some write it "Watosa," and why isn't this letters enough? Also Ponds ville for "Pigsville."

C. F. Winn, formerly master mechanic, it seems, is down east on the railway war board at a good stipend.

Veteran John C. Fox of Janesville, the oldest employe, was 90 years old July 29th, and in pretty fair health. Most of us evidently forgot about this date, or did not know about it, or we would have sent the veteran a suitable token, but take the will for the deed. We hope he may round out the century. Miss Mary Fox, daughter of the veteran, is now a member of the V. E. A., and is proud of the honor.

A real clock now graces the walls of the district M. M. office. The old grandfather has gone in with the valuation department, where things are more steady and less vibration.

The locomotive shops and nearly all the others went on 10 hours the latter part of July.

Eight gondola cars a day are being turned out at present, and it would be 12 cars if it was not for waiting for material.

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YOU

All C. M. & St. P. Ry Employees

When you left your home this morning was everybody happy and cheerful? Didn't that fact make you glad that you are living and give you some of the good old "pep."

If you were killed or injured to-day and the pay-check stopped coming in—what would become of that happy home?

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WHOLESALE

RETAIL

Phone Grand 1246.

Trains Nos. 3 and 58 came together at the elevated curve north of Allis Station night of August 5th, killing Engineer John Baumgartner and two tramp riders. Baumgartner was caught between the cab and tender while attempting to jump. His fireman was but little injured. Mr. Baumgartner was an old reliable engineer, and greatly esteemed. His sudden taking off was a shock to the community.

Not until we saw it in the items, did we know that our old friend, John W. Pluck, engineer of Horicon, had passed away. Another reliable old-timer gone.

Through the same source we note that Miss Myrtle Lee of Portage died. She was the beloved daughter of Lieutenant Lee, now with the Railway Co. D in France.

Another old-timer, John Woodman, of Portage has gone. We knew him well. The grim reaper is too busy these times.

Mrs. Auchmoody, agent at Merrill Park Station, was off on her vacation from July 10th, three weeks, spending part of the time at her old home, Buchanan, Mich., among old acquaintances and teachers. We wondered why the M. P. Station window flowers looked so faded at the time.

Assistant District M. M. Al Klumb was at his place in Minocqua first and second week in August.

H. S. C. McMillan, formerly M. M. at Minneapolis, now of New York, was a caller at the S. M. P. office, August 9th.

Janitor Charles Ziel is taking a well-earned vacation, August 14th, for a week or ten days at Marion, Wis., where his sister has a big farm. His wife and smaller children accompany him.

Walter Alexander, S. M. P., and C. H. Bilty, M. E., were in New York and Pittsburgh, August 1st to 6th. New electric is seems. Mr. Bilty says New York is a mass of flags, like a holiday occasion. He saw the big German liner, the "Vaterland." The biggest enthusiasm in the East, and the biggest enlistments in the West.

George G. Allen, formerly general store keeper of the Milwaukee Road, now manager of the Refrigerator Car Company, this city, is an occasional caller with his winning smile. We are always glad to see you, George.

George P. Hennessey, assistant roundhouse foreman at Mitchell, was a caller early in August.

On the Portage-Madison-Milwaukee trains 10 and 23, "McQueenys" train, we notice that McQueeny is laying off. Seems that he has taken a trip to the coast. Conductor Jerry Lyman has this run in the meantime. Smiling Jerry!

Foreman L. B. Jensen of the paint shop has started an air spray for painting freight cars, which does the business up in fine short order, making some of the box cars of 25 years standing look just like new. One man will do 10 cars a day. Jensen has what is known as the bloomer squad washing passenger cars inside and windows. There are something like 30 women now working on the plant. One lass, Miss Hyele DeCamp, is Jensen's clerk, the first lady clerk on the plant.

Miss Bertha Gebhardt is a new clerk in Clerk A. J. Haas' car department. Miss Lucinda Badger is clerk in the car department store room, with her father, G. W. Badger, the store keeper.

Some new faces are seen in the drawing room again, which has been a little shy on account of the war.

The Duplex Stoker from the Locomotive Stoker Company of Pittsburgh is applied to engine 8028, and is being tried out on the LaCrosse Division with apparent good success, at least Ira Jordan, the agent and demonstrator, says it is a success on this engine. Some photos will follow.

The Magazines arrived at the S. M. P. office, August 7th, this time, the main bunch will follow later. Shop car takes continental time coming from the depot terminal. (Not here yet, the 17th.)

