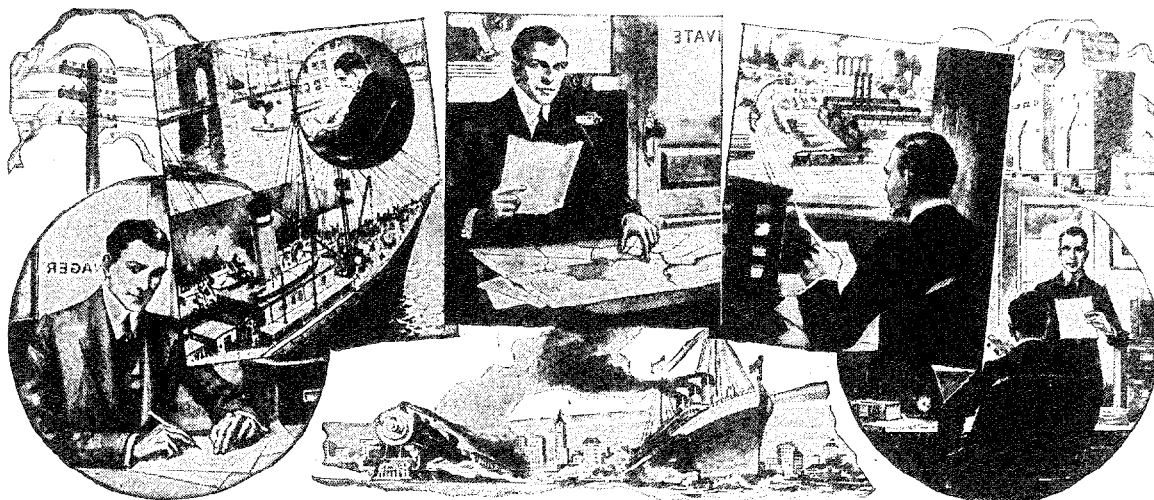




A Bigger Job Yours—If You Master Traffic Management

Reconstruction work to be done in Europe and expansion of our foreign trade means a greater demand than ever before for men trained as traffic experts. Great plants working overtime—raw materials shipped in—finished products shipped out—carloads, trainloads, shiploads, going North, East, South, West—contracts placed not on price basis, but for quick delivery—that is the condition we are facing.

"We must have efficient traffic men" say manufacturers, jobbers, railroads, ship owners. Hundreds are needed where one is available. This is the chance for ambitious men to rise to higher positions—to get into an uncrowded calling—to have the specialized knowledge which commands big salaries.

Train by Mail Under LaSalle Experts

This opportunity is yours now. Train while you hold your present job. Only your spare time required to become proficient in every branch of traffic.

Learn from men who have held or are among those now holding the highest positions in the field. Get practical training—the training which equips you to step into one of the highest places. This is what the LaSalle experts offer you.

They will explain every point concerning Freight Rates, Classifications, Tariffs, Bills of Lading, Routing, Claims, Demurrage, Express Rates, Ocean Traffic, R. R. Organization, Regulation and Management, Laws of Carriers, Interstate Commerce Rulings, etc. etc.

How many men are expert on even one of these subjects? You will be made proficient in all.

And here is something more—your enrollment gives you free the privileges of our Business Consulting Service. This means advice from our staff whenever you need help on any special business problem.

Over 800 people here—300 business experts among them—are ready to put you

on the road that leads directly to advancement. Get the complete, combined experience of many authorities, all given in easily understood form.

No Large Fees

The total cost is small. Your increase in earnings will soon pay it (see in next column what McMullen, Wright and other members say). Then also you can pay on easy terms—a little each month if you wish. No hardship in getting this training. Any man can afford it. And the time is now—when the great movement in business is beginning. Give a few hours weekly of your spare time for a few months—and get a larger salary.

Send the Coupon and Get All the Facts

Your request will bring complete information. We will tell you just what the course offers in every detail; all about the opportunities open to trained traffic men. We will also send you our book, "Ten Years Promotion in One" which has shown thousands of men the short road to promotion. If you are ambitious to rise—if you want to enter a paying and uncrowded field of business, get these facts. Sending the coupon implies no obligation upon you. Mail it today.

B. S. McMullen was a freight checker on the docks at Seattle.

Two years after beginning the LaSalle Course in Interstate Commerce and Traffic Management he was appointed General Freight and Passenger Agent.

He said that it would probably have taken him 6 or 10 years to make this advance if he had depended merely upon work and experience.

LaSalle experts helped him to reach the top in the space of months.

T. J. Wright, an Illinois member, reports three promotions since taking the course.

H. S. Watson, of Michigan, figures his increased earning capacity at 400 per cent.

Fred Hoffman, an Ohio member, reports 500 per cent profit on his investment in one year.

Among the many LaSalle trained men who are now Traffic Managers or Experts on Interstate Commerce are:

Wm. Ritchie, Vice-President and Traffic Manager, Philadelphia Lawn Mower Co.

F. E. Combs, Traffic Director, Twin City Traffic League, Benton Harbor, Michigan.

F. E. Hamilton, Traffic Manager, Retail Merchants Association of Canada.

Mr. Hamilton says: "I cannot speak too highly of this institution. The course is up-to-date, authentic, and easily understood. My only regret is that I did not take it up five years ago."

The success these men have made can be paralleled by any other ambitious man who will do as they did—train!

LASALLE EXTENSION UNIVERSITY

"The World's Greatest Extension University"

Dept. 636-1C

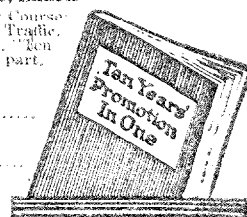
Chicago, Illinois

Please send me your catalog and full information on your Course and Consulting Service in Interstate Commerce and Railway Traffic. Also a copy of your valuable book for the ambitious man, "Ten Years' Promotion in One." This without obligation on my part.

Name

Address

Present Position

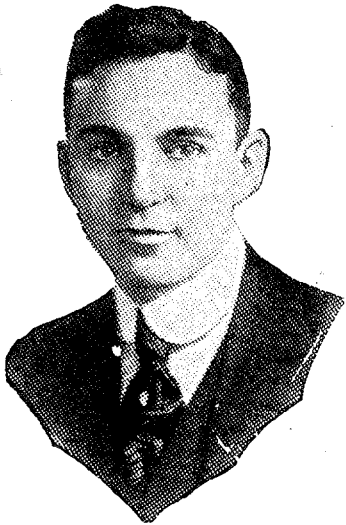


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EMORY J. SWEENEY,

President
Sweeney
School

Young Man, are you Mechanically Inclined?

If you are, I want to meet you face to face. This is my picture. I am 35 years old and President of the Sweeney Million Dollar Trade School. Fifteen years ago I was in overalls, working with my hands. I am not ashamed of it. If you come here, you too will work in overalls. You will work with your hands. That is the way to learn.

Learn to be an automobile expert. I teach you by the

SWEENEY SYSTEM

I WANT you to start in by sending today for my big, free catalog. It shows hundreds of actual photographs of men at work in my magnificent new school. It doesn't simply TELL you: It SHOWS you what you get here and HOW you learn. One of my students was deaf and dumb, yet in three months I made him an expert mechanic. I made my success by making other young men successful. Young men, make up your mind today. Be a SWEENEY man and a success.

That's what you get here, what you can't get any place else. I have taught over 20,000 men to be expert repairmen, chauffeurs, tractor engineers and so on. I am proud of the fact that I was the first man picked by the U. S. Government to train soldiers for mechanical work, and I trained 5,000 men for good old U. S. A. I teach with tools, not books. Learn by doing the work yourself, with your own hands.

When you come to the SWEENEY SCHOOL I want to talk to you, man to man. If you've got the stuff in you, if you will work, I can make a success of you.

LEARN A TRADE
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SCHOOL OF AUTO-TRACTOR-AVIATION
709 SWEENEY BLDG. KANSAS CITY, MO.

MAIL THIS COUPON

Emory J. Sweeney, President
Dept. 709 Sweeney Bldg.
Kansas City, Mo.

Please send me free, without any obligation on my part, your 72-page catalog and your Sweeney School News. Tell me of the opportunities in the Auto and Tractor Business.

Name

P. O.

State

A Fob for You

Here is a chance for you to secure a dandy, serviceable and attractive watch fob—just like the one in the illustration opposite.

Of course, the fob is emblematic of the railroad you are working on, one of the great railroad systems in the world.

The Milwaukee System

These fobs are manufactured from a very fine grade of leather, well seasoned and color cured to such a degree that they will always maintain a good appearance.

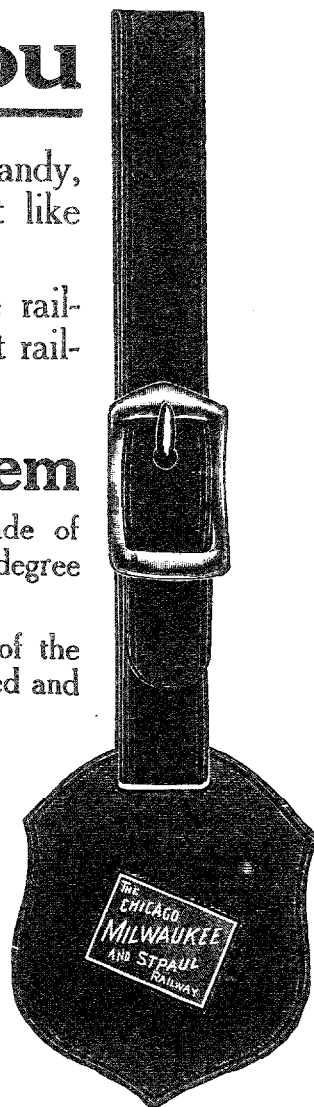
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

Wear a Milwaukee Emblem

We have a limited number of nicely plated emblematic buttons, either pin or screw backs. Let the public know who you are identified with.



Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.



Milwaukee Railway System Employees Magazine
Railway Exchange Bldg.,
Chicago, Ill.

GENTLEMEN: Please find enclosed _____ in payment of the articles I have marked below.

Name _____
 Address _____
 Town _____
 State _____
 R. R. Dept. _____

Mark Articles Desired

Leather Fob with Emblem . . . 60c
 Leather Fob without Emblem . . . 25c
 Plated Button, Screw Back . . . 35c
 Rolled Gold Button, Screw Back 75c
 Solid Gold Button, Screw Back \$1.25

UNITED STATES RAILROAD ADMINISTRATION
W. D. HINES, DIRECTOR GENERAL OF RAILROADS

THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

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Editor, Libertyville, Illinois

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VOLUME VII

OCTOBER, 1919

NUMBER 7

October

In the grayer gray of the sage brush,
And the misty, smoky hills;
In the sorrowful silence of the long, long afternoon,
In the golden rod and asters
Along the shallow creek
And the pale pink of a wild rose left from June.
In the glint of yellow willow
Where all the rest is green,
And the smell of mint so heavy in the air,
In the drone of bee and hopper
And the drifting butterfly,
Are the signs of Indian Summer everywhere.

—Nora Breckenridge Sill.

NO ACCIDENTS — — OCTOBER 18th to 31st

France Studying Our Electrification

When in early June of this year, a special party of gentlemen went west quietly over our line to Harlowton, Mont., it was announced that they were representatives of several French railroads, of the French government and the French Army, going out to inspect and study the electrification district of the Milwaukee, between Harlowton, Mont., and Avery, Idaho, the region from which the steam engines, the coal docks and the water tanks have disappeared, giving place to the great motors that acknowledge only the invisible and inscrutable forces of the air as their masters; the sub-stations with their giant transformers and their motor-generators; and the shining copper filaments that stretch mile after mile over mountain and plain,—the only tangible evidence of the great mystery that is forever present in their gleaming reaches.

France, always a buyer of coal from foreign fields, now, more than ever, needs water power development and the substitution of electricity for steam as a dynamic force in its industries and on its railroads. The prominence and the favorable results accruing from our use of hydro-electric power in operating the Rocky Mountain and Missoula Divisions, therefore, was the reason for the visit of this distinguished party of foreigners who traversed our entire electrification districts and examined minutely all of the modes of operation and the results obtained in our now celebrated adventure into the new field of handling trunk line traffic through power drawn from mountain streams and the great rivers of the continent. Those in the French party were: Professor Maudait of the University of Nancy, and Major d'Anglards of the Ministry of Transport; Messieurs Pomey and Le Corbeiller, delegates of the Minister of Telegraphs, French Government; Japiot, chief mechanical engineer, and Ferrand, electrical engineer of the Paris, Lyons & Mediterranean Railway; Bachelery, assistant manager and Le-boucher, assistant Superintendent mo-

tive power of the Midi Railway; Sabouret, assistant manager, Balling, chief engineer, and Parodi, chief electrical engineer of the Paris-Orleans Railway; Debray, chief electrical engineer, and Barillot, electrical engineer of the French State Railways.

Milwaukee officials accompanying the party were General Manager H. B. Earling, General Superintendent W. B. Foster, Asst. Gen. Supt. E. H. Barrett, Electrical Engineer R. J. Middleton, General Traveling Passenger Agent G. L. Cobb, and Asst. Supt. of Transportation J. E. Brown. The party spent much time at Deer Lodge making a thorough study of the electrification work in the shops and of the operation of trains, through the dispatcher's office. The members of the French Commission rode the motors and made close inspection of the sub-stations, after which they went on to see the process of construction in the new electrification district from Othello to Tacoma.

The operation of tonnage freight trains over the mountains made a deep impression upon the visitors, as did also, the method of regeneration on down grades, operating at once as a creator of electric current and as a braking system. The power plants at Great Falls were visited, where the mighty waters of the Missouri are harnessed at the bidding of mankind and their irresistible force turned to the benefits of humanity.

France has potential water power, considerable of which has been developed, but not to a great extent for the operation of railroads,—although the Orleans Railway operates its trains between Austerlitz and the Quai d'Orsay, and the Western Company, uses electric power between the Invalides station, Paris and Versailles.

The three important water power districts in France are the region of the Alps in the southeast, drained by the river Rhone and its tributaries, the northern slopes of the Pyrenees and the elevated regions in the south central

part of the country, drained mostly by the streams flowing northward into the Loire and westward to the Garonne. Of these the Alpine drainage presents the greatest possibilities for water power and in that region its development has proceeded extensively,—hydro-electric plants, thus far installed aggregating a capacity of nearly a million horse-power.

Before the war, French railroad officials had made some study, looking toward the utilization of hydro-electric power for railroads, and while the visitors had no definite plans for the immediate installation, their investigations were for the purpose of enabling them to proceed promptly and with intelligence, upon construction, as soon as it should be decided upon.

Railway Exchange News.
"W. A. D."
Announcement.

In view of the large number of engagements and wedding announcements reaching this journal each month, the Railway Exchange News wishes to announce the opening of a department exclusively for the newlyweds for the purpose of acquainting them with matters of seeming insignificance which, in reality, often aid in overcoming obstacles otherwise resulting in acrimonious controversies, altercations, and in some instances, estrangement. These articles will appear under the caption, "Advice to the Newlyweds". We feel our advice in this direction is highly essential not only for the Railway Exchange denizens, but for the employees of the entire system and have, therefore, obtained the services of one old and tried, having survived the ordeal of many years of married life, as an authority for our intelligence on this delicate subject. It is not the intention to confine the articles strictly to our own views and advice. The announcement is made for the express purpose of soliciting advice from those having expounded many of the nuptial intricacies through years of experience, and we shall greatly appreciate suggestions which may aid our venturesome newlyweds. We shall also be pleased to answer any inquiries in this direction. Address all communications to Railway Exchange News, 1214 Railway Exchange.

Advice to the Newlyweds.

It is of primary importance that a small dog be added to the establishment—same to be of the persuasion known as "meat hound". The purpose is obvious. The dog should be used as a "taster" to pass upon such viands as the young matron may erroneously designate as food. Utmost secrecy must be observed lest the S. P. C. A. become aware of the animal's maltreatment.

They all flop sooner or later, and the fact that a certain young lady is waltzing about with a newly acquired "rock" is evidence enough that another gent has "flopped". The ring is no doubt the culmination of a very interesting romance, the details of which our reporters have repeatedly endeavored to obtain, but to no avail. The owner of said rock is a member of Mr. Skelding's establishment.

Speaking of differences in opinions—Two of our stenographers recently visited Seattle, and three days after they arrived two postal cards were received with the following inscriptions:

Form No. 1—"Had a very pleasant trip and I enjoyed every minute of it."

Form No. 2—"Arrived after a very dirty and tiresome trip." They traveled together on the same train. It is not hard to deduce they were NOT male stenographers.

To allow a month to go by without mention

of the name Merrill would be the same as going to work without breakfast. Miss Mary Merrill has just returned from her vacation which she enjoyed very much at—was it Austin? or Boston?

We Have With Us!

Vic Hitzfield—Just returned from the grim battlefields of France after thirteen months' service overseas with the 58th Engineers, is now back on the job in the passenger department. From appearances alone, however, we would be obliged to conclude Vic has just returned from a week-end at Milwaukee.

Ray McAllister—Ray steps into the limelight by relieving "Doc" Robar. The delay in getting this to press is due to the recent labor difficulties.

And now that we speak of the "recent labor difficulties"—if nothing else, it has certainly given the U. S. R. A. an excellent excuse for any matters requiring an explanation.

And we are obliged to express thanks each day that some men's heads are not as soft as their hands.

It is not very difficult to understand why no lighting facilities are required in the transportation department after reading this one:

RCM—"Is Mr. Whipple engaged?"

HGF—"Why, no, he's married."

Heretofore we have been of the opinion the "finest people" are in Chicago. But we have advice to the contrary from Miss Ella Carbury of the passenger department, and the Misses Larson and Vesley of the engineering department, the young ladies assuring us Yellowstone Park is THE place, they having just returned to their duties in the Railway Exchange after enjoying a vacation in Yellowstone Park; and to quote them verbatim: "Anyone spending their vacation in Yellowstone Park is assured a wonderful time and of meeting the 'finest people.'" For full particulars concerning Yellowstone you are respectfully referred to either or all of the young ladies mentioned.

September 24th has been a great day, and one that will be remembered for life by—N. A. Meyer's stenographer, she having said "Frances is too," when a very intimate young gentleman friend pulled a "Barkis is willin'", and both decided to live as cheap as one from that day on. We have been asked to withhold the young lady's name, hence cannot reveal other than her initials, which are Frances Johnson. The fortunate gent is Richard Johnson, and about the time you read this the Johnsons will be bouncing over the ties enroute to Tacoma. According to the Johnsons Tacoma is THE place and we are beginning to wonder when we shall be able to convince ourselves.

Another startling revelation is that Miss Melcher is doomed to be a spinster. Mrs. J. 'nson will be rolling in wealth, and Miss Ayers will shortly enter the Elysian Fields of Connubial Wedlock. We are not wholly convinced that fate will so wend its way with the ladies, and being as we are a man, it is difficult to conceive everything; but at Mrs. Johnson's shower Friday, September 12th, in apportioning a cake, Miss Melcher's piece contained a thimble; Mrs. Johnson's a penny, and Miss Ayers' a wedding ring. Thus the ladies' future is foretold, and if a lady says it will be so—IT WILL BE SO.

A Miss Monblatt of Chicago has been touring the west and after perusing our records find that the young lady is none other than Miss Edith Monblatt of the advertising department. Miss Monblatt enjoyed her vacation in Colorado and Los Angeles, having visited Pike's Peak and the Denver mountain parks. According to Miss Monblatt Colorado and California are THE places.

At the behest of our zealous bowlers we are asked to organize a Railway Exchange bowling team or teams, according to the number sufficiently interested in this pastime to devote one evening each week to tumbling the maples. Thus far we have discovered some excellent (?) material in the operating department and would like to hear from the other departments in the Railway Exchange. To begin this thing right, the operating department will challenge any department in the city. Address Railway Exchange News, 1214 Railway Exchange.