We are glad to hear that our old friend, Switchman Albin Lund, has been promoted to foreman of the Sixteenth Street Yards nights. Well deserved.

Joseph H. Haas, chief clerk S. M. P. force, spent his vacation in and around Grand Rapids,

Mich., among old friends early in August.

John Horan spent three weeks on the P. S. Line, and in the Pacific Mountains, returning August 12th.

Glorious news. The "13th" engineers in which is our Co. "D," arrived safely somewhere over the big pond, August 13th, much to the elation of the whole shop force and near friends and relatives. No hoodoo in No. "13" this time, and they will be heard from over there pretty soon, too.

We, as Magazine correspondent, are doing our part in securing names of railway employees who have received commissions in the Army, National Guard and the Navy, at the request of Vice-President Bush. The information is slowly coming in. Anyone having the names with the last occupation and military title will confer a favor by sending them to me as soon as convenient. There seems to be no other way to get this information. General Charles King says the thousands of enlistment cards at the different recruiting places would show last occupation, but it would be a big job for someone to go through them, and also the ten thousand cards at Camp Aishton for the commissions. It will be complete in time, as the Vice-President says the Magazine correspondents "Are such a wide awake bunch." By the way, speaking about General Charles King, someone said the general was shot all full of holes from fighting the Indians in days gone by. The general says the report is much exaggerated, as he still has room left for a few more. Our own Uncle "Sandy" Forsythe was badly wounded in the same Indian war.

P. S. Peck, assistant, S. M. P. office, was in Green Bay, August 14th. W. H. Hart, assistant district master mechanic at Green Bay, called at the S. M. P. office the 15th.

M. Parkinson, who generally has his "office under his hat," is rounding up the repair work on the Western front lately, getting ready for the fall drive.

C. T. Bishop was up from Elgin with his auto a few days in the matter of the examination of the enginemen. We met Mr. Bishop seven years ago in Portage, when agent for the "Science of Railways." He is as hale and happy as ever.

The repair tracks leading off Parkinson avenue in the West Yard are in the throws of big business just now, something like 300 cars a day. M. P. himself is over there. Come out just like new (the cars).

A good sociable gathering attended the annual meeting of the V. E. A. at Chicago, the 18th, only there were not quite enough for the necessary quorum of "25" to do business and none was done any more than adjourn subject to call. The minutes were read, both past and present, and reports filed; 2,132 members, of which 20 are honorary, is a good showing, as also is \$2,700.00 in the treasury. It seems that Saturday afternoons in the summer time without the cats is not a good time for any business meeting. Try Milwaukee, boys, and in the evening with a spread at one of the hotels.

Barnum and Bailey's circus up on the hill held forth to the usual good crowds the 20th. We just went to take the children, that's all.

C. & M. Notes.

B. J. Simon.

Our old friend, Robert J. Walker, has just returned from a vacation in the Rockies. He spent the most of his time in Estes Park in Colorado, mountain climbing, and the bracing mountain air has worked a wonderful rejuvenation in Bob. He is now ready for another year of hard work.

Rudy Keilburg, who has been signal maintainer at Deerfield for the past seven years, was taken to the hospital in Chicago on July 15th to undergo a necessary operation. He did not recover from the effects of the operation and died on July 22nd. He was twenty-five years old. We extend to the sorrowing relatives our sincere sympathy.

Louis Kohlman, who is firing for Robert Scott on a Madison run, spent a few days at Lake Waubesa trying his skill as an angler. I think he will go soon again, for the fish are still up there.

Dispatcher R. A. Woodworth of Chicago tells me that he and Mr. Shaft and Carrie Larson, after a strenuous day in the dispatcher's office, enjoy nothing as well as a little fishing trip. They went to Wadsworth a few days ago. Agent Lucas met them and gave them a fast ride in his big machine, leaving them to spend the day at one of Lake County's numerous lakes. I saw "Wood" a week later and from his appearance he must have spent the day with a school of sun fish and been chased by a pack of large sun dogs. They skinned him.

During the switchmen's strike in Chicago last month, quite a number of former C. & M. Division officials were drafted into switchmen's service. Our former superintendent, E. W. Morrison, Trainmasters J. F. Anderson and B. F. Hochm were among the number.

Mrs. Louis Kohlman, wife of Engineer Kohlman, of Libertyville, spent a few days with friends at Champaign, Ill.