We have received several inquiries as to whether there would be any objection to including in this column news items from certain departments. Be it known that there are no VERBOTEN signs and, in fact, we have been wondering whether or not the news from some departments is being intercepted by—a German?

The "Vets" at Minneapolis

The essential thought underlying an association of employees who have served under one banner for a quarter of a century, is loyalty—mutual, co-operative loyalty—betokening a fealty of employer and employee—a staunch, unshakable faith in the ability and reliability of both; and gradually as time rounds out the decades and the quarter centuries and the half centuries, this develops on all sides the family feeling—the family circle, which is the bulwark of the nation.

In that gathering of strong men and women, who had given of their best to upbuilding and upholding the splendid property and the fine traditions of the "Milwaukee Road," the dominant feeling was the family circle, and veterans though they were in that service, there was no backward spirit, no diminution of the faith which had been their stimulus in their long years of effort, side-by-side—official and employee—to make their work show forth in the best railroad in the land, and to help it to give its full service to the country.

The Veterans met this year in social gathering for the first time since this country entered the war. The program for the two days included the registration of members the morning of the 27th, the regular business meeting in the afternoon; the evening banquet and entertainment and a day of sight-seeing, following. About three hundred members responded to the call for the business meeting, which was called to order at 3:00 p. m.

The order of business began with the secretary's report, which was read and approved.

The report shows the association has a membership of 2,799, of which 27 are honorary; 2,081 with full paid dues, and 691 unpaid to date. Notice of delinquency has been mailed to each member whose dues were not paid July 1st. Under the constitution as provided in Article 8, non-payment of dues at the time of any annual meeting shall terminate membership.

(This provision has once or twice in the past been suspended and the time for payment extended.)

Since the last annual meeting, October 10, 1918, there have been 565 new members enrolled. From the date of organization, the association has lost 78 members by death and 6 by resignation.

The executive board of the association has met from time to time to pass upon applications and the transaction of such business as came before it.

The full membership has been circularized twice since the last annual meeting and no small amount of routine correspondence has been handled by the secretary.

The constitution has been put into print and a copy mailed to each member for information and guidance.

The Employees Magazine is not only willing

but anxious to publish matters of interest to Veterans, and the secretary has tried in a number of instances to induce members to contribute to this end, but without success.

The treasurer's report was then read and approved. It follows:

Report of Treasurer, V. E. A. August 27, 1919.

RECEIPTS.

Balance, October 10, 1918.....	\$2,462.87
Fees and dues received since Oct. 10, 1918.	3,103.40
Interest on bonds	82.90
Sale of replacement buttons.....	7.50

DISBURSEMENTS.

	\$5,656.67
Fourth Liberty Bonds.....	\$2,000.00
519 membership buttons	155.70
Postage and stationery	137.59
Printing	101.60
Clerical expense incurred prior to Oct. 10, 1918	32.10
Clerical expense since Oct. 10, 1918.....	140.25
Overpayments, refunded	15.00
Rent of room, meeting Oct. 10, 1918.....	10.00
Salary—Secretary	100.00
Balance cash on hand.....	2,964.43

ASSETS.

Third Liberty Loan Bonds.....	\$2,000.00
Fourth Liberty Loan Bonds.....	2,000.00
Typewriter	45.00
Cash balance	2,964.43

LIABILITIES.

None.	\$7,009.43
-------	------------

Upon motion it was voted to extend the time for payment of 1919 dues to December 31st, and the secretary was instructed to so notify delinquent members.

The standing pension committee was continued in office.

The election of officers for the coming year was:

President, Charles W. Mitchell, Milwaukee; Vice-President, William P. Harter, Minneapolis; Secretary-Treasurer, Grant Williams, Chicago; Executive Committee, E. W. Grant, Milwaukee; Joseph E. Roberts, Milwaukee; Charles Wood, Milwaukee; L. C. Boyle, Viroqua, Wis.

A motion was put and carried that the thanks of the association be extended to the officers and members of the executive board for their services during the year.

Upon motion also the thanks of the association were extended to the management of the West Hotel, for their services and courtesies during the meeting at Minneapolis.

The feature of the evening was the annual banquet, given in the large and beautiful tea-room of the Donaldson Company store, and covers were laid for 650. The arrangements for the seating and the serving of the dinner could not have been better planned or executed, and in spite of the large number present, the dinner was promptly and perfectly served. A fine orchestra gave delightful entertainment throughout the evening. After coffee and cigars, the tables were removed and the company gathered in a family circle

for the talk-fest. H. H. Field, general solicitor, presided as toastmaster, and was particularly happy in all of his introductions and "interlocutories." He referred briefly to the history of the association, reading Article II of the constitution by way of raising a standard under which we could all rally. He then introduced the mayor of Minneapolis as a one-time railroad man, because, he said, he had once stolen a ride on a freight train. Mayor J. E. Myers addressed the company as "Co-Veterans" on the strength of his introduction, and delivered a talk that was worth the whole trip to all who had the privilege of listening to him. He is a splendid speaker, with a world of fine thought back of his versatile oratory. He dwelt on the value of the family spirit in these critical days, and the great power for good that lay in such an organization as the Veterans; welcomed them to Minneapolis and asked them all to come again. He paid tender tribute to the railroad boys who slept on the hill-sides of France and said that the way and the only way to be worthy of their sacrifice was to stand by and help with might and main to weather the storms of these reconstruction days; and to see to it that this country comes out right; that patriotism and loyalty were more necessary now than in wartime, and where could men and women be found more loyal and more patriotic than those who had borne the burden of the up-building of the great northwest, in their work on the railroads throughout all of the formative years in this wonderful region; and when the test and strain of war fell, still kept their shoulders at the wheel and kept the trains moving, the cars and engines and bridges and road in order so there should be no delay and no drawbacks to the speedy and sure victory our boys went overseas to win.

Mayor Hodgson of St. Paul followed Mayor Myers. He, too, dwelt on the beauty of the family circle as exemplified by the splendid gathering of Milwaukee veterans. He said he also could claim membership in the association because he grew up in the belief that the Milwaukee was the greatest railroad in the world; and because he knew many of the old boys—conductors, engineers, brakemen—and he named many who do not now answer the roll call, but whose memories are fresh in the minds of most of those present.

He said he was glad to talk of loyalty and of patriotism because they were the most precious things in the world today, for the time is here in which decent people must stand together to uphold the ideals of this country. "Right in this room," said he, "is what is needed most—a family, a great family of strong, true men and women, bound by the ties of a common purpose, a common interest and a human comradeship of twenty-five years and more, and out of such a comradeship grows the biggest thing we do—to sit down together in common discussion and get nearer in our human interests."

Such meetings and such organizations represent the beauty of human affection, holding

a significance that had much to do with the future of this country which we love. He also gave his tribute to those who lie "where poppies grow in Flanders' fields," and to the high idealism that carried our brave boys "over the top," not only to a military victory, but to the real triumph—the uplifting of mankind. He said our answer must be unequivocal, that we are as big in spirit as those boys who went overseas to fight and die for us.

Federal Manager H. E. Byram addressed the assemblage as "Friends, Veterans and Fellow Employees." He said he felt his "newness" among us, but that he hoped to stay long enough to know more of us, personally; and that although he had been with the Milwaukee but two years, he felt at home already, and said if we would help him to stick to this job for 23 years more, he would join the association. He said he felt sure none could attend that meeting without feeling the wonderful inspiration of such a splendid spirit of comradeship and he pledged the organization his most cordial support.

President R. M. Calkins was introduced as "a president without a railroad." Mr. Calkins is a veteran with forty years' service to his credit. He dwelt in glowing terms on the old Milwaukee spirit and said it was unthinkable that that spirit could ever die. He gave a short history of the growth and development of the system; and of the northwest from the Mississippi to Puget Sound. He told of standing on a dock in a large Chinese port and watching a Pacific liner warp in. As the ship approached he saw, faintly at first, the outline and color of the Milwaukee trade mark on the bridge deck and as the familiar sign grew more and more distinct, he experienced the greatest thrill of his life, realizing that he, in that far-away land, was a part of that sign and had a personal and individual right and title in it. He said it had been by the help and co-operation of such men as were gathered at that dinner that the Milwaukee road had gained its high place in the affections and esteem of the people.

A guest of the evening, but an old friend of many who were there, was John J. Hanahan. Mr. Hanahan gave a little talk congratulating the association upon its fine organization and the magnificent gathering representing the service of the Milwaukee railroad. He spoke of the long period of service of all those present and of the cordial relations that had always prevailed between the officials and employees, a condition that was known far and wide, and reminded them that most of the officials had come from the ranks of the employees, a condition prevailing on the Milwaukee to a greater extent than on any other railroad in the United States. He brought out a very audible smile when he referred to their general manager as a man whose "language they all understood," and elicited fervent applause when he continued that his fairness and justice was no less understood among them.

General Manager J. T. Gillick was the next speaker, and his place in the esteem of

the veterans was at once manifest. His appearance was the signal for a prolonged ovation. He spoke briefly, but with feeling. He related an experience of a friend who had recently made a trip from New York across to the Pacific Coast, via St. Louis and the southwest finding everywhere an apparent grouch among the train employes with whom he came in contact—"they all seemed to be mad about something" until on his return, the traveler went to the office of the Milwaukee, in Seattle, where he encountered Assist. Gen. Passenger Agent Chapman, who greeted him with great cordiality, and out from that office clear along the line, and on the trains, was a long trail of cheerfulness. He found everyone trying to make things easy and comfortable for the road's patrons. In further testimony to their loyalty, Mr. Gillick said he believed there might be found employes around Minneapolis who, if they had been over the P. S. lines, would be willing to admit there was some very fair scenery out that way, but it **couldn't be compared** with that of the River Division. He told again, of another traveler who was on a delayed train leaving Milwaukee, and who wanted to catch a New York train out of Chicago. At Corliss he asked one of the train men what the chances were of making up time, and the loyal "brakie" cheerfully assured him that he'd make Chicago **on time**, for he said it was "nothing unusual on that Division to make one hundred and ten miles and hour." J. T. G. asserted there was satisfaction in being connected with an outfit like that, and that kind of support was what made the Milwaukee just what Mayor Hodgson said it was—"the greatest railroad in the world."

L. C. Boyle of Viroqua, spoke a few moments, but said the previous speakers had covered the United States and foreign countries and all of the Milwaukee, they had had the cream of the evening and handed him the skim milk—but he managed to find a number of amusing stories to tell and to say some good things about the Association and about the railroad and said he felt we were all going away from the 1919 meeting better men and women and more fully equipped to meet the future whatever it might hold. He proposed a vote of thanks to Mr. Field, which was carried unanimously.

Messages of greeting and good wishes were read from Messrs. A. J. Earling and W. G. Collins, and the following letter from President F. D. Underwood of the Erie, an honorary member of this association as well as a one time employe of the Milwaukee:

August, 25, 1919.

Dear Mr. Field:

Yours of the 19th instant, extending an invitation to attend the Milwaukee Veterans' Association meeting in Minneapolis, August 27th and 28th, and further advising of my election to honorary membership in the association. For the compliment in making me such I am thankful.

It is characteristic in most men that, as they advance in years, they incline to reminiscence. However, a veterans' association is, from the nature of things, bound to be a reminiscent affair. For all time veterans have been accorded the privilege of talking over their campaigns.

To my fellow members of the association, my

hearty fraternal greetings. There will be with you some who were in the service of "The Milwaukee" years before my time. However, none can cherish a greater feeling of affection than I do for the "Old Reliable."

The history of Wisconsin, eastern and northern Iowa, and southern and western Minnesota, should be written without recognition of the fact that "The Milwaukee" (the St. Paul, it was then known) was the instrument by which these communities were brought to their marvelous development. The Iowa and Dakota Division preceded the tide of settlers across Iowa and into Dakota. Before its time the lines across Wisconsin from Milwaukee to Prairie du Chien and La Crosse, respectively, were the connection with the Mississippi River, then the national highway from St. Paul to New Orleans. Later on the McGregor Western and the Minnesota Central (or the Central of Minnesota) via Calmar, Austin and Fairbault, was the all-rail route from the northwest to Milwaukee and Chicago, broken at Prairie du Chien by a ferry transfer. Both lines were later merged into the present system and called the Iowa and Minnesota Division which, together with the Milwaukee & Prairie du Chien Railway (afterwards the Prairie du Chien Division) formed the main line between St. Paul and the east via Milwaukee. With the opening of the line between Milwaukee and Chicago in 1872, and pending the completion of the Mississippi River bridge at La Crosse, through trains were then run to St. Paul and Minneapolis via the La Crosse Division, leaving it at Winona Junction just east of La Crosse and returning to the River Division in the vicinity of Minnesota City, just north of Winona. With the completion of the La Crosse bridge, for the first time a train was run from Chicago to St. Paul over rails owned exclusively by the company, except for 1,600 feet between Pig's Eye and St. Paul, which were owned by the St. Paul & Duluth Railroad, and used as a switching track. The line between St. Paul and Minneapolis via Mendota was a joint track with the Sioux City and St. Paul. Upon the completion of the short line in 1880, the train now called The Pioneer Limited made its first trip over rails owned entirely by "The Milwaukee." It was the only train enjoying the distinction of running between Chicago and St. Paul on tracks owned by one road and under one general manager.

There is in existence a picture taken in the late 60s showing the officers and employes of the Milwaukee & St. Paul Railroad. Most of the men in that picture I knew during my cub, and later, service. Some of them are yet with us, possessed of health and a competence. If the Veterans' association has not this picture, may I suggest that one be put into its archives at my expense?

Undoubtedly the records of the Veterans' association contain a history of the road compiled by John W. Cary, its general solicitor, who was a lawyer of great ability, and one by A. V. H. Carpenter.

Their names bring to mind the names of other great men who at that time and before were pioneers of the "Old Reliable."

Alexander Mitchell, Sherburne S. Merrill, John W. Cary, A. V. H. Carpenter, O. E. Britt, Don J. Wittemore, and others, sowed the seeds "even in those early days" and established the high precedents which then, and since, have made "The Milwaukee Road" a power in the community and an instrument of value to all the people served by it. Rich in tradition, full of things that warm the hearts of men.

Both the Milwaukee & Prairie du Chien and La Crosse & Milwaukee roads furnished companies of 100 men each during the Civil War to the 24th Wisconsin Volunteers, aside from the scattering employes that at different times entered in other companies or regiments. It was my privilege to know many engineers and conductors who, upon their discharge from the army, re-entered railroad service. I am unable to name all of them, and so name none. It is proper to say that they were men of high character and the best of railroad men.

Our association is founded on a perpetual basis—out at the top we go and our successors come in at the door of time. My affectionate regard to

all my former associates to those of you of later date, whom I have missed personally, my congratulations in being in so goodly a company.

With assurances of my high esteem, and with renewed expressions of fealty to the association, I remain,

Very Faithfully Yours,
Frederick D. Underwood.

A memorial to members of the Association who had passed out of this life since the last meeting was given standing and in silence, and the evening concluded by singing America.

The following day was taken up with sight-seeing and in around the beautiful Twin Cities. Automobiles were furnished in abundance by resident employees and their friends, and the "1919 Get Together" closed with everyone expressing themselves as having had "the time of their lives."



The above is a photograph of a model done in clay by Sleeping Car Conductor "Jack" Kirkland, from a newspaper cut of General Pershing. This is Mr. Kirkland's pastime amusement when he is at home, and one that he has picked up without instruction or guidance of any sort.

M. C. B. Jottings. "Izetta."

Tal Hughes, statistician, has made several trips to Minneapolis to see his family. As yet, Mr. Hughes has not been able to find a house here in which to live, therefore his family has not moved from Minneapolis.

Quite a few of the employees have been away on their vacations during the month, they being the following:

Oscar Ronge spent his time up North; Jerry Rosar was out in the country near Cedar Lake; Bernice Kruse said she had a dandy time at Green Bay, Waubesa and Oshkosh; Gertrude Haas divided her time between Chicago and Pewaukee Lake; Louise Koester visited friends in Minneapolis and also spent a few days at Okauchee; Bertha Gephardt took in a lot of places during her week, they being Chicago, Evanston, Geneva and Pewaukee Lakes; Frank Skola was at Kansas City and Minneapolis. He said Minneapolis was all right, but in Kansas City, there were too many "niggers." He also said he didn't think the policemen were very polite there either; Edna Powell and Erwin Bertram for some reason or other, both chose to spend their week at Fox Lake. The funniest part of it is, they both had their vacation the same week. John Bremser, M. C. B. Billing Department, betook himself to Nagawicka Lake and Chicago. Mae Berry, our

switchboard operator, decided that a vacation spent at home would be more beneficial to her than going to some lake. Catherine Butler went to Buffalo and New York, Philadelphia and Washington, D. C. Her vacation was so interesting that I have asked her to write a brief summary of it, as noted:

"Having been requested to give a brief outline of my recent trip, I will attempt it, hoping that I will be able to keep within the boundary line. There is so much to tell that it would take all of O. Henry's volumes to describe each and every detail including the day and night life of Broadway, the quiet sojourn in the beautiful immaculate city of Washington, and dear old Quaker town, Philadelphia, not forgetting the ever wonderful Niagara Falls and River.

"I can truthfully state that I know there are not a great many people who have had the wonderful opportunity of seeing New York in the manner in which my Irish chum and myself saw it. We were located for a time in Greenwich Village, where all the student artists and writers make their homes. Here it is where the old-fashioned coffee houses prove as popular today, as they did in days gone by and it was amusing, to say the least, to go into these shops and get a wee taste of Bohemian life.

"We did everything up in a fine style from dancing at formal dinner dances at the world-famed Plaza Hotel, having tea at the Ritz-Carlton, to lunching at the Automat, where for fifteen cents one gets an appetizing lunch.

"The thing which should prove most interesting is our hydro-plane trip, as this is something which is not done every day and by everyone. The day was ideal and everything seemed to be in our favor, having a real hero for a pilot. All dolled up in aviatrix outfits, we climbed into one of the Curtis Co.'s new models of a flying boat. This boat is now in the possession of the Trans-Atlantic Co. We set sail from Port Washington Bay and after motoring some distance, we took to the air. It was a grand and glorious feeling, seeing little old New York more than a thousand feet below. It is really the only thing there is left to give one a real thrill and one gets plenty of thrills when stunts such as the "dip" are pulled off.

"I am here to tell the tale, so I'm none the worse for the experience.

"We shook hands with Lieut. Read, and also received a small piece of the NC 4, for a souvenir.

"Our visit to the Curtis Aeroplane Co.'s plant was most enjoyable. There we saw just what is done to make one of these master-pieces, for they are such in every degree.

"Cornelius Vanderbilt gave us a hearty hand-shake while we were visiting the Herald Newspaper Co., where he is now doing cub reporting. Billie Burke smiled sweetly and acknowledged an informal introduction.

"All in all, we had a corking good time, and I have all I can do these days to keep from thinking of my trip, or I would be living in a day dream more than half of the time."

General Car Foreman J. H. Dietz, Savannah; E. J. Rippberger, La Crosse, and M. P. Cogery, Green Bay, were going over matters with Mr. Stilcox during the month.

Miss Louise Koester, Mr. Gilman's stenographer, spent a Sunday very enjoyably in Chicago with a good friend of hers. She thought we wouldn't find out, but we spy all over to get news items.

Oh, Walter, how could you? And you never told me a thing about "Tina."

J. A. Deppe, assistant to the M. C. B., left the fore part of the month for Tacoma, Seattle, etc. During the time that Mr. Deppe is gone, Joe Holub is taking his chair.

The auditorium right outside of the M. C. B. office has been converted into an office, and there are quite a number of young men working there, taking care of work under F. S. Brand's supervision.

N. B. (That means Take Notice, and Nora B.)
Just like a bolt from a clear sky
Was the compliment that struck my eye
If it were true, O, how happy I'd be
Well, anyway, my thanks to you Nora B.