G. W. Miller of Superintendent Atkin's office spent his vacation at Minocqua. Guy is quite a fisherman and makes his annual trip to Northern Wisconsin equipped with the latest fishing creations.

On July 25th, Agent Mitchell of Fox Lake took his wife to the hospital in Chicago. She has been there almost a month, but is reported as much improved and expects to return to her home within a few days.

Brakeman Gehrke of Libertyville entertained his mother and sister, Mrs. Adams, of Chicago, for a few days.

Clyde Helton, an operator working for the Big Four at Middlesworth, Ill., with his wife, visited his brother, Dispatcher Robert A. Helton, at Libertyville.

Brakeman Ray H. Abbot, regular man on the Elkhorn freight milk run, is laying off for a couple of weeks and is visiting relatives and friends in Miller and Huron, S. D.

Conductor H. A. Laroy, wife and daughter have just returned from an extended trip through the East, visiting in Boston, Atlantic City, New York and other cities in the East. While in New York they were the guests of the general manager of the Waldorf. Andy says it is rather hard to get down to work again after wading in rugs to his knees.

Chief Dispatcher R. E. Sizer has been away on his vacation and incidentally on his honeymoon trip. They took a dip in the crystal waters of Lake Louise, stopped for a while at Banff, played golf at Harlem, called on friends at Seattle, slipped over to Victoria on a little sight seeing excursion and all too soon had to return to Chicago. Congratulations are now in order and we offer our sincere wishes for their happiness.

Conductor W. D. Wood is enjoying a life of leisure at his cottage at Lauderdale Lake. J. J. Corbett is relieving him.

Dispatcher C. E. Larson and family are spending their vacation visiting friends at St. Charles, Minn.

Dispatcher G. F. Carroll was acting chief during Mr. Sizer's absence. George will soon take his vacation. He had a busy time with the switchmen's strike on his hands.

George Hennessy, Charles Flannigan and Geo. Reed have been promoted and are now looking for work as conductors.

Conductor W. D. Wood was invited to run out to the golf links at Washington Park with Passenger Agent Andy Caldo and to try his skill with this fascinating sport. This was Dave's first venture, but they say he "put it all over" Andy, who is an expert.

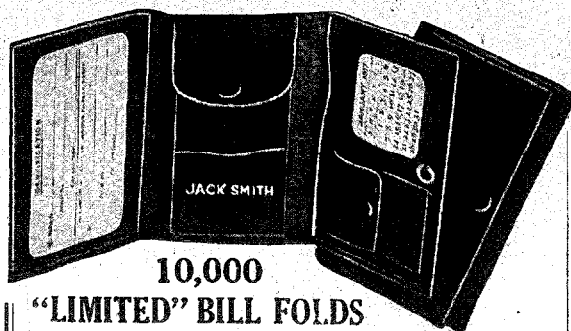
Card of Thanks.

We send our thanks to the boys along the line for the kindness and floral contributions they have shown at the death of Rudolph August Kielburg.

Mr. Kielburg was a signal maintainer on the C. & M. Division between Rondout and Golf, Ill.

B. Kielburg and Miss Martha Hagl.

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Obituary.

Agent and Mrs. H. P. Thompson of Lyons, Iowa, and their daughter, Mrs. Ray Batchelder, of Clinton, have the sympathy of a host of friends on the Milwaukee System in the terrible bereavement they have suffered in the death by drowning, August 19th, of two sons, Millard C. and Gerald Thompson, and their son-in-law, Ray Batchelder. The two young men with eight-year-old Gerald Thompson were swimming in the Mississippi River at Camanche, when Mr. Batchelder, who was swimming with Gerald Thompson on his back, suffered an attack of cramps. Millard Thompson went to the rescue, but was pulled under and all three lives were lost.

Iowa (East) Division News.

J. T. Raymond.

Trainmaster Hoehn has made several trips to Chicago in conference with the general committee on the new rules. Mr. Hoehn has been selected as chairman of the examining board for the Southern District.

Lineman James Tobin made a brief visit with relatives in Wisconsin.

Operator R. E. Ogg, who is on second trick at Oxford Junction, spent two days at Carroll, Iowa, before the army examining board.

Frank Bender of Western avenue roundhouse visited Marion friends, August 1st, returning via Wyoming, Iowa, where he has relatives. Frank keeps young and good-natured.

Mrs. Mabel Lansdon, stenographer in Superintendent Marshall's office, has resigned and gone to Spokane, Wash., to reside. She is succeeded by Miss Hanna Johnson of Cedar Rapids, Iowa.