DIVISION OPERATING OFFICIALS' SCHOOL IN DIVISION ACCOUNTING

(Concluded)

G. J. Bunting, Federal Auditor

Office of Statistician.

After the detailed study of the Car Accounting System, the class of superintendents and trainmasters is then taken to the Statistician's office where a study is made of the various steps taken in the assembling of mileages, tonnage and hours of locomotives, cars and trains, which figures are furnished to the management each month on Forms 208 and 209, and are reported to the United States Railroad Administration each month on Forms O.S. 1, 2, 3, 4, 5, and 6. These figures also form the basis of prorations of many operating expense accounts as between freight and passenger service and also as between operating and accounting divisions.

The O.S. reports reflect a thorough analysis of the operation of the railroad; they go into details of performance very minutely and, when prepared by operating divisions, practically show up, by comparison with neighboring divisions, whether efficient or inefficient operating methods are maintained. There are many ways in which a railroad, or parts of a railroad, can be uneconomically operated, such as the cross hauling of empties, improper car loading, unequal distribution of power as between divisions, assignment of heavy power to trains which could be handled with lighter power, over supply of cars on line, and many other deficiencies which are all brought to light in the analysis of statistical reports Forms Nos. O.S. 1 to 6.

Forms Nos. O.S. 1 to 6 consist of eight pages (ten pages for the C., M. & St. P. R. R. on account of supplements to Forms O.S. 3—Electric Locomotive Performance and O.S. 5—Freight Traffic Movement and Car Performance) namely:

Form O.S. 1—Freight, Train Performance	2 pages
O.S. 2—Passenger, Mixed and Special Train Performance.	1 page
O.S. 3—Locomotive Performance (Steam and Electric).....	2 pages
O.S. 4—Distribution of Locomotive Hours	1 page
O.S. 5—Freight Car Performance; also Supplement	2 pages
O.S. 6—Locomotive and Train Costs	2 pages
Total	10 pages

The principal sources from which the data for the O.S. reports are obtained are

- 1—Form 105, Freight Conductors' Wheel Report.
- 2—Dispatchers' Train Sheet.
- 3—Form 110F, Daily Tonnage and Fuel Register.
- 4—Form 1800, Details of Locomotive Performance
- 5—Form 1801, Monthly Statement of Locomotive Miles.
- 6—Form 77, Passenger Conductors' Wheel Report.
- 7—Division Time Cards.
- 8—Form 1718, Statement of Extra and Special Passenger Trains Run and Trains Annulled or Abandoned.
- 9—Form 1716, Distribution of Serviceable Locomotive Hours.
- 10—Form 1717, Distribution of Unserviceable Locomotive Hours.
- 11—Form 625, Movements of Engines at Round-houses.
- 12—Form 180, Report of Daily Average Number of Freight Cars in or awaiting Shops.

These are all transportation department and mechanical department reports and are forwarded to the statistician's office daily, or monthly, as the case may be, for mileage calculations, consolidation, etc., with the exception of items 2, 4, 6 and 11. Items Nos. 2, 4 and 11 are retained in the superintendent's office, and item 6 is sent to car accountant and is forwarded by him to the statistician.

Form O.S. 1—Freight Train Performance.

The students are shown that this report covers train miles, (principal, helper and light), car miles, (loaded, empty and caboose), gross ton miles, rating ton miles, net ton miles, train hours (all of these items being further segregated as between eastbound and westbound) and various averages, such as average number of cars per train, net and gross tons per train, train miles, gross and net ton per train hour, etc.

Their attention is directed to the fact that the figures for the compilation of this report are based upon freight conductors' wheel reports, and the dispatchers' train sheets. The locomotive miles are posted from the dispatchers' train sheets to the details of locomotive performance sheets, Form 1800 and recapitulated on monthly statement of locomotive miles, Form 1801.

Upon receipt of the freight conductors' wheel reports in the statistician's office, the loaded and empty cars, and net and gross tons shown on the wheel reports are footed by use of comptometer machines. A collating sheet for assembling cars picked up and set out is made for all trains run between each two terminal points during the week; the numbers of the stations at which the cars are "picked up" and the numbers of the stations at which the cars are "set out" are entered on the collating sheet by collating clerks and the wheel reports and collating sheets are returned to comptometer operators who assemble on comptometers the total number of loaded cars, empty cars, net tons and gross tons covering all traffic moving between two given stations, and the comptometer operators enter these totals, as taken from their machines, in columns provided opposite the station numbers previously entered by the collating clerks. The same procedure is followed until all of the different movements of cars between the two terminals have been assembled. The collating sheet is then footed by comptometer operators and the total loads, total empties, total net tons and total gross tons are shown on the last line of the collating sheet. The totals on the wheel reports incorporated in this collating sheet are footed and balanced against the totals shown on the collating sheet, which proves that each car appearing on the wheel reports has been properly collated.

The mileage by accounting divisions is then entered by mileage clerks on the collating

sheet under captions provided for that purpose, after which the sheets are again returned to comptometer operators for extension of the train, car, net and gross ton miles by accounting divisions.

A recapitulation sheet is prepared for each accounting division, and the totals of the various mileages by accounting divisions are transferred to this form. This recapitulation is then footed by comptometer operators, and the totals represent the total train miles, car miles (sub-divided as between loaded, empty and caboose), gross ton miles and net ton miles handled over each accounting division during the week. At the close of the fourth weekly period a grand recapitulation is made to obtain the total figures for each accounting division for the entire month.

Locomotive miles are obtained from Form 1801. The totals shown on Form 1801 for each accounting division are consolidated on working sheets prepared for that purpose. The principal locomotive miles with train are compared with train miles as compiled from conductor's wheel reports, and any irregularities or inconsistencies are taken up with division superintendents before the figures are released.

Rating ton miles are obtained from freight conductors' wheel reports. The two terminal points and engine numbers shown on Form 105 report are entered on form prepared for the purpose of assembling engines by train runs. The engine class and engine rating are then entered opposite each engine shown on this form, from a list prepared showing the types of engines and the potential rating for each type of engine run over each operating division. The mileage made between the two terminal points is then entered on this form, which is passed to comptometer operator for computing the rating ton miles for each train division for the month. The total rating ton miles for the month as shown on each train division sheet is picked up with comptometer machines by operating divisions. The totals by operating divisions are recapped on working sheets provided for that purpose and footed to obtain the total rating ton miles for the system.

Freight train hours representing the elapsed time of trains between the time of leaving initial terminals and time of arrival at final terminals, including delays on road, are picked up from the freight conductors' wheel reports, Form No. 105 by comptometer operators for each week's business on each train division.

Form O.S. 2, Passenger, Mixed and Special Train Performance.

It is then demonstrated that this report covers passenger train miles; passenger locomotive miles (principal, helper and light) passenger train car miles (passenger cars, sleeping, parlor and observation cars, dining cars, and other passenger train cars), mixed train miles, mixed train locomotive miles (principal, helper and light), mixed train car miles (freight loaded, freight empty, freight caboose, and passenger cars), and special train miles, special locomotive miles (principal, helper and light), and special car miles (freight and passenger).

The figures for the compilation of this report are obtained from the following sources:

- 1--Division Time Cards.
- 2--Form No. 1718, Statement of Extra and Special Passenger Trains Run and Trains Annulled or Abandoned.
- 3--Form No. 1800, Detail of Locomotive Performance.
- 4--Form No. 1801, Monthly Statement of Locomotive Miles.
- 5--Form No. 77, Passenger Conductors' Wheel Reports.
- 6--Form No. 105, Freight Conductors' Wheel Reports.

The division time cards are used as a basis for arriving at the total passenger train miles. All regular scheduled passenger trains as shown in time cards are listed on working sheets by trains, showing the station to station movements, and mileage made by each train. Division superintendents furnish the statistician on Form 1718 "Statement of Extra and Special Passenger Trains Run and Trains Annulled or Abandoned," all extra passenger and mixed trains run, also those annulled during the month. The extra trains run are added to figures obtained from time cards, and the trains annulled are deducted therefrom. The net figures for the system are reported as total passenger train miles.

The passenger locomotive miles are obtained in the same manner as described for freight locomotive miles on Form O.S. 1.

Form 77 reports are made by passenger train conductors and handled in the same manner as freight conductors' reports. Upon receipt of Form 77 in the statistician's office, all of the reports for the entire month for each train are tabulated on a working sheet by station to station movements, showing each class of passenger equipment carried in each train. The mileage is then entered, and comptometer operators extend the passenger car miles for each class of equipment for each accounting division. The totals of each accounting division are transcribed to a working sheet provided for the purpose of obtaining a grand total of all divisions for the system.

The same process is followed for mixed and special trains as described for freight trains on Form O.S. 1.

Form O.S. 3, Locomotive Performance.

It is shown that this report covers freight, passenger and yard switching locomotive performance and that it shows the locomotive miles, gross ton miles, net ton miles, passenger train car miles, number of serviceable and unserviceable locomotives, and tons of coal consumed for each class of service, also various averages called for on this form, such as net and gross ton miles per locomotive mile, pounds of coal per locomotive mile, percent unserviceable to total locomotives, etc.

This report includes mileage, tonnage and other statistics called for on this statement for both steam and electric locomotive; however, in arriving at the average pounds of coal per locomotive mile, pounds of coal per 1,000 gross ton miles, and pounds of coal per passenger train car mile, the mileage and tonnage figures for steam locomotive only, as reported on Form O.S. 3 (Supplement) are used in obtaining the average pounds of coal per unit of service.

Tons of coal consumed represent actual coal tonnage delivered to locomotives of the various classes at coaling stations.

Form O.S. 3, Supplement, Electric Locomotive Performance.

This report includes mileage, tonnage and other statistics segregated as between steam and electric performance; the steam figures being used in arriving at the pounds of coal per unit of service as called for on Form O.S. 3.

Form O.S. 4, Distribution of Locomotive Hours.

This report covers the hours of serviceable and unserviceable locomotives, subdivided as between freight, passenger, yard switching and mixed, special and work service, also as between hours on road, at terminals, in enginehouses and stored for the serviceable locomotives, and awaiting repairs, undergoing repairs and stored for the unserviceable locomotives.

The figures for the compilation of this report are obtained from the following sources:

- 1—Dispatchers' Train Sheets.
- 2—Form 625, Movements of Engines at Roundhouses.
- 3—Form 1716, Distribution of Serviceable Locomotive Hours.
- 4—Form 1717, Distribution of Unserviceable Locomotive Hours.

Form 1716 is a daily report prepared in division superintendent's office, and includes only serviceable locomotives on division. The hours on road and hours at terminals are obtained from the dispatchers' train sheets, and the hours in engine house—subdivided between mechanical department and transportation department delays and hours stored, are obtained from Form 625, Movements of Engines at Roundhouses, prepared by the roundhouse foreman. Form 1716 is certified to by the division superintendent and forwarded by him to the division master mechanic, who approves same and forwards it daily to the statistician's office.

Form 1717 is a daily report prepared by the division master mechanic, and includes only unserviceable locomotives on division making report. Engines are not considered as unserviceable until they are held out of service for repairs twenty-four hours or more. This report is certified to by the division master mechanic and forwarded daily to the division superintendent for approval. The division superintendent approves same and forwards it daily to the statistician's office.

An individual locomotive performance record is maintained in the statistician's office, in which is posted the hours reported on Forms 1716 and 1717 for each individual engine appearing on daily reports. A separate sheet is maintained for each engine. These sheets are bound in loose leaf binders, by operating divisions, numerically arranged, according to engine numbers. At the close of the month, these sheets are footed and a recapitulation is made for each operating division. These recapitulations are then footed, and a grand recapitulation is made of the totals of all divisions, the total for the system being reported under the different items as called for on Form O.S. 4.

The totals serviceable and unserviceable

engines on Form O.S. 4 are obtained by dividing the number of serviceable and unserviceable hours by the number of hours in the month.

Form O.S. 5, Freight Car Performance.

This report covers the number of freight cars owned, serviceable cars on line daily, and total cars in or awaiting shops daily, also total net ton miles, train miles, and freight car miles and various averages as called for on this form, such as net ton miles per train mile, average miles per car day, etc.

The record of cars owned is kept by our master car builder and is furnished each month to the statistician.

The average number of home, foreign and total cars in or awaiting shops daily is obtained from Form No. 180, Report of Daily Average Number of Freight Cars in or Awaiting Shops. This report is furnished by the master car builder each month to the statistician.

The total cars on line daily is arrived at by an inventory taken by the car accountant on the first day of each month. This inventory is adjusted daily from the interchange reports, the cars delivered to us are added and the deliveries to other roads deducted. The total cars on line each day during the month are footed and the grand total is divided by the number of days represented in the count.

The number of serviceable cars on line daily, is obtained by deducting the total cars in or awaiting shops daily from the total cars on line daily.

Form O.S. 6, Locomotive and Train Costs.

This report covers the locomotive and train costs segregated as between locomotive repairs, engine house expenses, train engine-men, locomotive fuel, etc., further segregated as between freight and passenger engines, also locomotive miles, train miles, and gross ton miles and various unit cost per locomotive miles, cost per train mile, and cost per 1,000 gross ton miles.

The operating expenses shown on this report are furnished by the auditor of expenditure, the separation as between freight and passenger expenses being made in accordance with I. C. C. Rules Governing the Separation of Operating Expenses Between Freight Service and Passenger Service, effective July 1, 1915. All expenses incident to the maintenance and operation of gasoline motor cars are excluded from these figures.

The mileage, tonnage and other statistics called for on this report are taken from reports on Forms 1 to 5, the methods used in the compilation of which have already been explained in the foregoing.

General

There are many other statistical reports prepared by the statistician for the general and division officers, all of which are based on figures originating in the division offices. These are gone over carefully so as to indicate to the superintendents the necessity of correct and accurate reports being rendered. Below is a list of some of the larger reports, the methods of compilation of which

were gone over with the superintendents and trainmasters:

Item No.	Form No.	Name of Report
1	179	Statement showing Cost of Handling Coal to Locomotives at all Coaling Stations.
2	1444	Statement showing Expense of Handling Freight at all Large Stations.
3	1443	Statement showing Expense of Switching Service.
4	None	Statement showing Cars Used, Pounds Loaded and Average Pounds per Car of L. C. L. Freight Loaded.
5	727	Comparative Station Service Expenses in cents per Ton, Union St., Galewood and Milwaukee.
6	None	Statement of Overtime Paid Train, Engine and Yardmen.
7	BSM-7	Individual Locomotive Miles showing Road and Yard Switching Service.

The last day of the class in the statistician's office is spent in a general review of the various departments in the office. They are addressed by each head clerk and the workings of the department are briefly explained. The methods of checking authorized payroll rates against payrolls are explained, and the federal income tax department is reviewed and the methods of procedure followed in arriving at the yearly earnings of each employee for report to the collector of internal revenue is thoroughly explained.

Much improvement has already been noticed in the reports from the divisions which have been represented at the accounting class, and we hope that the superintendents and trainmasters who are yet to visit us will take as much interest and effect as satisfactory results as those that have already "graduated" from the class.

Office of the Auditor of Expenditure.

The students, after finishing their course in the office of the statistician go to the office of the auditor of expenditure, and there complete their studies in the accounting department. The work in this office reviewed by them is covered in a general way by the following subjects:

Separation of Operating Statistics by Divisions.

They are shown how this information is gathered together and compiled in accordance with plan outlined in Form 1329. Their attention is directed to the great trouble incurred heretofore in assembling true results in this separation and they are shown how the results are gradually getting closer and closer to the facts and that we are now beginning to be able to exhibit figures that indicate more truthfully the results of operation on the various divisions of our line in compilations of train miles, gross ton miles, net ton mile costs, density of traffic, car miles, loads, and empties; with systematic comparisons as to previous periods and as to the showing for each division.

This office is one that is of vital interest to division officers, because here the final results of operations are produced on Form 208 and much depends upon the accuracy of the figures reported from the division, in getting not only proper credit for the performance but also in reflecting a true cost condition with reference to that performance.

When it is understood that the two vital points in successful railroad operation are transportation of the maximum amount of revenue producing freight and the economical cost in such transportation, it can easily be seen how important it is that no misstatement of facts shall enter into these statistics. It is also of great importance that it be understood that if the business were in all cases evenly distributed, the comparative unit costs on Form 208 would indicate relative efficiency, but there are many failures due to unevenness of distribution, class of traffic, character and density of territory served, etc., which make it impossible to fix upon any standard of efficiency for different parts of the line. However, with a personal knowledge of these different conditions, it is entirely possible to measure fairly accurately by these figures the efficiency of the management by the division superintendent.

It is pointed out that the volume of business handled is necessarily measured by the mileage performance and the tonnage reported from their divisions. They are shown that the unit costs are ascertained by dividing the freight proportions of division expense by train miles and gross ton miles; that expenses for each division are segregated mainly from reports received from the divisions and from payrolls, vouchers and material charges, and from general or overhead charges apportioned directly in the general offices.

The classes are moved through this office so as to familiarize them with the various conditions in which the work is received and the methods used in compiling the data, which necessitates informing them of the history of the procedure and the experience gained thereby since its installation, which course is covered as follows:

(1) Divisional Accounting.

Divisional accounting was first instituted in November, 1918, which necessitated the installation of a division accountant at each division point and a shop accountant at each important shop point; also the installation of division storekeepers, one for each division, in order to make local separation of the stock of materials and supplies at the various shops and storehouses and at all division points where such material was in store. It is pointed out to the class that the quantities and values of material and supplies on hand have increased so that they could not be safely or conveniently supervised or accounted for under the old methods where the stocks were separated by a few departments only, viz., store department, road department (including bridge and building and engineering), telegraph department, signal department, sleeping and dining car departments, and produce good results under divisional accounting. The separation of these materials by divisions and shop points has been made with the exception of Miles City and Deer Lodge, at which points this matter is now under consideration. As a natural and direct connection with division storekeeping comes the necessity of a system of accounting to enable a proper

local record of values of materials and supplies on hand and purchases and transfers added thereto, also of disbursements and transfers from such stocks distributed to the proper operating and other accounts and to the divisions affected thereby. A further natural and logical step in the process is the formulation of a set of accounts and reports that will provide not only for the material accounting but for labor and other items includible therewith as well. The system of divisional accounting as now installed involves no great or radical changes so far as the work in the division offices may be concerned, as will be seen later.

(2) Accounting for Material.

It is pointed out to each class that the superintendent formerly had charge of the stock of material and supplies, for which he was required to account systematically by rendering a monthly balance sheet, which was reported to the auditor of material accounts in the shape of a statement of differences. These statements were made monthly in detail and formed the basis of the auditor of material accounts' material charges to operating, capital and other expenses. This involved the keeping of material records and the making of material reports by section foremen and roadmasters. This feature, they now understand and are thoroughly shown, is taken care of largely through the medium of requisitions which form the source of the division accountant's entries and acts as the safety valve whereby the division storekeeper may safeguard the stock of material under his charge. They are shown how these requisitions enter the accounts of the division accountant and how the division accountant reports and disposes of the charges to the accounting department. The necessity for the purchasing department to supply prices in connection with these materials charged out on requisitions is pointed out to them, so as to avoid an accumulation of requisitions for which prices have not been received and which necessarily cannot be charged out until so received.

(3) Pay Rolls.

Superintendents have always been required to make distributions of labor charges for the track department through the medium of track time books and the distribution columns on the outside of such payrolls, and naturally they kept records of such payrolls made, but not entirely on a uniform plan. It is pointed out to them that the chief difference under the present arrangement is that accounting is now made not only for the track department but for all payrolls originating on their division (including bridge and building and mechanical department payrolls) where same are not taken care of by the shop accountants.

(4) Bills and Vouchers.