Reynolds, O. R. C. chairman on the Coast Line, visited in Marion, August 6th, en route to Chicago. Reports the Iowa folks out west, prosperous and happy.

Chief Dispatcher and Mrs. L. A. Turner visited at Waverly, Ill., with Mr. Turner's mother. The round trip from Marion was made by auto; the weather was fine and the trip was very much enjoyed.

Dispatcher H. C. Van Wormer was the acting chief during the two weeks Mr. Turner was absent.

Verto Reichert made a brief visit with friends at Des Moines.

Clyde Kinney of the general superintendent's office, Chicago, spent a Sunday in Marion recently visiting friends.

Agent and Mrs. M. F. Emerson of Martelle spent several days visiting in California. Operator William Magee acting as agent during Mr. Emerson's absence.

Mr. and Mrs. H. P. Elliott of Chicago were the guests of Marion and Cedar Rapids friends August 12th.

Superintendent C. H. Marshall recently made a trip over the division inspecting the gardens along the company's right of way. This with a view of determining the merits of the various contestants for the cash prizes to be awarded by President Earling to the most successful ones.

Agent L. J. Miller was away on a couple of weeks' vacation, Percy Parmenter relieving and Operator G. H. House relieving Percy Parmenter.

W. K. Hodgson, who has been on third trick at Sabula for some time, has quit the company's service to go into business at Sabula. Operator Floyd Carter of Olin holding down the job there temporarily.

Conductor and Mrs. J. F. Higgins and son, Frank, were called to Davenport to attend the funeral of Mrs. Higgins' sister.

Engineer and Mrs. F. B. Stafford and little daughter, Helen, spent ten days with friends on a camping trip on the Mississippi River above Savanna. They made the trip by auto.

Operator Bert Campbell of Marion yard office received a telegram the forepart of August bringing the sad intelligence of the passing away of his sister, Mrs. Clarissa Fenton, who resides at Riverside, Cal. Her death was caused by being struck by an automobile. She was the mother of four children, who survive her.

Conductor E. Shook is off for his summer vacation. Conductor T. L. Kelly is doing the honors on the Maquoketa freight run during his absence.

W. P. Kelly is back to work on Nos. 93 and 94 after two weeks' illness.

B. F. Pulley is off for thirty days and expects to spend the time in the Dakotas and Montana.

Passenger Brakeman C. Wescott is off on a ten-day vacation, and with his wife is visiting relatives in Minneapolis.

We have learned that the following boys have passed their examination for service in the national army: George White, George Price, Henry Kalous, George C. Brown, G. A. Larkin, O. O. Keckhaefer and R. A. Lynn.

Conductor J. J. Green has returned to work after a sixty-day leave of absence.

Conductor Frank M. Kelly has taken runs 9 and 10 between Chicago and Marion. This run looked good to Jake Diell, so he has also taken one of these runs on 9 and 10. It seems good to all of us to see these genial old timers running out this way again.

Superintendent J. M. Oxley of the Kansas City Division was in Marion a brief time on business.

A nice feature of the August Magazine were the pictures of several newly commissioned officers in the U. S. Army, formerly with the St. Paul road. May their names be written high on the scroll of fame.

Operator F. E. Hastings of Delmar has been appointed the Dedham agency and is succeeded by R. E. Ogg.

Dispatcher R. L. Leamon enjoyed a ten days' vacation visiting relatives.

There was considerable rejoicing in Marion when the news came August 4th that the railway boys had arrived safely at their European destination. A number of Marion boys are with this company.

Harry Murphy was engaged in special work for about one week in the roadmaster's office at Coon Rapids.

Switchman Dawson and George Leaf have taken unto themselves automobiles.

Miss Myrtle Campbell and Thelma Joss, record clerks in Marion Yard, spent Sunday in Chicago seeing the parks.

Miss Dorothy Klumph is now clerk in Car Foreman L. A. Klumph's office.

Switchman Everett is taking a vacation for 10 days visiting his home back East.

Walter McGrew and family have gone to Barnesville, Ohio, to visit relatives.

Switchman Rhuard has been off duty for a week, sick.

Operator Eddie Mullaley is a regular passenger to Browns. Some attraction down there. What is it, Eddie?

Operator Roy Kindig spent two days fishing at Cedar River. We hear the only bites he got was by mosquitos.