Formerly record and copies of such documents were made in the superintendents' offices merely for reference purposes, the distribution being entered in the space provided on the back of each voucher or bill and the distribution effected in the office of the audi-

tor of material accounts. Under the present plan the division journal is used for the record and the distributions are made by the division accountant and the auditor of expenditure does not make the distribution for these bills and vouchers, but merely charges or credits them to the division involved, so that the matter of the distribution is entirely within the hands of the division accountant.

(5) Charges and Credits from Other Departments and Divisions.

These charges and credits were formerly made through the medium of division or departmental bills. This practice has been discontinued and now such charges or credits are taken care of by journal entry in the office of the division and shop accountants. The chief difference in the present practice of division accounting is that the responsibility for the correctness of reports and the distribution of expenses is lodged with the division and shop accounting offices to a much greater extent than heretofore; in fact, the distributions are entirely within the hands of the accountants located at such offices. A system has been adopted that enables a check and control of the bookkeeping processes in these various offices through what is termed the "Division Ledger Control Account." While this designation sounds something like an accounting technicality, its meaning is obvious and simple; the term "Ledger Control Account" is to be understood as an account on the books of the auditor of expenditure that reflects and controls the balances included in the trial balance on the books of the division and shop accountants, each of which must be absolutely in balance. The transactions in the various division and shop accountants' ledgers are balanced into and controlled entirely through the medium of this account, in the ledger of the auditor of expenditure, which is controlled on the general books through an account called "Disbursements Ledger Control Account." The students are shown that the sequence of the accounting from the general books down is controlled by the following accounts:

- (a) General Ledger through the medium of the account "Disbursements Ledger Control Account."
- (b) Disbursements Ledger through the medium of the account "Division Ledger Control Account."
- (c) Division Ledger through the medium of the detailed accounts—
 - (1) Stock of Material.
 - (2) O. C. & I. Accounts.
 - (3) Suspense Accounts.

They, therefore, see that the control account in the general ledger holds and controls all the detailed balances in the disbursements ledger, which is simply a sub-ledger or side record of the general books, and that the control account in the disbursements ledger holds and controls all the detailed open balances in the division ledgers, so that, with the one connecting link, the general ledger reflects and controls all the individual balances on all the operating divisions and shop points of this railroad.

In going through the accounting department, it is desirable for each superintendent and trainmaster to examine the reports of his

own division so far as they relate to the compilation of statistical reports and divisional accounting, so that he may develop any inconsistencies or mistakes either on the part of his division accountant or in the office of the auditor of expenditure, and also have a concise and clear understanding of the processes obtaining in connection with these matters. It is intended and obtains that a clear understanding shall be had as to the purposes of the reports, what processes they go through, and their final disposition when assembled. It is pointed out to the superintendents that the underlying mileage and tonnage reports shall be analyzed and followed through to final statements. This we have them do under the following schedule.

(a) The cost statistics are gone into carefully as compiled in the office of the auditor of expenditure, which involves a careful examination of the distribution of payrolls, vouchers and bills by each of the accounting divisions, as reported to this office, and the students are started on this feature through the medium of the division reports. The processes are followed through to final lodgment in Form 108. In addition to this, their attention is directed to Form 1154, "Employees and Hours of Service and Compensation," which we have them carefully review because this statement is one of the most important that is being compiled at present for the use of the management and for transmission to the government, and their attention is drawn to the fact that the degree of accuracy in its compilation affects the railroad's interests materially. We have them also carefully examine Form 1841 and have the purpose of this form thoroughly explained in its use in connection with Form O.S.-6.

(b) The payroll accounts are next examined and all are made acquainted with the method of auditing, the manner of making distributions, dates of compilation, correction notices that are issued, etc., all of which are fully explained.

(c) They are then introduced to the methods of handling purchases. This section of the office is divided into four principal features—fuel, rails, ties, and miscellaneous materials. Students are particularly directed to give special attention to the unloading and transferring of fuel, reports of which are received from the agents in each of their territories. They are familiarized with the manner in which the fuel charges are made to their divisions so that they will have a clear understanding as to how this matter is handled. They ascertain how rails and ties are purchased and how, when received, they are charged to their divisions. They are introduced to the methods that have been adopted for securing receipts and the charge-out of miscellaneous materials, which is explained to them in full detail so that they may see that such receipts are formally acknowledged as quickly as possible so as to get these materials into account. They are shown what delays mean if the consignees' receipts are not

promptly forwarded, and we urge them to see that improvement is effected in this respect.

(d) Next comes the methods of examining and auditing bills and vouchers from receipt in the auditing department to the time of delivery to the treasurer for payment. They are shown the method of indexing, in which payments to the same individual or firm are segregated, so as to establish the amounts by ledger accounts with each firm for the purpose of avoiding duplications. They are instructed that they should look up their record as to the amount saved in stopping duplicate and erroneous payments from their divisions, as shown in the files of the auditor of expenditure. They are fully informed as to the manner of distributions made by the division accountants and the federal treasurer's rules as to the method of making the check portion of a voucher is carefully explained.

(e) Handling the joint facility accounts through a personal examination of the contract files and records. The manner of recording such payments and collections, the manner of checking joint facility arrangements, the forms for reporting bills made and bills that should have been made, but were not in each month, and the matter of overdue bills are given special attention in so far as each of the individual superintendents is concerned. They are shown that the two forms for reporting bills and vouchers made are intended to reflect such bills and vouchers made during each month, which enables the auditor of expenditure to check against the division accountant's records as well as against our records of joint facility and other accounts for the purpose of seeing whether or not such bills that should have been made have been made. The other form covering bills that should have been made, but were not, should be just as carefully prepared and reported, so that we may know just what bills that should have been prepared and were not prepared are outstanding on each division. In so far as regular bills for joint facilities or tracks are concerned, we have a full record of that, and are in a position to check up the superintendents on that feature, but if the superintendent performs any work for an outsider for which no contract is existing nor letter on file in the accounting department permitting the work to be performed, we naturally will not know anything about such a situation unless the matter is included on a bill or until such time as our traveling accountants have had an opportunity to examine the division records. It is urged that a full report be made in every respect.

(f) The division of capital expenditures follows, where the detailed division reports covering expenditures of this class are taken up as reported on Form 1705, 1706 and 1711. They are informed as to the necessity of having these reports in on the dates due and the reasons for establishing such dates, so that they will understand that no unreasonable request is made of them when we ask that their reports be in by a certain date.

They are shown that it is necessary to have the information to enable us to take up on Form 5 the expenditures made by them, which should be reported to Washington not later than the 25th of the month succeeding the month for which the report is made. The matter of completion reports is gone into carefully, so that the students will have a full understanding as to the uses made of such information.

(g) They are next shown how the divisional entries are handled coming from the division accountant's office, which entries are followed through to final lodgment in the entry on the general books, and the methods used in compiling statements of difference with each division is reviewed.

Reviewing the lodgment of the divisional entries on the general books and the compilation of the statements of differences complete the course in accounting, and there follows immediately a detailed explanation and general discussion to enable them to bring up points that may not have been entirely clear at the time of their examination or which have developed subsequently, due to something in connection therewith having arisen which needs explanation.

Upon completion of this course each class reports back to the general manager, where a general discussion is held by the general manager and the federal auditor with the division officers to ascertain from them just what they have learned in their course and whether or not they feel better equipped to look after these matters on their divisions than they have been heretofore.

The results of these courses are proving to be salutary, and it is confidently expected that superintendents and trainmasters are returning to their divisions much better equipped than heretofore and with a greater conception as to what the accounting means to them in the operation of their divisions.

Beating Daylight.

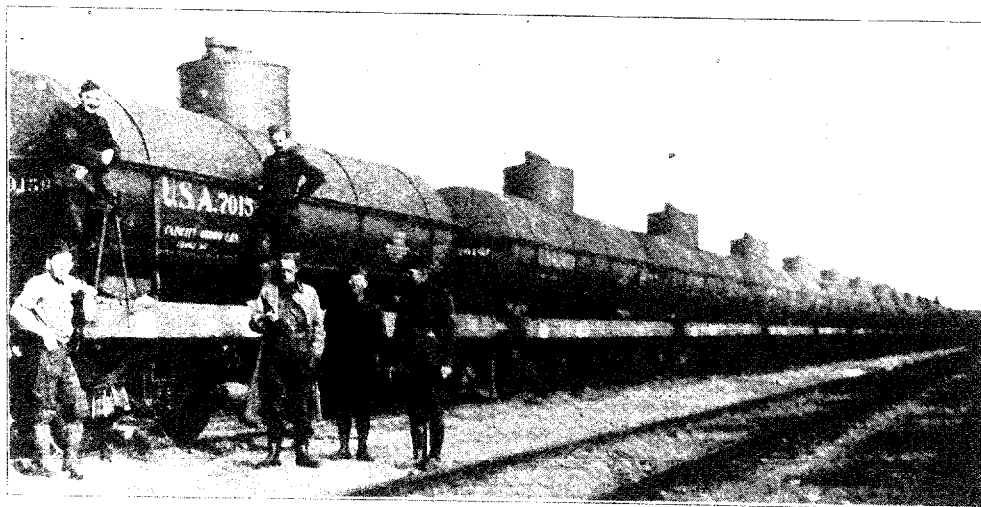
Sted.

I wish I were a boy again to romp and run and play, those boyhood hours of auld lang syne that grow from day to day, until the youthful years sped on and soon we were a man, ah, memories of those childhood times, the boyhood gang and clan. In those old times the days were short, the nights were long and black, 'tis only with the memory's yearn that one can call them back; those days we stole away from school or roamed the woods and hills, the righteous hour when home we trod to meet chastisement's thrills. The autumn woods with nuts and haws, the leaves of red and brown, the swimming pool in summertime where mothers thought we'd drown, the marble days of warming spring, the recess larks at school; if I should play leap frog today 'twould be against the rule. The old home town, the old high school, the girls and boys that then were rosy, plump-cheeked happy kids, are women now and men. Yes, there was one, a winsome lass, she was the life of all—for her I played the merry page at every beck and call; those evening parties that we held where each bean had a girl, sure I had one, I see her now, her hair was one big curl; and when I took her home one night, (I think my age scored ten) and asked if we'd wed some day, she laughed a low amen. Those years have passed but we were true, we'd promised we would wed, and even now it seems I see that roughish, curly head, that happy face, the glowing cheeks, the wondrous head of curl. For Clara married Henry Owens, and I another girl.

A. T. Barndt made a little trip to Chicago, just to get a change from the city life of Milwaukee.

George Conrad, chief clerk to Dist. Gen. Car Foreman M. Parkinson, Dubuque, spent a few hours in our office during the month. Mr. Conrad hadn't been here since last November, and people hardly knew him as he had gotten quite thin.

Jack Hauenstein, file clerk, has been having quite a painful time of it of late. He has had blood poisoning in his foot and has been limping around the office. At this time, his foot is much better.



The Way the Lucky 13th Handled 'Em in France.

United States Railroad Administration Washington Information

Senate Bill Covering Future of Railroads.

The views of the sub-committee of the Senate Interstate Commerce Committee which has had in hand the formulation of legislation covering future operation and control of the railroads were embodied in a measure presented to the Senate early in September by Senator Cummins. After being debated in committee of the whole, this bill will be reported to the Senate for unlimited discussion and it is quite possible that changes will be made in its various provisions before being made a law. The following synopsis of this measure was recently given out by Senator Cummins:

Section 1 repeals the Federal Control Act of March 21, 1918. The repeal takes effect on the last day of the month in which the bill becomes a law, and the railroads are to be returned to their owners at that time. Rates in force at the time the repeal takes effect are to remain in force until changed by competent authority.

Section 2: Advances made by the government to railroads and properly chargeable to capital account are to be evidenced by bonds or other securities payable in five years, with interest at 5 per cent per annum; other indebtedness to be evidenced by demand notes, with interest at 6 per cent per annum.

To Form Rate Groups

Section 4: Upon the passage of this act the Interstate Commerce Commission is to divide the country into rate districts and the carriers into rate groups, for rate-making purposes; and hearings are provided for with respect to the adequacy of rates for revenue purposes, considering the rate district or rate group as a whole. This issue is to be tried separate and apart from the question of the reasonableness of rates upon particular commodities or for particular communities.

Temporary Guaranty.

Section 5: New schedule of rates which are filed within thirty days after federal control ceases become effective at the end of four months after they are filed, with such changes as the commission may, in the meantime, order; and, until the expiration of the four-month period, this act constitutes a guaranty to the railroads which have entered into contracts respecting compensation under the act of March 21, 1918, or a proportionate amount of the contract compensation, and with respect to the railroads with which no contracts have been made, it constitutes a guaranty of a proportionate railway-operating income. At the end of this period the guaranty ceases. If, during this period, any railroad earns more than the guaranty, the excess is to be paid into the treasury of the United States.

Division of Surplus.

Section 6: In making rates for the rate groups the Interstate Commerce Commission is to take into consideration the interest of the public, the shippers, the wages of labor, the cost of maintenance and operation, including taxes, and a fair return upon the value of the property used or held for the purpose of transportation, and it is required to lower or advance rates accordingly. If any railroad in the groups receives more than a fair return upon the value of its property the excess is to be used by the board in the following manner:

First.—The promotion of invention and research to ameliorate the conditions of labor and to lessen the hazards of employment.

Second.—To extend and improve hospital relief.

Third.—To supplement existing systems of insurance and pensions.

Fourth.—To afford opportunity for the technical education of employees.

Fifth.—To establish a system of profit-sharing by employees.

In the administration of this fund the board is to organize an employees' advisory council,

composed of one representative from each organized craft of railroad employees.

The remaining one-half of the excess is to be deposited in a fund and expended by the board in the purchase of equipment to be leased to railroads under proper terms, or to be loaned to carriers unable to provide themselves with proper equipment and facilities upon reasonable security.

Transportation Board Created.

Section 7 creates a railway transportation board and is one of the most important in the bill. The board consists of five members appointed by the President, with the advice and consent of the Senate. Its members are to receive a salary of \$12,000 per year. No member of the board during his term of office can hold any office or employment under any railroad corporation or be peculiarly interested in the stock or bonds of any such corporation. It has the same powers with respect to summoning witnesses and securing testimony as the law now gives the Interstate Commerce Commission.

Railways Divided Into Systems.

Section 9 furnishes the keynote of the solution of the railroad problem presented by the bill. It declares it to be the policy of the United States that the railways of the country shall be divided in ownership and for operation into not less than twenty nor more than thirty-five separate and distinct systems; each of said systems to be owned and operated by a distinct corporation, organized or reorganized under this act. It provides that, in the division of the railways into systems, competition shall be preserved as fully as possible, and wherever practicable existing routes and channels of trade shall be maintained; that the several systems shall be so arranged that the cost of transportation as between competitive systems and as related to the value of the railroad properties shall be the same so far as practicable, to the end that these systems can employ uniform rates in the movement of competitive traffic and, under efficient management, earn substantially the same rate of return upon the value of their respective properties.

Powers of Transportation Board.

Section 10: As its first duty the railway transportation board is required to adopt a plan for the consideration of all the railway properties of the country into not less than twenty nor more than thirty-five systems. When it has agreed upon a tentative plan, it is to give publicity and provide for full and complete hearings upon the plan. The plan must receive the approval of the Interstate Commerce Commission; but after it is finally adopted, the voluntary consolidations which are also provided for are to complete it. Street railways and interurban railways used chiefly in the transportation of passengers, and certain other facilities which cannot be properly consolidated, are excepted from the plan.

The transportation board is clothed with many and most important powers, in addition to making the plan of consolidation. It is to make continuous inquiry respecting the transportation needs and facilities of the whole country and ascertain when and how they shall be enlarged or improved. It is to inquire into the state of the credit of all common carriers and inform itself respecting the relation between revenues and net income and the like. It is to inquire with respect to the new capital which may be required for adequate and efficient transportation service and the conditions under which it can be secured. It is to certify to the Interstate Commerce Commission its findings in these respects, and the commission is to accept such certificate as prima facie evidence in any hearings which it may conduct. It has authority to lay before the commission any matter of public interest and show such cause as it may deem proper and appropriate. It has authority to make reports to Congress and recommend such measures and policies as will promote and protect the interest of the public.

concerning the efficiency of the transportation service and the adequacy of transportation facilities.

This section transfers from the Interstate Commerce Commission to the transportation board many of the functions and powers heretofore conferred upon the commission, notably, the administration of the car service act, of the safety appliance act, of the hours-of-service act, of the locomotive inspection act and many others.

It is required also to inquire into water transportation facilities and the relations between land carriers and water carriers, the best methods of co-ordinating the two kinds of transportation and the most practical plan for preserving in full vigor the two kinds of transportation when they are competitive.

Section 11: The board also has the power, where congestion of traffic exists upon any road, to divert it over other lines. It has the power to compel a common or joint use of terminals or other facilities when the public interest requires it, and, in a general way, to compel such unification as is necessary to secure the most efficient use of railway facilities.

Section 12 makes lawful the consolidation of railways, but only under the following conditions: First, the consolidation must be in harmony with and in furtherance of the ultimate complete consolidation already referred to, and must be recommended by the board and approved by the commission. Second, the corporation which is to become the owner of the consolidated properties must be either organized under federal authority or reincorporated under this act. Third, the capitalization of the consolidated corporation must not exceed the value of its railway property, as determined by the Interstate Commerce Commission.

Public hearings are to be held in any case of a proposed consolidation, of which the state authorities are to be notified.

Compulsory Consolidation.

Section 13 provides that at the end of seven years, in which the voluntary consolidations may take place, the transportation board is to proceed to the completion of the plan of consolidating the railway properties of the country according to its original determination. The compulsory consolidation is to be accomplished through the organization of railway companies under this act, or enlargement of reincorporated companies which have been organized under state laws. It is not necessary to enter into the details of this section.

It is sufficient to say that it is to be so carried out that no obligation on the part of the United States will be created, and that when the work is finished the railways of this country will be divided into the number of competitive systems prescribed by the board, and that the capitalization of each of the companies will represent the actual value of the property used in transportation as fixed by the Interstate Commerce Commission.

Sections 14, 15, 16, 17, 18 and 19 provide for the reincorporation of corporations now owning and operating railways, so as to give them the character of federal corporations, and the only feature of these sections which need be mentioned is that in any such reincorporated company the classified employees of the corporation are to be represented by two members on the board of directors and the government is to be represented by two members appointed by the transportation board.

Section 20 provides that existing railway corporations must have upon their boards of directors two members representing the classified employees and two members representing the government.

Sections 21 and 22 relate to the original organization of railway corporations under this act. The two distinctive things in it are, first, that the system of railways which it has organized to own and operate cannot be capitalized for a greater sum than the actual value of the property as determined by the Interstate Commerce Commission, and each corporation so organized must have on its board of directors two representatives of the classified employees and two representatives of the government.

Section 24 confers upon the Interstate Commerce Commission exclusive authority to regulate and

control the issuance of railway stocks and bonds.

Section 25 provides for the use of the excess earnings of any railway company in behalf of its employees. It has already been mentioned.

Method of Settling Disputes.

Section 26 provides a new method for settling disputes between railroad companies and their employees. It creates a committee of wages and working conditions, which is to be composed of eight members, four of them representing labor and four of them representing the railway companies. Each railroad craft is to nominate candidates for membership, and the board is to appoint four persons from among such nominations.

This committee is to conduct all complaints submitted by representatives of the employees or of the carriers, and is to decide by a majority vote, and its decisions are to be certified to the transportation board. If the committee of wages and working conditions is evenly divided upon any dispute, the whole matter is to be certified to the board, and the decision of the board is final and constitutes a governmental judgment with respects to the matters in controversy.

Section 27 prescribes some of the things which must be taken into account by the committee of wages and working conditions in determining wages: First, the scale of wages paid for similar kinds of work in other industries; second, the relation between wages and the cost of living; third, the hazards of the employment; fourth, the training and skill required; fifth, the degree of responsibility; sixth, the character and regularity of the employment.

Penalties Imposed.