Engineer and Mrs. W. R. Barber spent the week end visiting their son, Leroy, who is in army training at Camp Douglas.

Miss Alice Brotemarkle spent part of her vacation visiting friends in Walnut, Ill.

Mrs. George W. Newlin passed away July 26th at the home of her daughter, Mrs. James Anderson, Marion. The remains were taken to Viola for burial. Those survive her, the husband, G. W. Newlin, agent at Viola; a daughter, Mrs. J. A. Anderson, and two sons, Fred C. and Barney Newlin, baggage men, all of whom have the deepest sympathy of the employees on the division.

W. V. Division Notes.

W. M. Wilcox.

Engineer L. E. Wilcox was a guest of New Lisbon friends and relatives this month.

Brakeman Homrig, a former W. V. Division employe, and wife are visiting friends and relatives at Wausau and other Valley Division points.

Mrs. Guy Past, wife of Conductor Past, of Cle Elum, Wash., and her two children, returned to their home on the extension, August 4th, after spending the summer with relatives at New Lisbon.

Carsmith C. Mauritsen, New Lisbon, has accepted a similar position with this company at Winona, and left for there August 12th.

Wiper E. Bunker, New Lisbon, has resigned his job at the roundhouse and enlisted with the carsmiths, taking Christ Mauritsen's place.

"Jack" Tuley, the popular North End conductor, and Bernard Enckhausen, engineer in charge of the Tomahawk-Camp Douglas special



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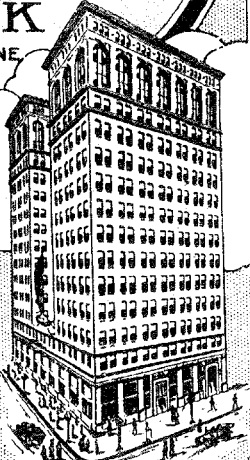
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Sunday, August 5th.

Conductor F. S. McCulloch and Engineer F. D. Pond had the G. B. & W. special from Grand Rapids to Camp Douglas, August 12th.

Oscar Vachrean, yardmaster at Mobridge, was a visitor on this division in August.

Merle Hutchins of Dunfield has taken the job of calling at New Lisbon, in place of E. Bunker.

Brakeman "Monk" Wright has taken his old job on the Tomah line, bumping N. R. Hess, who takes the night switch job at New Lisbon, in Wright's place.

The Grand Rapids switch engine was put up for bids in August. Have not learned who drew it as yet.

Switch engine has been put on at Tomahawk. Conductor John Flanigan and Engineer H. L. Conant taking charge.

Conductor "Heinie" Schaupp went to Chicago, August 15th, for settlement with the company on account of breaking his arm at Grand Rapids about two months ago.

Conductor John McCloskey gave up the yard job at Grand Rapids this month and will take a job in the ring.

Conductor Otto Olsen's father at Tomahawk suffered a slight stroke the first part of the month. We are informed that he is doing as well as can be expected at present writing.

Brakeman Bourcier off a couple of weeks in August, staying at Clear Lake, near Tomahawk, Wis.

On account of the rush of business at Camp Douglas the past few weeks extra men have been put on at New Lisbon to help handle the soldier business for the rest of the summer.

Conductors Dostader and Milne and Engineers Butler and Hintz handled the troop trains from the C. & N. W. and G. B. & W. Railways between Grand Rapids and New Lisbon, August 18th.

Tomahawk Roundhouse News.

Stere.

Reginald Allord, who was off sick for some time, is now back at work handling engines, in place of William Schultz.

Dan Wells, engineer, and family have taken a few weeks off and have departed for York state, where they will visit with relatives for some time. Please make it short, Dan.

Machinist A. H. Mills is back at work after a month's visit at his old home in Pennsylvania.

L. E. Schultz, engineer, and family departed July 11th for Portage, and from there they went to Minneapolis. Louie finally got back, but he is still watching all passenger trains for his wife and family.

H. Venne, fireman on No. 93, July 30th, had to be relieved at Tomahawk, account of being all in with the heat. Fireman Obey relieving.

Lewis Wilcox is back on the job again firing Nos. 93 and 94, after spending the hot weather spell at Clear Lake. He says it was great to be swimming in the lake and watch the trains pull by.

We understand Johnson and Aley went to Gleason on a fishing trip. Did you say fish, Fred. We are from Missouri.

Wanted—Someone who can put McClernon's motor boat together so that it will run. Please don't all speak at once.