Section 29 imposes a penalty of fine or imprisonment, or both, upon any carrier, or any officer of any carrier, who refuses to obey the decisions of the committee after it has been approved by the board, or of the board itself, in the cases referred to. It also provides that if two or more persons enter into any combination or agreement with the intent substantially to hinder, restrain or prevent the movement of commodities or persons in interstate commerce, or enter into any combination or agreement which substantially hinders, restrains or prevents the movement of commodities or persons in interstate commerce, such persons so combining and agreeing shall be deemed guilty of a conspiracy and shall be punished by a fine not exceeding \$500 or by imprisonment not exceeding six months, or by both such fine and imprisonment: Provided, that nothing herein shall be taken to deny any individual the right to quit his employment for any reason. It will be observed that this section applies equally to the officers and employees. The intent is to prevent any substantial interruption in transportation, and the effect is to forbid not only what is ordinarily known as a lockout but also what is commonly known as a strike of employees. It must be remembered, in this connection, that the bill in forbidding a strike, or combination for a strike, has also provided for the settlement of all disputes by government tribunal.

Section 31 increases the compensation of the members of the Interstate Commerce Commission to \$12,000 per annum.

Section 32 materially enlarges the scope of what is commonly known as the car service act and transfers its administration to the transportation board. One of its features is that it requires the approval of the government for the extension of an old line of railroad or the construction of a new line.

Sections 33, 34 and 35 are amendments to well known provisions of the act to regulate commerce, and, while important, need not be specifically mentioned.

Section 36 authorizes a division of traffic or earnings between carriers, but only when in the interest of better service and economy and not so as to unduly restrain competition. There can be no such division of traffic or earnings until the arrangement is expressly approved by the Interstate Commerce Commission after full notice and hearings.

Sections 37 and 38 are amendments to the act to regulate commerce.

Section 39 gives the transportation board full

authority to require connections between water and land carriers, so as to utilize water transportation to the fullest extent.

Section 40 empowers the Interstate Commerce Commission to make both maximum and minimum, or maximum or minimum, joint rates, and this authority is also conferred in another section with respects to all rates.

Section 43 deals with the conflict between intrastate rates and interstate rates and gives the Interstate Commerce Commission full authority to remove any unjust discrimination against interstate or foreign commerce.

Prepare for the Safety Drive!

The National Railroad Accident Prevention Drive will be effective from October 18th to 31st.

The plans to make 100 percent clear records are rapidly being evolved. The various safety supervisors and safety committees will be assisted by the officers and employees of all lines, and as, while this drive is primarily of moment to railroadmen, the public generally also is deeply interested, assistance is being secured from school teachers, public officials, newspapers, ministers, commercial and automobile clubs and many other agencies.

Everyone seems to have awakened to a realization that his is a necessary part in the final success and that this personal responsibility cannot be delegated or shifted.

The National Railroad Accident Prevention Drive will show the world that railroadmen, as a body can be depended upon to take intelligent action in matters so vital to their personal well being and the welfare of the railroad industry.

Don't overlook your part in this great campaign. Let the more than two million railroad employees pull together in this matter to the end that the two-week period may establish a record for efficiency in human-body conservation.

Load to Capacity.

Every effort is being made by the Railroad Administration to speed the construction of the balance of the 100,000 freight cars ordered last year. It has also been decided to place in service the new cars now in storage regardless of whether or not the allocations covering such equipment are accepted by the individual railroad corporations.

This is but one of a number of steps taken to insure sufficient car supply. To this end instructions also have been issued for establishing in each important terminal a committee of officers to study the question and expedite car movement.

New cars at the rate of 218 per day are being completed and placed in service, while news cars in storage are being stenciled and put into service at the rate of 616 a day, a total of 834 cars per day. Despite this it is necessary to bend every effort toward furnishing sufficient cars to meet the demand.

While there is considerable opportunity for improvement in this respect, conditions are sub-

stantially more favorable than they were in 1917, when the total number of unfilled car requisitions on August 1st was 77,257, whereas on August 1st, 1919, they numbered only 19,271. The number of freight cars in service and not withdrawn for repairs on July 1st, 1917, was 1,983,000. On July 1st, 1919, the number was 2,045,000.

The Railroad Administration, however, is not content to point to the fact that transportation service is more favorable now than it was two years ago. On the contrary, extraordinary efforts are being put forth to secure the greatest possible improvement.

One of the most effective measures to provide sufficient freight-carrying equipment is to have all cars loaded to capacity, and railroad officials are doing their best to educate both shippers and consignees to the desirability and, in fact, necessity not to ship in minimum carloads. Another factor is expeditious unloading and prompt movement.

With shipper, consignee and railroadman co-ordinating their efforts in this direction there should be sufficient equipment to handle satisfactorily the needs of the country, and this co-ordination is urgently desired.

Wages and Living.

In the final paragraphs of the summary of his report to the President on the wage demands of the shopmen and his decision thereon, Director-General Hines on August 25th stated:

"A permanent general increase in the level of railroad wages at the present time, so as to put them up to what appears to be the top notch reached by the high cost of living, would arrest, if not defeat, the efforts which the government is making to reduce the cost of living and would be injurious to the railroad employees themselves. Such a permanent wage increase must necessarily be met by a heavy increase in freight rates. This would stimulate an increase in the cost of everything consumed by the public and would give innumerable pretexts for covering up additional unwarranted increases in prices, and would necessarily confuse all existing efforts to control prices, because those efforts are based upon existing conditions with reference to which investigations have been and are being conducted.

"The most careful investigation as to the increase in the cost of living makes it clear that the earnings of many subdivisions and classes of railroad employees have already been so advanced during federal control as to be ahead of the highest point yet reached in the general average increase in the cost of living in the country. It is believed this is true of the shop employees as a whole because many classes of the shop employees had the benefit of a reclassification of their work and pay which gave them an increase in wages substantially in excess of the total increase in the cost of living up to the present time. These considerations, however, are entirely consistent with the view that existing wage levels are reasonable."



Bringing German Prisoners Back From the Front.

No, You Are All Wrong!

This Gink Wasn't Beat Up

By His Wife

His Blinker Got in the Way
of a Piece of Flying Steel

To Prevent Such Accidents

WEAR

GOGGLES



Courtesy, Scullin Steel Co.

Safety First

A. W. Smallen, General Chairman

NO ACCIDENT CAMPAIGN. October 18th to 31st.

Every railroad under Federal control will endeavor to operate for the two weeks mentioned without a personal injury and the Safety Section of the United States Railroad Administration is asking the co-operation of the public as well as railroad employees, to aid in eliminating all injuries.

Realizing the wonderful showing made by the Chicago, Milwaukee & St. Paul Railroad employees for the first six months of 1919 over the corresponding period of 1918, it is felt that with the added co-operation of the public in general the reduction in accidents upon this great system will stand second to none.

The success that has been obtained in the past has been brought about through an educational campaign spread over this railroad during a period of seven years by a well organized Safety First Bureau, consisting of a general supervisor and four assistants, whose entire time is spent in teaching the Golden Rule.

The organization consists of forty-three safety committees, with employees representing each craft on each division as members, of which there is a total membership of 782. Monthly meetings are held on each division at which the committeemen are present. Unsafe conditions and practices are openly discussed and corrections made immediately when warranted.

The total reduction of injuries and deaths for 1918 compared with 1917, show a decrease of 2,862 injuries and 86 deaths and for the first six months of 1919, over the corresponding period of 1918, there is a still further reduction of 887 injuries and 41 deaths.

In addition to the efforts of the Safety Organization, churches, schools, automobile clubs, moving picture theatres, newspaper, magazines and railway brotherhoods, will be solicited to give publicity and aid in this humanitarian movement.

SAFETY SECTION. Bulletin No. 7.

To the Safety Supervisors and Safety Representatives, United States Railroad Administration:
My Dear Sirs:

For your information:

Since Safety Section Bulletin No. 6 was issued several of the regional supervisors of safety have held staff meetings to lay plans for the National Railroad Accident Prevention Drive that is to take place under the direction of the Safety Section, October 18-31. Briefly, these staff meetings agree in the preliminary plans, all realizing the work that is ahead of them, all more than willing to assume their part in this greatest of all safety undertakings. These plans comprehend in part the following, which are simply suggestions:

1. That September and October Safety Committee meetings be generally and specially called and the drive definitely presented, and suggestions of members of committees be solicited as to ways and means for getting results in accident prevention;

2. General inspection of tools, shops, buildings, equipment and all railroad property, and clean-up periods be commenced September 15th and be for short periods, or continuously up and through the Drive;

3. Meetings early in October held by foremen and gang bosses of each crew on the road, including shops, roundhouses, repair track, B. & B. department, etc., for instructions about the Drive and team work;

4. Pledge cards relative to refraining from unsafe practices;

5. Bulletins of progress on roads, divisions or departments to engender wholesome friendly rivalry in making 100 per cent or clear records;

6. Railroad employees' organizations co-operating through circulars and lodge meetings;

7. Publicity by circulars, posters and rallies; and in this connection, getting the active co-operation of ministers, schools, public officials, newspapers and periodicals, automobile clubs, commercial clubs, and all other agencies locally available. While the Drive is for railroad officers and employees, the public and families are vitally interested—sad accidents occur to the public by reason of railroad operation, from trespassing and carelessness at grade crossing and other places on railroad property.

Local conditions and needs will largely govern the manner and method of conducting the Drive.

In all warfare the firing and big noise are not the first stages, they are left for the final charge or drive. But details are worked out, each man is drilled and assigned to a position for action, every point thought out. If firing begins too early there is a loss of helpful ammunition and energy, and also if details are unnecessarily neglected or delayed the charge or drive is less effective. There is plenty of time for preparation for the National Railroad Accident Prevention Drive, but none to lose.

The safety section is getting unqualified encouragement about the Drive from all sources, from some officials and employees who were heretofore indifferent to the personal part expected of them in regular safety work. Now they are awakened by this National Drive plan, and we are having their enthusiastic support. Genuine intelligent enthusiasm is manifested everywhere, realizing that everybody has a part, every officer and employee must do his work in this Drive, that the personal responsibility and individual duty cannot be delegated or referred to any one else, that the task while a serious one has an inspiring happy phase for it is saving others from possible accidents that would cause sorrow and misery.

The statistics for the Drive period and comparisons on all railroads will be based on "per 100 employees" as of the period October 1st-15th, 1918, and 1919, the nearest reliable data that is obtainable, and the accidents for the Drive period are to be counted as those reported and as reportable to the Interstate Commerce Commission during the actual period of the Drive—October 18th-31st. There are other ways and forms of statistics that have been discussed, but the "per 100 employees" is the quickest way for giving out the results of the Drive, and is also fair and substantial. There is no objection to making other standards of comparison, and this may be done in many instances, but only one standard of reporting and comparison will be definitely required in the hurried daily and composite figures immediately following the close of the Drive that will be made to the regional supervisor of safety of the respective regions and the safety section, unless hereafter directed.

Statistical Supplement No. 1 to this Safety Section Bulletin No. 7 is specially called to your attention for a most interesting array of figures, taken from official reports required and made by individual roads to the Safety Section, and thereafter grouped and consolidated into their respective regions. Summary of net decreases for the month of June from this supplement continues to show

the encouraging results of the efforts put forth as follows by regions:

	Employees Casualties	All Cases (Including Employees) Casualties
Eastern Region	431	656
Allegheny Region	540	619
Poconantas Region	120	130
Southern Region	482	570
Northwestern Region	330	387
Central Western Region	374	426
Southwestern Region	399	464
Grand Total.	2,676	3,252

Grand total net decrease for all regions for the first half of 1919, as compared with the same period of 1918, are:

Employees Casualties	All Cases (Including Employees) Casualties
19,110	21,390

The new employees, as in all general accident records, will also be an important deciding factor in the Drive period. The following is from a circular letter just issued by one of the large railroads:

"We are only actly justly and honorably by the employees and promoting the best interests of the company by adequately educating the new man before he is permitted to assume his duties. We should not permit a personal injury that could have been prevented had we exercised our knowledge and authority, and I trust that you will give the new man proposition your most serious consideration with a view of eliminating a large per cent of the injuries being suffered by that class of our workers."

The safety representative of one of the large roads in the Central Western Region recently addressed its employees thus on accident prevention period:

"It is going to take personal pride, and lots of it, backed up with team work of a high order. We are going to need back-bones instead of wish-bones. We have so often led in so many other things it is up to us now, by proper enthusiasm and co-operation, to put into the crown which this dear old road has made of herself the brightest jewel in her constellation the elimination, even for a short period, of avoidable injuries and the lessening of the physical suffering and mental anguish of the men who are loyal to the road and true to themselves."

"This is not my campaign; it is *yours*; I cannot make it a success, but *you* can. I will be home soon. I want to find on my desk that morning hundreds of letters from you men offering suggestions as to what we can or ought to do to insure the success of this campaign—and by "success". I mean to beat the record of any or all other lines."

A fine circular illustrated with photographs has been issued by one of the roads on the subject of switch locks. The following is quoted therefrom:

"Careful employees—and you are in the majority, fortunately—will you help us—get after the few chancetakers—make them take the time—the railroad's time to unlock switch locks instead of using an angle bar, stone, bolt or some other article to break them and also see that they close and lock all switches properly after using them?"

We sent out sufficient copies of last month's issue (Bulletin No. 6) intending for officers generally, and all chairmen of safety committees, to receive copy. We hope you will read with interest the simple but very important message contained in No. 7, and above all, get the big idea of the National Railroad Accident Prevention Drive into your mind. Some roads are going to be in the first rank, others will be in lower rank. The rank of your road will depend largely upon you and your associates when the final comparisons are made.

Respectfully submitted,

A. F. Duffy,
Manager, Safety Section.

Milwaukee Terminal Safety Meeting Held at Milwaukee, July 23rd, 1919.

Those present were: B. F. Hoehn, W. S. Bratt, R. D. Miller, W. L. Heberd, E. E. Ross, J. Garrity, A. B. Mitchell, H. McMurtrie, Wm. Duer, A. G. Meixner, Wm. Regan and A. W. Wiens. Meeting conducted by Superintendent Hoehn.

Items Unfinished.

Committeeman Breckenridge also reported that

there were four long carriage cars placed on the ground between Milwaukee shops roundhouse No. 2 and the caller's office. These cars are used for storing fire brick and obstruct view of switchman while performing service at that point. (Again taken up with Mr. Brennan, superintendent motive power.)

Committeeman Duer reported that engine used at cross-over on the main line just west of the cut-off, was very apt to crowd the passenger main line. (Roadmaster Garrity will make an inspection of this track and report.)

Suggestions Brought Up Since the Last Meeting.

Report received that employes of Harley-Davidson hitched on freight trains at plant, west of North Ave. (Taken up with H. & D. Co. and personally corrected by Mr. Davidson.)

Mr. O'Hara reported that switchmen failed to hang red lights on cars at Hump, leaving them on the ground. (Taken up with Trainmaster Miller for correction.)

J. J. O'Malley advised that a hole was found in walk north side of Standard track bridge, over Menominee river. (Taken up with Chief Carpenter Eggert and walk repaired.)

Adjuster Wiens reported that the switch at 16th St. viaduct does not clear a man riding on step of a car. (Taken up with Roadmaster Garrity.)

He also reported that steel walk top of five boilers at powerhouse, Milwaukee shops, car department, be gone over and railing installed. (Referred to Mr. Eggert for attention.)

Suggestions Brought Up at the Meeting.

Committeeman Mitchell reported that the tracks at the east end of Hump yard leading into A yard had very scant clearance. (Referred to Roadmaster Garrity for his recommendation.)

Mr. Regan reported switch lights on stand between North Milwaukee and Rock Junction, not being taken care of. (Referred to Roadmaster Armstrong for attention.)

He also reported three switches at North Milwaukee without locks. (Roadmaster Armstrong instructed to have locks applied.)

He also made the suggestion that a high switch stand with light be placed on the Standard (X1) Co. track at North Milwaukee. (Roadmaster Garrity instructed to look the ground over and have a high stand applied.)

Committeeman Duer reported that a dangerous condition existed when transfer was handled against the traffic between Burnham slip and Washington St., on the curve. (Referred to Trainmaster Miller to check up the handling of these transfers.)

He also suggested that transfer movements going to Soldiers Home or to the Menominee Belt Line be kept off the main line as much as possible. (Referred to Trainmaster Miller for attention.)

Mr. Duer also suggested that the pipe leading from the brake cylinder guage should be in front of cut out cock instead of behind. (Travelling Engineer Mitchell instructed to investigate and make report.)

He also suggested that a white enamel reflector be placed in back of the water glass of engine. (Referred to District Master Mechanic Joost for his recommendation.)

Mr. McMurtrie reported that the track at the east end of Adams yard, canal lead had a clearance of only twelve inches. (Referred to Roadmaster Garrity for his recommendation.)

He also advised that the switch connections from the south main track east end of Adams yard had a scant clearance. (Referred to Roadmaster Garrity.)

Committeeman McMurtrie reported the following cars overloaded with coal into Milwaukee: May 20th, I. C. 87655; C. & E. I. 14655; July 12th, Big Four 38416. Coal in these cars was loaded twenty-four inches above top of car, falling off as cars were switched. (Referred to Chief Car Distributor Hebard for record as to point of origin.)

Mr. McMurtrie suggested that the switch targets be repainted. (The chairman advised that he had taken this matter up with Chicago but same was postponed on account of the high cost of material.)

He also suggested that the switch lights on local leads which at present are red and white be

replaced with green and red lights. (Referred to the general superintendent.)

He also reported that concrete was dropping from below the 27th St. viaduct due to the high rate of speed at which interurban street cars and electric company work trains are operated over the viaduct. (Referred to City Attorney Clifford Williams with the request that the speed limit be reduced to 12 miles per hour.)

Mr. McMurtrie suggested that the Mid-Western Construction Co. be instructed to place red light protection on the excavation in Canal yard. (Taken up with the Mid-Western Construction Co.)

Mr. Meixner reported that the dump cars on east end of 15 track, Fowler yard, were not moved for several weeks. (Referred to Yardmaster Murphy.)

Committeeman Duer suggested that the telephone pole Adams yard be moved 6 or 8 feet so as to permit the proper passing of signals. (Taken up with the telegraph department.)

Agent Ross reported that the pole at Cherry St. crossing had not been removed up to the present time. (Again taken up with the T. M. E. R. & L. Co.)

Committeeman Duer reported that the carmen in Blue Md yard were not placing the blue flags on the end of track as per instructions. (Taken up with Master Car Builder Silcox.)

Mr. McMurtire advised that stone and other material was too close to the track at the Badger Construction Co.'s plant. (Taken up with the Badger Construction Co.)

Coast Division Safety First Meeting. Held August 7th, 1919, Seattle, Wash.

Those present were: M. F. Hogan, J. S. Eccles, E. P. Allen, S. O. Wilson, F. M. Webb, Ed. Hamilton, Jerry Dixon, I. S. Johnson, T. F. Ruckman, P. E. Fuhrman, H. P. French, J. R. Kilkelly, F. J. Welch, G. E. Cessford, A. J. Hillman, W. C. Ennis. J. J. Hoehn was a visitor.

Meeting conducted by Mr. Ennis.

Minutes of last meeting read by secretary, discussed and approved.

Items not finally acted upon at last meeting:

Walk along bridge at passing track at Saginaw. (O. W. R. & N. asking for authority to do this work.)

Hand rail on log spur at Selleck. Taken up with Pacific States Lumber Co. to install. They advise if found practical would have installed.)

Mr. Hamilton advised that walk on bridge at Lavender is in need of repairs. (Mr. McFaden instructed to have repaired.)

Mr. French reported view obstructed at highway crossing at Beaver Creek due to loading platform on the right of way one hundred feet east of the highway. (Mr. Eccles will look this up and see if platform can be moved.)

Mr. I. S. Johnson advised dangerous crossing at Harvard. Mill company in unloading cars cut stakes off and they lean over adjoining track. (Mr. Eccles will request mill company to discontinue this practice.)

Mr. Laughlin reports unsanitary wash trough which men use to wash up at roundhouse at Seattle. (Referred to Mr. Welch to furnish figures for sanitary wash basins.)

The following new business was brought up at the meeting:

Mr. Hamilton calls attention to smoke and gases in the Snoqualmie Tunnel being so bad at times as to almost over come train crews going through. (Suggested and recommended by the Committee that two sets of gas masks be furnished, one at each end of the tunnel for men to use in going through.)

Mr. Hamilton reports brush about one-half mile east of Noble, needs cutting to improve view. (Referred to Roadmaster Wilson.)

Mr. Hamilton again calls attention to there being no whistling posts between Easton and Cle Elum. (Roadmaster Wilson advises that these are ordered and should be received in the near future at which time they will be immediately installed.)

Mr. Hamilton again brought up having no derrails at Elliott and Maple Wood farm. (Recommended by the Committee that Superintendent Mertens of the Pacific Coast Railroad advise the grade on these two tracks.)

Mr. Parks calls attention to foreman at rip tracks, Tacoma, is in habit of unlocking switches to switch rip track at night before the men have all picked up their tools and are out of the way, pointing out that this is a very dangerous practice and gates should not be unlocked until all these men are through. (Referred to Mr. Delaney to issue instructions to discontinue this.)

Mr. Fuhrman recommended that pile bumping posts be installed at end of grid iron tracks at Tacoma. (Taken up with Mr. Welch.)

Mr. French reported a plank in the steps at dock No. 2 at Tacoma broken. (Repaired.)

Mr. French also reported a coal bin at the Gillespie Oil Dock at Tacoma, leaning out toward the track and propped up with timbers to keep it from falling. (Repaired.)

Mr. Ruckman recommends that a deraill be installed at the west end of Hillsdale yard on track known as Shanty track. (Referred to Roadmaster Johnson.)

Mr. Fuhrman suggested that O. W. R. & N. be requested to remove the brush and trees along trestle between N. P. yards and Tacoma Junction bridge to improve view. (Taken up with Superintendent Palmer of the O. W. R. & N.)

Mr. French.—Recommended by yardmen that tail hose be furnished crews handling long cuts of cars backing over street crossings at Tacoma. (Suggested that Superintendent Dow confer with Yardmaster McShane regarding this recommendation.)

Mr. French reported that there was a hole in Tacoma yard about 6 inches in diameter and 10 inches deep, where an engine had been. (Corrected.)

Mr. French advises that switch engines and work trains are moving derricks through rip tracks at Tacoma without ringing the bell. (Bulletin posted to engineers on this.)

Mr. French also reported car bolster laying at scale track, Tacoma. ((Corrected.)

Mr. Fuhrman suggested that batteries and globes be supplied men for electric lanterns. (Recommended that Mr. Kroha furnish figures giving comparative costs of furnishing electric supplies for these lanterns as compared with oil lanterns.)

Mr. Hogan read Federal Manager's circular giving list of accidents on various railroads during "No Accident Week."

Mr. Hogan read list of accidents on Coast Division for the month of July.

Recommended by the Committee to be referred to the General Committee that bulletin boards be adopted for the purpose of publishing accidents as they occur at different points on the system in order that the attention of the employees may be called to it, and also from time to time as government statistics are furnished, that these be published in such form that they may be placed on the bulletin boards for information of all employees; and, that a page in the Milwaukee Magazine be devoted to publishing such accidents. And that the General Committee consider the feasibility of having a banner furnished which will be exhibited in a conspicuous place for transportation employees and also for shopmen. This banner to be moved from division to division at a stipulated time, being held by that division having the least number of accidents for the time specified.

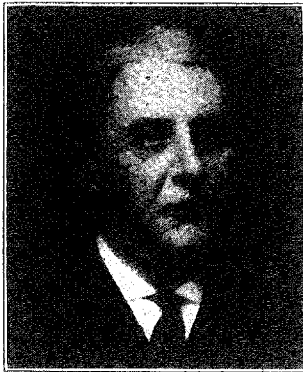
Meeting adjourned at 4:00 P. M.

By the death of W. S. Bratt, district safety inspector at Milwaukee, Wis., this department has lost a faithful safety worker and a good friend. He passed away Saturday afternoon, August 23d, and was buried at Clinton, Iowa, Monday, August 25th.

W. H. Cobb, who formerly was inspector at Minneapolis, has been transferred to Milwaukee, and A. L. Jackson, formerly night yard master has been assigned the work at Minneapolis.

Floyd Streeter who went to Fox Lake; Al. Barndt to Green Lake; Alfred Horn, Elmer Van Roo and Ray Voight at Kansas City; Margaret Stromberg reports a good time had at Okauchee, and Ye Scribe was at Dubuque.

Gus Larson, general car foreman, Minneapolis, spent one day in our office. Mr. Larson is just as jolly as ever.



A Golden Jubilee.

Fifty years ago, September 1st, 1869, John M. Davis, assistant general freight agent at Milwaukee, entered the service of the Milwaukee & St. Paul Railroad, as a clerk in the office of the general freight department, and his half century of continuous service under the same banner, has been spent in the freight traffic department, a record almost unique in the annals of the Milwaukee Company.

A dinner was tendered Mr. Davis in celebration of the event. The affair was planned and arranged by Miss M. A. Garside and Messrs. C. N. Turner, B. F. Bayha and Guy F. Gregg, all of them employees at some time of Mr. Davis. Miss Garside is his stenographer and chief clerk, having been with him for nearly twenty-five years. The dinner was given at the Milwaukee Athletic Club on the evening of September 1st, and was attended by forty railroad friends and associates. C. N. Turner, formerly of the C., M. & St. P. traffic department in Chicago, was toast-master, and the speakers included Federal Manager H. E. Byram, President R. M. Calkins, J. H. Hiland, formerly vice-president of the railroad, and now on the retired list; General Manager J. T. Gillick, and L. C. Boyle, agent at Viroqua, Wis., a friend of many years. A beautiful gold watch and chain was presented to Mr. Davis by Mr. Boyle on behalf of those present. In tendering the gift Mr. Boyle said:

"Mr. Davis. There are three great factors in the lives of men that co-operate to make success—the first is Ability, the second, Opportunity and the third, Personal Effort. The first is largely God-given, and in so much is beyond our control; but even this can be enlarged and modified by our own efforts; the second grows out of the affairs of men generally; and the third is a compound of ambition, energy, push, vim, vigor, determination, stick-to-it-iveness, honesty, uprightness, purity and absolute integrity in every walk of life.

"I have in mind at this moment a man, every page of whose life book has written upon it in letters of pure gold, the word 'Success,' a man to whom the Master gave ten talents and who has with them gained another ten talents; a man who has added to his natural abilities such acquired abilities as his efforts from day to day throughout all his life, brought forth until now he is a master in his line of work; a man who has seized every opportunity, not from behind,

but from before, watching for an opportunity to do something that would make the world better for his having lived in it and who tonight is rejoicing in the victories of a well spent life as he rounds out his half century of faithful service with one of the greatest, if not the greatest railway systems in the United States. This man is J. M. Davis, better known to us as 'J. M. D.' whose initials have become so familiar that we look upon them as having three significances—J. for justice; M. for mercy, and D. for duty. Justice to all mankind, mercy to the less fortunate and duty to his God.

"It now becomes my very pleasant duty to present to you a small gift, not for its intrinsic value, but that it may be laid up in your heart, as a lasting happy memory of this occasion. In presenting this gift, I trust it will be accepted in the same friendly spirit as that in which it is given, and if so accepted, your many friends will feel as happy in giving as you can be in receiving; and I trust you may live long to wear this gift; and as you look at it from time to time, you will always have pleasant memories of this occasion at this time and at this place. May the good Lord bless you and have you in his keeping."

Though manifestly taken by surprise, Mr. Davis, receiving the little packet, laid it beside his plate and replied with a little sketch of his career in the service of the Milwaukee Railroad, beginning with the day when his mother handed him a letter she had received from the late A. V. H. Carpenter, general passenger agent of the company, telling her that if "John" would report to O. E. Britt, on September 1st, he would be given a place in the freight department, and thus as office boy to the general freight agent, he commenced his climb up the ladder on which he has lifted himself, round by round, through the various departments of the freight traffic to the position he now occupies. Mr. Davis thanked them all and personally for their remembrance and the gift—but Mr. Davis is a pure-blooded Yankee and his early Vermont training had taught him to look with disdain on human frailties. In Yankee land in early days men were pilloried for lesser weakness than curiosity, so the little packet at his plate remained sealed.

Mr. Hiland and Mr. Calkins spoke largely in reminiscences of their work beside or "J. M. D." and Mr. Gillick was his usually happy self in his few words of esteem for his old friend and co-worker. It remained for Federal Manager Byram to get the package opened when he said in the course of his little talk, that among Mr. Davis's other qualities, he noted one conspicuously absent and that was, curiosity, for he had "had that package beside his hand over half an hour and had not opened it." Mr. Davis countered promptly by laying his hand on the box, and replying, that he would have done so long before, but that he "knew that bunch." The package was opened and the handsome watch and chain passed around for inspection under the happy eye of the honored guest. On the inside cover of the watch is this inscription:

"In perpetual remembrance of the esteem of your co-workers in the C., M. & St. P. R. R. service. Sept. 1st, 1919."

The following message from Traffic Manager H. E. Pierpont, was received and read:

"I regret exceedingly my inability to be present at dinner tonight. Please extend my hearty congratulations and good wishes to the young man, your guest of honor. As Mr. Davis has finished his first fifty years of business life and starts off strong on the second, I hope he makes a century run. I honor him as a fellow worker and one of my dearest friends."

Other messages and letters were received from James I. Deans, J. R. Veitch, E. D. Sewall and S. F. Miller of the Chicago & Northwestern R. R.

The guests at the dinner were: J. M. Davis, H. E. Byram, R. M. Calkins, J. H. Hilland, J. T. Gillick, G. E. Simpson, A. C. Hagensick, W. D. Carrick, W. H. Dodsworth, C. A. Lahey, E. K. Garrison, C. E. Hilliker, W. E. Prendergast, H. J. Killilea, W. W. Winton, L. C. Boyle, G. A. Comstock, G. F. Gregg, Mark Hagensick, David Harlowe, Edw. Horrigan, W. A. Johnson, D. E. Judge, John Judge, Wm. Ludwig, Frank Luick, Geo. McKowen, Walter Lohr, H. E. Stewart, W. E. Tyler, S. H. Vaughan, B. F. Van Vliet, G. W. Webb, A. Tank and T. H. Taylor.

Another Fifty Years Man.

E. Assmann, Jr.

On July 15th, Harry Dunphy, one of our shop mates, was the recipient of many hand shakes and congratulations, the occasion being his having reached the fifty year mark in service of the C. M. & St. P. R. R., placing him in that line of veterans held by a very few. It is only those veterans with that kind of service record of whom can be truly said, they are the foundation stones of the Milwaukee Road, having by their labor brought it to its present greatness.

Harry Dunphy was born in Milwaukee, May 8th, 1854, attended school at the old St. Galls school. One of his school and playmates was Sir Thomas Shaughnessy, chairman of the Canadian Pacific Railway.

They sat on the same bench where they studied and learned the "three R's"—reading, writing and 'rithmetic, and they carved their initials on the desk when the teacher "wasn't lookin'."

They both left school at the same time, and both entered the service of the Milwaukee Road, on July 15th, 1869. Harry to learn the machinist trade in the shops which were then located on Fowler street, and Thomas to work in the office of the general store keeper.

Mr. Dunphy had a few incidents of his life which are always remembered and discussed when a group of veterans get together to talk about by-gone-days. One, the shop train wreck at 19th street, in which several were killed and a number were injured, and on which Mr. Dunphy was riding at the time. Another occasion being when a runaway engine hit the shop train while going to work.

He has been something of an athlete in his younger days and played base ball with the Old Alert Team in 1876, which was then managed by Comiskey, the present owner of the Chicago White Sox.

In 1893, he was appointed foreman of the machine shop on the car side, which position

he held until 1903, when he resigned and at which time he was presented with a watch fob set with diamonds, by his fellow employees, showing he was held in high esteem and respect by the men under him.

Since that time he has been working on the locomotive side in the back shop, where he has many friends, both young and old.

In all the years of his service for the Milwaukee Road he has never been late to work, showing his respect and devotion to duty.

So we all extend our best wishes once more, that he may be among us still for a long time to come.

R. & S. W. News.
M. J. Carey.

Chief Dispatcher G. H. Pietsch has been very sick and all of us hope to see him back on the job soon; during his absence night chief, E. J. McCann, has been acting as chief, and Dispatcher G. H. Lane as night chief.

J. L. Bauer has been assigned third trick dispatcher at Beloit, and will move his family from Sioux City. He has been dispatching at the latter place for some time, but says: the old R. & S. W. is like "Home, Sweet Home."

So much gossip is going around these days one can't say just how true some of it is; but it's reported that Conductor Smoke Horton and J. N. Kelly are going to take a trip to California, also that E. W. M. is going to cut out the side wire at Beloit during their absence.

Trainmaster J. Connors was at Delavan Labor Day making arrangements for the special service made necessary by the movement of the large crowds of campers from Delavan Lake; although equipment was hard to dig up and not of the best, all seemed satisfied and happy.

Another new enterprise for Elkhorn, Wis. Brakeman M. J. Murphy on the milk train has just invented a device known as steering wheels for wild geese. It works as follows: By attaching the device to the leg of the goose he will be compelled to come right toward you, which will be a great saving in the way of dispensing with gun and ammunition. Instructions how to get the goose will be found in package, attached to wheels.

Conductor Wm. Tilton tripped on a chain getting off the Ferry at Rock Island, September 4th; although he was thrown heavily to the ground and bruised severely, he made nothing of it, although many men far his junior would have probably been laid up for weeks.

The Home Guard Spur.

Conductor Howland is on an extended trip through the west. "Cousin Henry" Bueger, bouqueting in his place.

Yardmaster Gibson and family took a two weeks' trip down where the chicken comes fried. R. Sieb acted as general yardmaster.

Messrs. Gibson and Meredith are hereby warned to cease spreading the report that a certain lady—Laiden Lizzie, was ditched, recently. "There isn't a bit of truth in it—or them!"

There have been didings on the way freights. First, Autha Wobig took the Beloit lay-over, and then the opposite crew began to take a Racine lay-over, or off. One man went to switching and lady-lifting on passenger and one blew the job entirely. Babe's idea in taking the run was not to increase the pace, but to again be in touch with his instructor in the fine arts of railroading, J. Woodrow Rossmiller. Some of the questions submitted to J. W. proved so puzzling that he was obliged to take a short post-graduate course in switching under Yard Conductor P. A. Rogers. Everything is serene now. Captain Kinney has a crew of reformed soldiers—Sergeants Brinkman and Anderson, and Private Sorrenson, and he reports easy picking. Leave it to the home guard.

Oh, dear. The Big Swede is in again. He dropped off the train at Corliss, the other day, and called Racine to express his opinion of a certain party—but got the wrong one. In commenting on the matter, Mr. Bush admitted that his hair was a bit scant, but thought the rest of the remarks very much over-drawn. Oh, dear!

Claim Prevention Bureau

C. H. Dietrich, General Chairman

Claim Prevention Bureau.

The General Committee on Claim Prevention wishes to advise that the loss and damage to freight for July, 1919, as compared to the same month in 1918 is as follows:

	1918	1919
Freight Revenue.....	\$8,780,272.00	\$8,510,393.00
Loss and Damage	263,413.93	293,743.00
Ratio of L&D to Revenue	.0300	.0345

During the month of August we received 13,468 loss and damage claims amounting to \$555,481.00, as compared to August, 1918, when we received 17,168 new claims amounting to \$450,138.00.

These figures indicate clearly that our loss and damage is not improving to the extent that we expected it would but on the contrary the number of claims and the amount they represent received in August would seem to show that the situation is getting worse instead of better. There was a heavy increase in August in the number of claims for live stock received; while the claims on miscellaneous loss and damage did not materially increase in the number of claims, the amount involved showed an increase of something over \$100,000 as compared to the month previous.

Your Committee, after giving this situation much thought, has concluded to make an effort toward ascertaining, if possible, where the transportation defects that are responsible for this volume of claims accrued, and to this end it has been decided to analyze the over, short and bad order reports received by the freight claim agent, commencing October 1st and charge them out daily by divisions, keeping each division posted at short intervals regarding the number of exception reports received from the various stations on that division. This information will be of value only provided each station on the system forwards promptly to the freight claim department the over, short and bad order reports accruing, and to that end we request each agent receiving this bulletin to make special efforts during the month of October to have a report made for every bad order, short or over at his station and these reports forwarded promptly to the freight claim department.

The General Committee will appreciate giving this matter the widest publicity possible, and we expect that every reasonable effort will be made toward preventing as much bad order and short freight as possible during this period. Division officers will be advised at frequent intervals during the month how the count stands and they will distribute this information to their agents.

The most important claim prevention work any of us can do during the next three months will be toward moving the grain crop with

a minimum loss in transit. Representatives of the freight claim department have called on practically every elevator manager operating on this railroad during the last six weeks and they have assured us of their co-operation. In this campaign we have developed a considerable number of elevators that have gone through from one to six seasons without a single case of loss in transit. This was brought about solely by painstaking work on the part of the elevator people in coöpering their cars in good shape. This list of 100 per cent elevators could be multiplied many times over by consistent missionary work on the part of local agents.

The Safety First Bureau is aiming to make October, 1919, as near 100 per cent on accidents as possible. Let us join them in this effort and while we are making the railroads safe from a personal injury standpoint go one step further and cut out at least 50 per cent of the unnecessary defects in our service that result in freight claims. Thus far our 1919 record shows better than three and one-half per cent of our gross freight revenue has been paid out in freight claims and it is no exaggeration to state that better than fifty per cent of this enormous waste is chargeable to causes that were wholly preventable. This is a record that no one connected with the handling of freight should allow to continue and the Prevention Committee will be glad indeed to report back at the end of October that our special efforts during that month were well worth the small effort expended.

Black Hills Division Notes.

J. R. Quass.

Conductor T. B. Hughes, is back to work, after being called to Clinton, Iowa, by the death of his sister.

The new train 103 and 104 west of Murdo, has been put on to handle passenger business. Conductor W. H. Stewart, has this temporarily. Conductor Brainerd, Baggage man Jas. Ceckman and Brakeman Davis, drew it on bulletin.

We are all glad to see engineer Max Newbowers back to work after being off several months under the doctor's care. He has passenger run 103-4 west.

Engineer Chas. Forrest, has bought a home in Mitchell, and will move his family from Rapid City, soon.

Conductor Joe Patton, is back on his run 504-5, after being on passenger run 3-4, several weeks. Conductor P. S. Gallagher, had Joe's run while he was off.

Engineer A. A. Gardner, took a couple of weeks off in the hills, fishing and keeping away from the hot weather.

Brakemen Louis Boyle, John Pinticoff and Dewitt Anderson, who spent fifteen months overseas, are back on the job again.

Engineer Ed. Smith, laid off a couple of weeks and learned to drive his new Oakland car. He was relieved by A. M. Saxer.

Engineer C. C. Cline has taken a couple of months layoff and is putting in his hay crop, which is large this year and of best quality.

Conductor Chas. Beckley, had charge of the weed burner that is making it's rounds over the division.

Hamilton Watch

"The Railroad Timekeeper of America"

Reconstruction Time

ACCURATE TIMING is as important on the rail during these important reconstruction days as it was during the more violent days of war when the Hamilton Watch timed the American Railroad in France.

Under the present stiff railroad pressure, it is more unsafe than ever for a railroad man to carry any but a reliable and dependable watch. Many rank the Hamilton as first among the factors of safety on the rail.

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 year after year.