Did you notice Machinist Helper Al Bloomquist lately? You can't drag him away from that hotel and most of the time he hangs around the kitchen. Never mind, Al, you will get over it or married, one or the other.

Boilermaker Paul Stoff had to go home early one day. We wondered why, but soon found out it was to dress up to dance at Pat's wedding. Paul said it was "some time," and it took him two days to get back to work.

August Krueger, blacksmith, relieved Pat so that he could take a good honeymoon trip, but we were very much disappointed to learn that Pat only went to Chicago.

We are very sorry to learn that our genial call-boy, Thomas Murphy, was mixed up in a motor car accident in which his knee cap was broken and he was cut up around the head on the night

City Physicians Explain Why They Prescribe Nuxated Iron to Make Beautiful, Healthy Women and Strong, Vigorous Men

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Quickly transforms flabby flesh, toneless tissues, and pallid cheeks of weak, anaemic men and women into a perfect glow of health and beauty—Often increases the strength of delicate, nervous, run-down folks 100 per cent. in two weeks' time.

IT is conservatively estimated that over three million people annually in this country alone are taking Nuxated Iron. Such astonishing results have been reported from its use both by doctors and laymen, that a number of well-known physicians in various parts of the country have been asked to explain why they prescribe it so extensively, and why it apparently produces so much better results than were obtained from the old form of inorganic iron.

Extracts from some of the letters received are given below:

Dr. Ferdinand King, a New York physician and Medical Author, says: "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 they often 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, degenerated 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 wastepipe the water in which our 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, says: "As I have said a hundred times over, organic iron is the greatest of all strength builders. If people would only take Nuxated Iron when they feel weak or run down, 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 lie every year from pneumonia, grippe, kidney, liver, heart trouble and other dangerous maladies. The real and true cause which started their disease was nothing more or 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 as-



F. King, M.D.

tonished 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 thirty he was in bad health; at forty-six he was careworn and nearly all in—now at fifty, 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 of 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 per 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 forms 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 prize-fighter 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 has gone down in inglorious defeat simply for the lack of iron.

Dr. Schuyler C. Jaques, Visiting Surgeon, 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 quickly 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 everywhere. 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 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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of August 11th. He was taken to St. Mary's hospital, where at this writing he is still confined.

Machinist L. L. Lawless had an operation performed on his back and is getting along fine at present.

Say, Guy: Frank Duvie says that George Ginder's hook is a complete failure, as he has been unable to catch a single fish and it isn't because there are no fish in the river, because he sees them jump quite often. He tries them every time he sees one jump.

On August 11th, the Tomahawk machine gun company departed by special train for Camp Douglas. Among them were several railroad boys, namely, James O'Brien, fireman; George Streeter, engineer; Ralph Bauer, fireman, and George Gahan, boilermaker helper. Here's wishing you the best of luck, boys.

Boilermaker Fred Alex was off ten days visiting at different points in Michigan. Fred says it is a nice country, but Tomahawk suits him. That's right, Fred; us, too.

Notes From the West H. & D. Division.

H. Murphy.

Former Messenger Boy Anthony Fahey has left the service of the company to learn the drug business.

Miss Lyda Young is the new roundhouse clerk. All you boys better answer your correspondence promptly in the future. However, never mind calling at the office, just write us a letter. Ahem!

Charles Kling, who was our former lead boilermaker at Aberdeen roundhouse, but who has lately been appointed boiler inspector at South Minneapolis Shops, was a recent visitor at Aberdeen.

George Zimmerman and George Crampton, clerks in the superintendent's office, spent Sunday fishing at Ortonville, Minn. and from all accounts had a very enjoyable day.

West H. & D. Division Fireman Richard Ryan was recently married to Miss Hurley of Aberdeen. Congratulations, Dick. J. B. McGovern was best man.

It seems that some of the employees have not yet been advised that the roundhouse clerk is holding a list of names of those that have subscribed 10 cents for our Milwaukee troops, and is looking for their names and incidentally their little dimes also. Come on, boys, dig up.

Arthur Maschke spent Sunday in Java. S. D. Art is Chief Carpenter McCarthy's clerk. We have also noticed that some people in Java spend a day occasionally in Aberdeen. But then far be it from me to divulge these little secrets.

Lyle Young, machinist apprentice at Aberdeen roundhouse, left for Denning, N. M., a few days ago with Troop K from Aberdeen.

Columbia Division Notes.