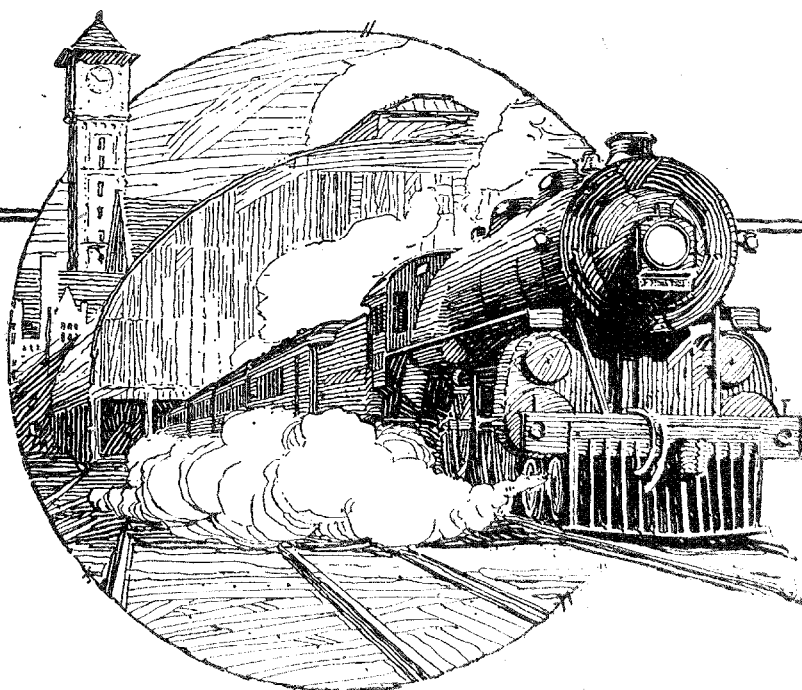
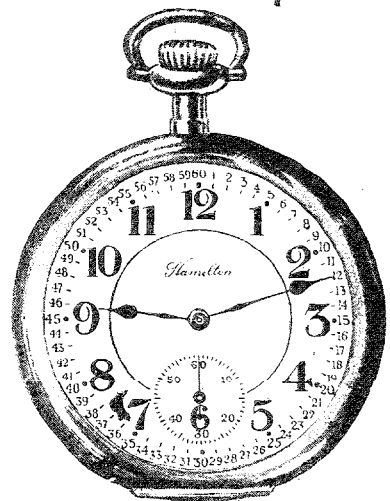
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It pictures and describes all Hamilton models, with prices which range from \$19 (\$20.50 in Canada) for movements only, up to \$185 for the Hamilton Masterpiece in extra-heavy 18k gold case.

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Dept. 20, Lancaster, Pa.

Montgomery
Safety Numerical Dial
*"It almost speaks
the time."*



MILWAUKEE RAILWAY SYSTEM

Company D, 13th Engineers, U. S. Army.
Camp Mills, May 8, 1919.

Dear Editor:

I am handing you herewith a statement of the expenditure of the funds, which were donated by the employees of the Milwaukee Road for use of Company "D," while in France. I think it would be a good plan to have this published in the magazine, so that all those interested in the fund may know for what it was used. I am making this accounting from the bills, or receipts, which I hold.

	Receipts	Expenditures
JULY, 1917		
Ration savings.....	\$ 61.36	
" "	120.00	
" "	22.23	
Purchasing exchange checks.		\$ 1.40
Received from various items..	190.70	
Received from various items		
(principally Officers' board)	95.00	
Expended for smoked fish....		10.20
Donation	1.30	
Collections on phone charges.	1.55	
Vaseline for guns.....		5.00
Received from sales for exchange	20.00	
Sale of vasoline.....	2.50	
Cable to Mr. Sewall.....		3.00
SEPTEMBER, 1917		
Towel for kitchen.....		2.00
Meat for detachment at Coolus		1.41
Dried fruit.....		44.74
Groceries		91.05
OCTOBER, 1917		
Refund from mess fund received	2.99	
DECEMBER, 1917		
Flowers for funeral J. C. Main		8.77
JANUARY, 1918		
Received from Milwaukee employees	1,199.65	
FEBRUARY, 1918		Francs
Kitchen supplies.....		156.96
Monument, J. C. Main.....		150.00
Garden seed.....		50.00
Supplies for mess.....		262.47
Potatoes, onions and beans...		270.00
MARCH, 1918		Francs
Received from Co. A mess at Fleury	235.00	
Received from Co. A mess at Fleury	35.00	
Received C. M. & St. P. (B. F. Hoehn).....	5,634.00	
Potatoes, mess supplies.....		55.50
Mess supplies, various items..		265.25
Dried apricots, figs, raisins, etc.		192.65
APRIL, 1918		
Cable Mr. Sewall.....		32.10
Canned tomatoes and salmon..		788.00
Mess fund for various detachments, Feb. and Mar.....		455.00
Mess fund for various detachments, Feb. and Mar.....		850.00
Mess fund for various detachments, Apr.		75.00
Mess fund for Fleury detachment		100.40
(These items of distribution in April consist of 5 francs per month to each man at detachments where we were not able to purchase supplies.)		
MAY, 1918		
Interest on deposit.....	29.90	
Cards for office record.....		14.10
Mess for men at La Cousance, April		55.00
Supplies for various mess.....		220.24
Supplies for men at Sommeille		249.00
JUNE, 1918		
Jam, peas and milk.....		187.20
Mess fund for various detachments		330.00
Mess fund for Rampont.....		81.30
Tax stamps for check book..		5.00
Received from Milwaukee employees	9,577.50	
JULY, 1918		
Mess fund for 20 men at Sommeille		100.00
Same for Rampont.....		101.00
Osches, June and July, 13 men		130.00

Mess fund for Leheyecourt....	30.00
Mess fund for Vadelincourt, June and July, 27 men.....	270.00
Mess fund for Osches, March, 1 man.....	10.00
Mess fund for Osches, March, 3 men.....	30.00
Interest from deposit.....	38.80
Mess at Rampont and 4 Line, canned corn, etc.....	795.95
Mess at Rampont and 4 Line, canned corn, etc.....	61.35
AUGUST, 1918	
Mess fund at La Cousance....	80.00
Mess fund at Les Islette, 18 men	90.00
Mess fund.....	45.00
Eggs for Rampont.....	19.20
Fleury, 50 men.....	250.00
SEPTEMBER, 1918	
Provisions Rampont and 4 Line	590.54
OCTOBER, 1918	
Canned peaches, Rampont and 4 Line.....	70.80
Mess fund for Sept. and Oct., Osches	120.00
Mess fund for Sept. and Oct., Vadelaincourt	270.00
Mess fund for Sept. and Oct., various men	70.00
Mess fund for Sept. and Oct., Sommeille and Leheyecourt..	335.00
Mess fund for Sept. and Oct., Fleury, 50 men.....	250.00
NOVEMBER, 1918	
Int. from deposits.....	77.50
Mess fund, Fleury, 40 men, November	200.00
Dec. for 4 war orphans.....	2,000.00
JANUARY, 1919	
Received on sale of Christmas cards	165.00
Mess fund for men at Vadelaincourt, January.....	100.00
Mess fund for 94 men at Sommeille, Oct. to Nov.....	470.00
Interest from deposits.....	68.40
FEBRUARY, 1919	
Mess fund at Fleury, various items	1,074.30
Shoulder insignias and thread	1,905.00
MARCH, 1919	
Mess fund at Fleury for whole company	1,193.05
Mess fund at Fleury for whole company	1,398.90
Service chevrons.....	389.00
Supplies to be used en route..	1,398.25
Eggs for same.....	606.00
Other supplies for trip.....	973.10
Received from Personnel Officer, surplus on pay rolls.....	124.00
Int. from deposit in bank....	40.25
Mess for company at Fleury on trip.....	1,862.10
Part of expenses for closing bank account at Paris.....	75.00
Oranges, figs and for cablegram	

Cable and telegram..... \$320.85
Company photographs..... 2.90
The last item cleaned up the balance of the fund. The photos were sold to the men at one-half the regular price. The amount \$102.00 paid one-half the cost of them.

F. W. SAWTELLE,
Captain, Company D.

Obituary.

On August 25th, occurred the death of W. S. Bratt, formerly commercial agent of this company at Detroit, Mich. and more recently district safety inspector, with headquarters at Milwaukee. Mr. Bratt was an old and faithful employee, enjoying the confidence and respect of his employers and associates in the railroad business and among its patrons, all of whom will receive the news of his passing with regret and sympathy for his surviving family.

S. M. East in Limerick.*O. J. B.*

We certainly urge that you get off
At the neat little station named Wykoff,
For when you alight,
You are met with delight,
And depart with a cordial send off.

Spring Valley's a town of some size,
Its buildings will gladden your eyes,
Its schools and its churches,
Indicate virtues,
And learning as one may surmise.

Grand Meadow—a beautiful name,
And a town that lives up to the same,
Near prosperous farms,
Swell houses and barns,
Puts the high cost of living to shame.

And then at the station right next to her
Is the trim little village of Dexter,
Full of loyalty too,
To its duty is true,
And does as a nation expects her.

Now Brownsdale you really must know,
As a place where a person can go,
And spend a vacation,
And get recreation,
Where children get healthy and grow.

Ramsey is spelled with a "Y"
And the whole place is mostly a Wye
I can see that you frown,
As you look for the town,
But there's none and I can't tell you why.

Now look—we are coming to Austin;
But don't think you're coming to Boston.
The lines of my lays,
Are too short for its praise
But its a place that you cannot get lost in.

Oakland, how rural its sounds,
No policemen here going the rounds.
And the reason is this,
Each one minds his own bizz
The result, peace and plenty abounds.

As you think of the village of Hayward,
Your thoughts will surely get wayward;
You'd like to live here,
Mid surroundings so dear,
All your troubles gone far off leeward.

They call the next place Albert Lea,
Why not Charley or some other Lee,
'Tis a matter of pride,
This town's on our ride,
For it's surely worth coming to see.

Armstrong can boast of a creamery,
And carloads and carloads of scenery,
But look where you will,
O'er valley and hill,
You will find no sign of a beanery.

Near the depot at Alden it's busy,
With roar of the auto and Lizzie,
The town is not large,
But it has a garage,
With a rush that almost makes you dizzy.

(To be continued.)

Miss Emma Wagner, M. C. B. office, spent a week-end with friends and relatives at Racine. She reports having a dandy time.

Walter Foesch, payroll estimator, was checking over payrolls at Western Avenue, Galewood, etc., during the latter part of the month.

Leslie Kerr, member of the Corporation Staff, Chicago, has been in our office checking over equipment.

Harry Belond, formerly chief clerk to C. G. Juneau, G. S. F. C., Milwaukee shops, but who is now employed at the Minneapolis shops, was here giving the glad hand. We were all pleased to see Harry and he looks as though Minneapolis agrees with him.

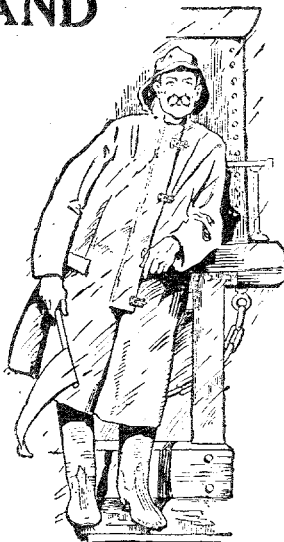
Conductor Joe Larkin was away down east on a vacation and was relieved by Conductor D. McCarty.

When It Rains

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FISH BRAND MEDIUM COAT

made in two styles,
B411 with buckle
fasteners; B421
with buttons and
Reflex Edges that
stop the water
from running in at
the front. The
length and styles
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112 W. Adams St., Chicago

Special Commendation

Military Honors for "One T. P."

While Colonel Whiting of the 13th Engineers was in Chicago, he made the remark "that the man who could tell some real stories of his experiences, was Major Horton, if one could get him to talk;" but none could. Now, gradually, as chickens come home to roost, home folks are getting an inkling of what some of those real stories might have been. On August 5th, Major Horton received a citation and the medal of the Chevalier Legion d'Honneur, from the French government, for which it appears he was recommended on December 13, 1918.

On September 10th, Major Horton was further honored by the following citation:

UNITED STATES ARMY, A. E. F.

Captain Thomas Paine Horton, 13th Engineers, for **Exceptionally Meritorious and Conspicuous** services at Verdun, France, American Expeditionary Forces. In testimony thereof and as an expression of appreciation of these services, I award him this citation.

(Signed) John J. Pershing,
Commander-in-Chief.

When asked what those conspicuous services consisted of, T. P. said he didn't know, as he did only what he considered his duty. The fact remains that he was under shell fire at Verdun several times handling troops and supplies into that point during the shelling. He also took a train of 49 cars of Marines to Dun-sur-Meuse over the almost useless track across No Man's Land, and a railroad that the Germans left behind. In those incidents, may lie some of the thrills referred to by Colonel Whiting, and also the background for the citation by the commander-in-chief.

John Delin, a section laborer on the Madrid section, performed a service on Sunday morning, June 29th, which was worthy of commendation. He was walking along the track when he discovered a crossing plank, 3x10x16, wedged in between the rails, being so far above the rail that the ash pan of an engine would not clear it. A troop train west-bound, was approaching, and Mr. Delin flagged the train and secured assistance in removing the plank from the track. As Mr. Delin was not on duty on Sunday, his watchfulness of conditions along his section, is commendable, and he was written a letter of commendation by the officials.

Columbia Division Conductor Titus, Brakemen Morrison and Pirtle and Engineer Grant and Fireman Rhorback have been specially commended for stopping their train and putting out a fire burning in a wheat field at Seabury on August 26th. The blaze, if allowed to get a good start, would have caused an immense amount of damage, and the interest of this train and engine crew is much appreciated.

Dubuque Division Conductor C. McCauley is given special commendation for discovering bent axle on C&NW car 39531 in train No. 93, August 19th. Car was set out at Harper's Ferry and a new pair of wheels put in.

C. M. Division Engineer Crow is given special commendation for care in averting a serious accident by promptly applying brakes on train 211 when he discovered a small herd of calves caught in a bridge five miles east of Oldham, September 2d. Train was stopped and the calves released without further damage.

S. C. & D. Division Switchman William McKenna has received special commendation for watchfulness, discovering eighteen inches of flange broken out of wheel on CTH&SE car 13058, in lower yard on August 17th. This was during the shopmen's strike and no carmen were on duty.

Engine Foreman John Grunau, Chicago, has been specially commended for alertness and prompt action when he discovered some brake rigging wedged in switch on No. 2 main track,

while he was passing Pacific Junction, August 19th. He at once called it to the attention of the towerman at Pacific Junction, thereby averting a probably serious accident. Credit has been accorded Mr. Grunau in the service record.

Messrs. T. C. Laughlin, agent at Deer Lodge, and C. S. Ray, agent at Drummond, Montana, have received special commendation on account of no violations in a check made at their stations by the bureau of explosives. Such a record reflects great credit in the handling of these stations.

T. M. Division Conductor J. S. Pagan has received special commendation for watchfulness, discovering a wheel with seven inches of the ball of the wheel broken off of car CBQ83897, August 29, which no doubt prevented a serious derailment.

R. & S. W. Division Baggageman William Hall is specially commended for discovery of brake rigging down on the baggage car of C&M Division No. 2. The timely discovery doubtless prevented a serious derailment.

C. & M. Division Brakeman H. M. Schmitz has been specially commended for watchfulness, discovering a brake beam lost from StP car 500120 at Gurnee, on August 20th, thus averting a possible serious derailment.

Saved a Little Child From Being Killed.

One day last spring, Kansas City Division Fireman Allen Lee performed an act of heroism in rescuing a little girl from certain death under the wheels of the locomotive which he was firing, near Cowgill, Mo.

The child had wandered onto the track and was playing close to the rails when the train rounded the curve at full speed. The engineer discovered the baby, but not in time to stop the train. He reversed the engine and applied the air while Fireman Lee leaped out of the cab window, running along the board to the front of the locomotive, where he leaned out over the pilot in an effort to catch the child's dress and draw her up to safety. He would have succeeded in this had not the child jumped to one side, but Lee was in time to shove her out of the way of the engine and she escaped with bruises, which, though painful, were not fatal. The baby would certainly have been killed had it not been for Fireman Lee's quick thought and action, which was performed at some risk to his own life.

Appointments.

Effective September 1st:

R. E. Sizer is appointed trainmaster of the H. & D. Division with headquarters at Aberdeen, S. D., and jurisdiction, Ortonville and West and Fargo line. Trainmaster H. L. Biggs will have jurisdiction east of Ortonville.

H. A. Hargraves is appointed trainmaster of the P. du C. and Mineral Point Divisions, with headquarters at Madison, Wis., vice R. E. Sizer, transferred.

R. L. Blakesley is appointed trainmaster of the Dubuque Division, with headquarters at Dubuque, vice H. A. Hargraves, transferred.

J. J. Phelan is appointed superintendent of the Rocky Mountain and Minneola Divisions, vice J. J. Murphy, resigned.

A. O. Veitch is appointed trainmaster, Idaho Division, with headquarters at Ste. Marie.

Effective October 1st:

E. M. Grobel is appointed assistant trainmaster of the Musselshell Division, with headquarters at Miles City.

Effective September 15th:

W. C. Dorsey is appointed auditor of expenditures, vice F. E. Allen, resigned.

Effective July 20th:

Mr. L. T. Johnston, appointed superintendent, Superior Division, vice C. H. Buford, transferred. C. H. Buford, appointed superintendent, S. C. & D. Division, vice M. J. Larson, transferred.

E. W. Lollis, appointed superintendent, Illinois Division, vice L. T. Johnston, transferred.

Why Electrical Workers Are Needed.

Consider for a moment what part electricity plays in every-day life, in the comfort, convenience, pleasure and even health of the whole civilized world.

Think of having to ride in horse cars again—

of waiting days for what the telegraph does in a few minutes—

of writing a letter every time you now phone—

of no automobiles or moving picture shows—

Electricity takes millions to and from work. Without it the automobile and airplane would be impossible—the telephone and telegraph would be useless. All the civilized world relies on it for light, heat, transportation and communication. In a thousand ways electricity is used in factories, offices and in the homes.

Electricity is almost as essential as the air we breathe. Business would be almost at a standstill if deprived of its energy.

To say that electricity is still in its infancy is no exaggeration. Every day brings into practical use some new method of controlling it, some new device or appliance for using it. In industrial work there are still scores of operations where electricity will be utilized sooner or later. The day is coming when the railroads will entirely replace steam with electricity. Doctors, dentists and scientists are only beginning to realize the possibilities of electrical energy.

These facts merely touch the high spots, yet they prove beyond a doubt that electricity plays a vital part in business, in our individual lives, and that there is unlimited scope for those who make electricity their life work.

The electrical worker provides other men light to work by, the telephone and telegraph to convey their orders, the power to run their machines and transport their goods. He supplies power in the homes to operate washing machines, vacuum cleaners; for ironing, heating and ventilating. In short, it is the electrical worker who makes it possible for the world to live more comfortably; to enjoy more pleasures and to do a bigger, more profitable business.

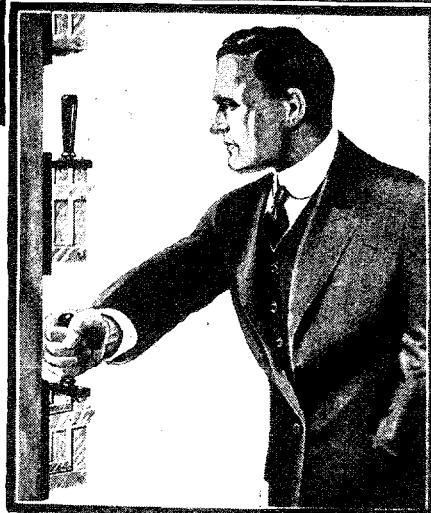
Try to realize just what it would mean if the world were deprived of this wonderful energy and you will have a better idea of its importance and understand why the electrical worker is always needed.