H. R. Gates.

Another month has gone by and we will try to write a few notes. This is a hard matter to do when you don't get many notes from other points along the division.

The day log train has again been put on between St. Maries and Bovill.

Conductor Lewis on passenger runs Nos. 115 and 116, between St. Maries and Elk River, has been laying off a few days during the past month. Conductor Noble relieved him.

Way freight run Nos. 96 and 97 has been put on between Malden and Avery. Engineer Peter and Fireman Lee Carver have been assigned to this job.

Engineer G. W. Nelson now on work train working out of St. Maries.

Engineer Dennis Scanlon and Fireman Tom Lowe have been assigned to the day log run out of St. Maries.

Fireman Frank G. Demounin was married during the past month. We all join in wishing you and yours a long and happy married life.

Fireman Carl Schewneck and wife have returned from the East, where they have been on a visit with relatives.

Engineer P. A. Hamilton was on a work train out of St. Maries for a few days during the past month.

Passenger runs Nos. 31 and 32 between St. Maries and Spokane have been pulled off.

Engineer John Berg and Fireman Jake Rajeska have been assigned to the day switch engine at St. Maries.

It is reported that Fireman James A. Drake of Othello was married during the past month. We all join in extending to you our heartiest congratulations.

I understand that Donald Ross of St. Maries is getting to be quite popular with the ladies nowadays. On the afternoon of August 16th, he had a couple of young lady friends out and he never got back till about 9 o'clock that night. He claims that one of the tires blew out on his car, but we have our doubts. He says that he is figuring on finishing up his house in the near future and that looks rather suspicious.

Boilermaker Thomas Egan and company are planning a new prospecting trip. It seems that the previous mine they found is worn out already and they have now got to find a new prospect.

Engineer Charles McGill and wife are spending a few days on the coast taking in the sights.

Engineer Kotthoff and Fireman DeMoulin have been assigned to the night switch engine at St. Maries.

Irwin Sheffer, son of John Sheffer, car repairer at St. Maries, and former clerk for Mr. Litwin at St. Maries, has joined the Lumber-Jack Regiment which was organized by Uncle Sam.

Claude Hallead, car repairer of St. Maries, was visiting in Spokane on July 22nd and 23rd with his father and mother. He had not seen his mother for about two years, as she has been living in the East.

I understand that Car Carpenter L. C. Losinger of St. Maries and his family are planning on making a trip to Mount Baldy, which is a short distance out of St. Maries, to pick huckleberries. Leonard is kind of disappointed because he will not get to go, but the ladies always rule in such cases.

The old rip track at St. Maries is being moved over by the roundhouse on the new place which has been prepared for same.

On July 26th, Ralph Eldridge, age 9 years, son of Conductor Eldridge of St. Maries, was drowned in the St. Maries River while playing with some other boys of his own age. The body was taken

to Vermillion, S. D., for burial. We all extend our heartfelt sympathy to the members of the family in their sad bereavement.

Carol Clauson and Carleton, engine watchmen at St. Maries, have been promoted to locomotive firemen.

Engineer John Misterek was on work train for a couple of weeks during the past month. Engineer Engholm has bumped him and he returned to Malden.

Northern Division Items.

F. B. Yorgey.

Mrs. Charles Chambers and daughter, Lois, spent a few days at Fond du Lac.

M. J. Barnish, operator, was among those drawn in the first draft.

Mrs. Martin Coughlin was a Milwaukee visitor for a few days.

Henry Grady had the misfortune to lose the ends of two fingers on his right hand while braking at Beaver Dam.

Mr. and Mrs. Wm. Yerk Sundayed at Markesan. Mrs. William Buchda was called to Chicago by the death of her sister.

Word was received that Mr. Sawtelle, former roadmaster, had arrived safely in France.

Mrs. August Hoyer spent the day at Ripon.

Mrs. Louis Moe and daughter, Eleanor, are spending a few weeks at Lodi.

Paul Bourbeil has gone to braking. Felix Raue has taken his place as baggageman.

William Whitty spent Saturday in Milwaukee.

William Yerk and crew are at Fox Lake building a new depot.

Mrs. John Thuck has leased her home for a year and is staying with relatives at Clintonville.

The laugh is not always against the recruit. One was late for parade in the morning.

"What are you late for?" snapped the sergeant.

"For parade," was the curt reply.

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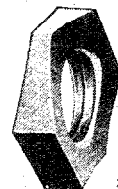
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Comptroller G. J. Bunting.

At a meeting of the Board of Directors held in New York June 26th, Mr. G. J. Bunting was elected Comptroller of this company. Mr. Bunting had previously occupied the position of General Auditor.

Mr. Bunting first came to the Milwaukee in 1911 as Assistant General Auditor, and in 1915 was elected General Auditor. Although a young man, he is recognized as one of the leading accounting officials of the railroad world; a reputation earned by the force of his remarkable abilities as an accountant, his grasp of the infinite details of railroad book-keeping methods. He is popular among his associates on the Milwaukee and greatly respected by the army of employes of which he is the head.

Appointments.

The jurisdiction of J. J. Murphy, superintendent of the Rocky Mountain Division, has been extended to cover the Missoula Division, Deer Lodge to Avery. The division headquarters of the Rocky Mountain have been removed from Three Forks to Deer Lodge, and of the Missoula from Missoula to Deer Lodge.

A. C. Bowen has been appointed superintendent of the Northern Montana Division, vice Chas. L. Whiting, who has joined the colors as major of Company D, 13th Engineers.

W. M. Thurber has been appointed trainmaster of the Dubuque Division, effective September 1st.

O. N. Harstad has been appointed trainmaster of the L. & M. Division.

A. P. Chapman has been appointed assistant general passenger agent with headquarters at Seattle. Mr. Chapman is one of the "veteran employes." The oldest inhabitant does not remember when "Chap" was not boosting for the Milwaukee.

D. E. Rossiter has been appointed trainmaster of the Illinois and Racine & Southwestern Divisions.

C. E. Christopher has been appointed assistant superintendent of Milwaukee Terminals.

Results of Electrification.

(Concluded from page 41)

account is here taken of the return trips of helpers or their otherwise running light. This is a considerable item under steam, but is small for electricity.

Item 12, Number of Engines, is possibly a little high for steam on account of some of these engines being at times used in passenger helper service, as already explained. The number of electric engines given is the number purchased for this service and is considered sufficient. We are unfortunately obliged to use our judgment in this matter, as many of the locomotives purchased for the Missoula Division, not then under electrical operation, were available and used.

Twenty-eight locomotives are now easily handling business for the two divisions.

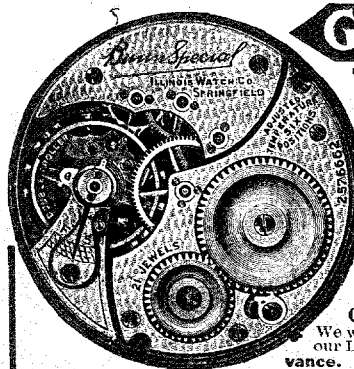
Using the figures as they stand and deducting Item 13, Thousands of Ton Miles per Engine, we find that the electric engine handles about $3\frac{1}{2}$ times as many ton miles per month as the steam engine, and from Item 17, Minutes per Thousands of Ton Miles, that the electric engine cuts 30 per cent from the time to do a given business, partly by faster running, partly by heavier trains.

Item 14, Number Subdivision Trains, shows for the three months that there were an average number of division trains involved of 8.6 for steam and 9.3 for electricity.

Item 15, Ton Miles per Train Mile. This is about the same as tons per train, and 22 per cent greater for electricity than steam. The electric train, it might be considered at first glance, ought by comparison to be heavier, but it should be remembered that the steam train for a considerable part of the time has two locomotives on it. The tonnage of the through freight is greater than shown, the average figures being considerably lower on account of the comparatively light local freights being included.

Items 18 and 19, showing consumption of electric energy, are derived in the same manner as previously described for passenger service, and later in conjunction with items 20 and 21 give a comparison of relative amounts of coal and electricity used by us to handle a given business. Under present conditions we are paying for electricity on a kilowatt-hour basis, and it is costing considerably less than coal did.

As to the effects of regeneration on the power consumption, this varies more or less, but it will be noted that for the month of November, the amount of regenerated power measured at the locomotives was 11.3 per cent of the total power consumed at the motors. Some of this power goes over the trolley direct to locomotives which are motoring, and the rest goes through the substations, reversing the motor-generators and either flowing into the Power Company's transmission system or along the Railway Company's line to other substations.



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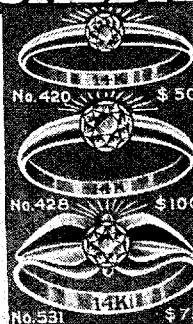
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