What Electricity Offers You

Once you have mastered the A-B-C of electricity you are confronted with unlimited opportunities for advancement. You can specialize in extending and perfecting the wonders already accomplished in the field. You may take up those branches of electrical and mechanical work which cover the design and manufacture of electrical apparatus or start in to qualify for a well paid position in the designing, construction, operating or consulting branches of the electrical engineering profession, and to fit yourself eventually for a position as Distribution, Operating, Testing, Erecting or Designing Engineer.

In the automobile, airplane, telephone and telegraph lines there is also great scope for the trained electrician. Many wonders of electricity have yet to be unfolded—its uses multiplied—and opportunities still greater for those who can qualify.

With all these indisputable facts—things you absolutely know to be true—can you doubt for a moment that in choosing electricity for your lifework you are making a wise choice?



How You Can Qualify

You don't have to interfere with your present work while qualifying for a good electrical position. The American School can give you just the training you need in your SPARE TIME. Our electrical courses have been specially prepared for home study—are written so you can understand everything quickly—and from your first lesson until you get your Diploma expert instructors coach you. Our training will enable you to get into the game RIGHT.

Read This Guarantee—Then Act

"We guarantee at any time during the first year of your enrollment to refund the entire amount paid if, immediately upon the completion of ten examinations, you notify the School that you are not satisfied with your course."

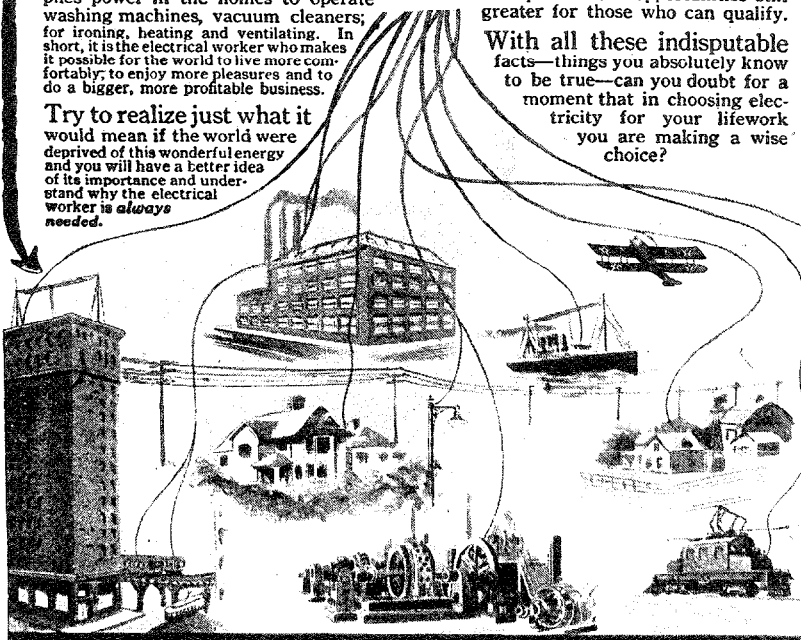
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| Electric Light and Power Superintendent | Airplane Mechanic |
| Hydroelectric Engineer | High School Course |
| Wireless Operator | Architect |
| Mechanical Engineer | Building Contractor |
| Heating and Ventilating Engineer | Lawyer |
| Sanitary Engineer | Business Manager |
| Master Plumber | Certified Pub. Accountant and Auditor |
| Civil Engineer | Bookkeeper |
| Structural Engineer | Gen'l Education Course |
| Western Union Course | Comm. School Branches |
| Telephone Engineer | Fire Insurance Adjuster |
| Draftsman and Designer | Shop Superintendent |
| Automobile Engineer | Steam Engineer |
| | Stenographer |

Name.....

Address.....



On the Steel Trail



The M. N. G's. at the La Crosse Luncheon.

News Items From the Northern Division.

Hazel E. Whitty.

At last we have been able to get one on "Bob." It appears that he went into a barber shop one day to get his hair cut. He was in a hurry and asked the barber if he could cut his hair with his collar on. "Yes," replied the barber, "and I could cut it with your hat on, too."

James McManus, tired of Markesan aristocracy, comes back to the main line democracy.

It was with regret that we learned of the death of N. C. Parker, August 18th. He was in the service for many years as agent on the Northern Division. He leaves four sons, all of whom are in the railway service and one daughter, who resides at home. The many friends of the family on the Northern Division extend sympathy in their bereavement.

Phil McEvoy, Edward Hurst, Arthur Bishop, Julius and William Blank have done their bit to make this world safe for democracy, and may be seen any day now feeding the hogs or caressing box cars.

Clyde Kenney, recently serving a term at Madison, is now assistant to the accountant in the C&M Division superintendent's office. That part is all right, but what we want to know is why he is wearing out his pass going back to Madison every Sunday.

The Walter Main circus showed at many points on the Northern Division recently, and they were safely taken over by Conductor Bannon and his trusty crew. The only drawback to the whole thing, according to Mr. Bannon's own statement, was the fact that Mr. Whitty was not around to take them to the show. This was not due to any physical disablement on the part of Bob, however, as his friends all know that he would not miss a circus at any other time if it took a limb to get there, and so we will state that he was at Horicon all the time vigilantly watching for any signs of strikers.

Among those from the Northern Division to attend the Veterans' meeting held at Minneapolis recently were: Mr. and Mrs. William O'Rourke, Horicon; Agent Eagles of Waupun, and Conductor Chambers of Horicon. They report a very fine meeting and all the vets around here vow that they will not fail to take it in next year if they are still alive.

Superintendent P. L. Rupp and General Superintendent C. O. Bradshaw made a trip over the division August 28th and 29th. They made the

trip in their Ford motor inspection car No. 1, and were the envy of all who saw them, as the riding must have been fine.

First trick operator at Hartford spent a few days in Milwaukee, and on his return, it was found that he had taken a few lessons of Ritchie Mitchell.

Conductor Barret of Mayville spent a few days resting up, and found time to visit several of our large cities at the same time. Don't let me eat starve, John.

Frosty Monogue has again appeared on the main line. He claims that he was losing weight. We wouldn't want this to happen to Frosty for the world.

John Gorman went on a little fishing trip Sunday. He says that he enjoyed the ride, but that the fish were not biting. Now isn't that a fine fish story to bring home?

Everything was very peaceful along the Northern Division during the recent strike crisis. This was due only to the faithfulness and loyalty of the employees.

On Labor Day Hartford and Rockford played a great game of ball, Hartford losing to Rockford, of course, with a score of 9 to 8. Our noble freight house man, John Hollewell, better known as the "Rube," struck out in the ninth inning, causing our downfall. He says that if First Trick Operator O'Neill had been watching he could have done better.

The weed burner has been burning weeds on the Fond du Lac line. We are told that several parties have been running their autos on it, now that the weeds are gone.

Flashovers From Deer Lodge Store Department.

"Betz."

The chief clerk of the store department one day phoned to Mr. Minor, material yard foreman, and this is what he said: "Jim, I have some injury reports I want you to sign. So, when you happen down I want you to drop up. The office force is wondering how Mr. Minor can 'drop up' when he happens to be down. Can anyone explain?"

On Monday, July 14th, Mr. Sears, J. A. Wright, J. V. Miller, Mr. Moody and foreman had a wonderful time at a picnic given by the Japs. It must have been because if we ever needed a Milwaukee hospital, we needed one the day after this picnic. They were all cripples. Now, what we want to know is, how it happened?

Ray Farman stock clerk, is leaving for Milwaukee, where he will join his wife and son. After a few weeks of pleasure he will return to Deer Lodge. Mr. Farman will be remembered as the negro who assisted his wife (General Foreman) to drive the Milwaukee Jass Band float.

Deer Lodge is some town. If you ask why, we would say because they have a baseball league consisting of the Machinists, Carmen, Electricians and the Chamber of Commerce, better known as the Chambermaids. Oh, how thrilling those games are! Why, it is nothing to see the score go up to 22 to 0 and sometimes better than that. But just wait the girls are going to play the winning team, because as a pitcher, let me introduce Miss Hilda Sikla, and, believe me, she can pitch, too. Just watch her when she throws things at the boys.

E. Sears district master mechanic, and family, accompanied by his mother, brother and family, motored through Yellowstone National Park last month.

My, what a peaceful, delightful, happy (I can't express it or I will run out of adjectives) smile Christy is wearing now that Ethel is back. He won't need the whistle so kindly donated to him because he can whistle like a lark and other species of birds. And we wouldn't mind it a bit if Mr. Hines, roundhouse foreman, would let him display his skill to Ethel, but Mr. Hines don't like birds around his office, so he sends Christy back to the office sadly disappointed.

Have been told one of the substation outfits possess a fine cook, because one of them said so. Honest, he said, "The cook was all right when he felt good, but when he didn't, life wasn't worth living around him." He was having pains in his back, and the young man, to make things more pleasant around camp, suggested that the cook go to a chiropodist whom he heard was very good. How about it, Fred Moe? You seem to take an interest in chiropodists, but we think a chiropactor might be able to do better work.

Here is one on the superintendent's office. They returned to the store department a Form 1727 calling for three-fourths of a gross of screws at 15 cents a gross, with a notation that they would like to know the cost. Wonder if they were "peevish" when our chief clerk worked out the hard problem for them.

Conrad Evans has returned to work after a trip with his pal to the coast. Everyone missed him, because they could breathe a little easier and they didn't have to dodge his Ford, which he generally drives about 60 miles per. Fords need a rest as well as he does, and I guess it got one.

General Foreman Wright motored to Butte, July 26th, accompanied by his sister, who is visiting from Kansas City, and Mrs. Wright and Miss Mary Reardon of the store department. Miss Wright was pleased with the city and everything in general.

Miss Mabel Stensrud, clerk in the superintendent's office, leaves August 16th for a trip to Minneapolis, where she will visit her parents. We know there is no use to wish her a good time, because we are positive she will have one, as it is nearly a year since she has been home. Just think of it, a year! and some people go home every night.

Miss Rita Swissbrod of the superintendent's office is back once more with her friend after spending her vacation in Seattle.

"Hank" is never sleepy in the night time, but then you can't blame him when he has such a pretty wide-awake young lady to go with him to the chalet, but why must he be sleepy in the day time? We know it is the morning after the night before, but he is an electrician and they should be live wires.

C. & M. Division Notes.

B. J. Simen.

Our boys are all brushing up on Standard Rules and are getting ready for their second examination. Hunt your little book up and be ready.

Chief Dispatcher George T. Carroll is on his vacation. He is spending the greater part of the time visiting his parents at Warrenton (now Wilson), Ill. Night chief, W. W. Hammond, relieved him.



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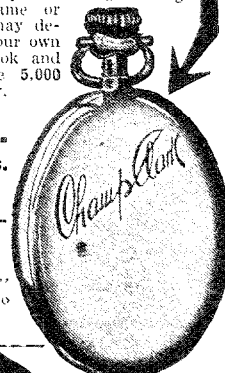
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Dorothy, Little Daughter of Operator R. A. Helton, Rondout, Ill.

Enginewatchman Earl S. Ayers of Libertyville, spent a couple of weeks with his family at Delavan Lake. Enginewatchman Tribble of Milwaukee, worked in his place.

Bill Carr and Bill Dwyer are heavy on the sulphur water for the past few months, they are looking for the "kick." They are on the right road, and in another month of two they will be as fit as a couple of prize fighters.

On Saturday afternoon, September 6th, a trestle about one hundred and seventy-five feet in length, burned to the ground near Wheeler Pit. Train No. 160 was the last train to pass over it and probably set the fire. All trains were detoured via Beloit and R. & S. W. Division, until the bridge was rebuilt. The first train over the new bridge was No. 140, on Monday morning.

Miss Hazel and Miss Mary Merrill of Chicago, also Miss Ruby Eckman, the correspondent of the Iowa Division, were callers at our editor's home in Libertyville, on Sunday, September 15th.

Frank J. Winkel has been appointed agent at Round Lake and C. G. O'Dell, as agent at Grays Lake, Ill.

Charles Sowatzke, former section foreman at Libertyville, has left the service and is now working for the Foulds Milling Co. of Libertyville. J. L. Pendell is working temporarily, as foreman.

A. Angelos, who has been in overseas service for over a year, has returned and is again working as section foreman at Grays Lake.

Two levermen have been put on at Rondout Tower, when the third trick leverman is put on it will give the boys a chance to handle the great volume of business that passes through this junction with expedition and a little comfort to themselves. With day and night switch runs working in addition to all the other business handled here, it makes it a very busy place.

Mrs. Frank Lumber and daughter of Ingleside, are visiting relatives at Pontanelle, Ia.

An extra gang located at Bardwell is being organized as a surfacing gang. Roadmaster D. Mann expects to gravel the main line from Bardwell to Janesville this fall, also to make heavy tie renewals between these points.

Viva Voce and Fac-Simile from the S. M. West.

A. D. Mac.

Section Foreman Nels Holm, attended the Veteran Employees' Association meeting at Minneapolis, August 27th, and reports a very good time.

What did the type man do, Dick? If the entertainment in Russia was compared with South Dakota, what was the climate like.

Ask yourself about luxuries these days. Why not put a war tax on that blue pencil?

Lineman Ashenbrucker met with a rather seri-

ous accident when the motor car which he was riding left the track. Joe was thrown for some distance and received a severe wound over the right temple and the right knee badly bruised. At this writing we have him marked for light duty.

The weed burner has been sent to Minneapolis shops after another strenuous season on the S. M. It is rumored the burner was getting so hot we might find roasting ears prepared for serving in the fields of yellow corn. Engineer Kaisersatt was in charge of the burner through the entire season. The new burners which were applied at his direction, and the crew of helpers assigned to the burner this season, brought about a great reduction in operating, with a better job.

Mr. Kaisersatt has shown marked ability in handling the engine and no delays were experienced.

A case of "Northern eyes being true to the Southern eyes," may be mentioned when Andrew Anderson visited a southern friend at Eau Claire. Andy is now relieving at Naples.

Charles Langen is back on first trick at Lakefield. Charlie was in the Signal Corps and spent eighteen months across the pond.

Miss Rose Leuck spent a month at her old home at Aitkin, Minn., recuperating from an operation, but is now back on second trick at Lakefield. Some say she now spends the hours off duty in an agricultural side-line.

Agent O. P. Blacketer is away on a visit with relatives at Oskaloosa, Ia. Black is going to show his skill with a gun and defies the game around Le Beau. He calculates being back in time to bag a few water fowl around Garden City.

In one of our offices at Madison, we found a human bewailing the fate of one who dabbles in ink. Why don't you let us publish a full description with the line: "Wanted, a husband with a million dollars."

Charley Baker, boilermaker helper, has returned to work. Severe burns to his hands while handling grates at the roundhouse kept Charley away from the job for several weeks.

The well wishes from the S. M. West are extended to C. E. Keatley in his new position on the Aberdeen Division. Mr. Keatley as Division Storekeeper on the S. M., made many friends and it is with regret that we learn of his leaving us. J. C. McDonald has been appointed to fill the vacancy, and we are sure he will receive the cooperation of all.

Conductor Fred Killion had charge of the special train to Haron State Fair. This train was handled without any serious delay, and Mr. Killion reports a good attendance at the fair.

On August 22nd, occurred the death of Hans Nashum, at the family home in Madison. Mr. Nashum was employed on the S. M. for several years in various occupations. One son, Elmer, and a brother, Andrew, are left to mourn the departed, both are in the service of the Milwaukee, and to them we extend our sincere condolence.

Pumper Louis Fuller, is caused to mourn the loss of his wife by death, during the latter part of August. Death having come at the home of their son, Fred Fuller, who is also employed at the roundhouse. The sincere sympathies of the division are extended to the bereaved family.

Dubuque Division.

J. J. Reithman.

Roadmaster W. J. Whalen underwent an operation for appendicitis at Mercy hospital in Dubuque the latter part of August and at this writing he is just about able to resume work. M. J. Brennan who had been clerk in his office took care of the road work while Billy was laid up.

Conductor "Cy" McCauley is the proud father of a new baby girl who took up quarters at their home in Dubuque, August 22nd.

Agent L. E. Webb and wife, of Dubuque shops spent a few days with relatives and friends in Lansing.

The dispatchers here finished up their annual vacations, Chief Dispatchers E. J. Crawford taking the last shot at it. The boys now get one day's vacation a week. This will keep C. B. Elder here to do the extra work which is pleasing news to "Chets" many friends on the Dubuque Division.

Our way freights can show them all something when it comes to handling cars and tonnage. No. 93 had 2887 tons into River Junction, August 19th.

Agent R. A. Towle who was confined to the hospital at La Crosse, returned home the latter part of August. Although he improved quite a bit, he is yet unable to resume work.

Dicky Ross has been out with a weed burner for a couple of weeks, burning the Preston and Waukon branches.

W. O. Wright, wife of Dispatcher Wright, was confined to Mercy hospital, Dubuque, for several weeks having suffered a serious operation.

Engineer John Barker took a three weeks' vacation and put in his time fishing and having a general good time with friends in Canada.

The Dubuque shops base ball club went to Lansing, and went down to defeat by a score of 6 to 10. Heavy batting on both sides and some real good playing, but the umpire was away off on his decisions. The boys figure on another game the 28th of September and will possibly take an umpire along to at least give them a square deal. "Murl" McKinney, the regular pitcher, had to do the catching, as the regular catcher was out of commission. Selander pitched for the shops and did a pretty fair job till the seventh inning when a merry-go-round started caused by a foul that struck outside third base line being called fair, the bases being full at that time. Lansing made six scores in that inning. Selander was pulled out and McKinney finished the game allowing only one more score.

The many friends of Trainmaster H. A. Hargraves regretted very much when they learned that Mr. Hargraves was to be transferred to the Prairie du Chien Division, effective Sept. 1st. R. L. Blakesly of the Chicago Terminals has been appointed trainmaster of the Dubuque Division, and although he has not reported here yet, Mr. Andrew Dutton is acting in that capacity until Mr. Blakesly comes to Dubuque.

Conductor John O'Connor and wife, Engineer J. P. Sandry, Engineer John White and wife, En-

gineer Geo. Weigand and wife, Baggageman Billy Hagensick and Section Foreman Martin Whalen, were among the Dubuque Division employees who attended the Veterans meeting at Minneapolis, last month.

Southern Minnesota passenger trains were detained over the Preston line for two days on account of changing the channel in the river in the vicinity of Hokah, Minn.

The Nahant business has come back to us again, two regular crews being assigned and quite a few extra crews in that service.

Kansas City Division. Billie.

On July 15th, about midnight, a cloud burst washed out 100 feet of track just west of Bidwell, and Bear Creek went on a wild rampage. The washout happened just before No. 25 was due and they were delayed about six hours. No. 25 was detained via the Rock Island.

Traveling Inspector G. E. Fall is spending his vacation at Cascade, Ia.

Leo Conroy, who was a yard clerk at Ottumwa Junction and at Nahant before the war, has just returned from France where he spent several months in the Signal Corps. He is now working extra at West Yard.

J. R. Kendrick has resumed his position as operator at Laredo, after having been discharged from the navy.

On August 12th, Frank Hopper, who has been division master mechanic of the K. C. Division since the first of the year, left West Yard to take charge of the Chicago Terminals. Mr. Hopper leaves here with a reputation for fair dealing and the respect of all for a man of unusual ability. G. W. Taylor of Chicago has been appointed master mechanic for this division.

Miss Martha Browne and Miss Lola Dornstife of West Yard, took a day off and went to Kansas City on No. 25 and back home on No. 26. On the way down and back they received many mysterious telegrams. See them for the story.

M. K. Blackman, agent at Gault, has resumed work after a two months' tour of the west.

Get a South Bend Watch if you can

The demand for South Bend Watches has been so great during the past year that it has been impossible for us to increase our production fast enough to meet the need.

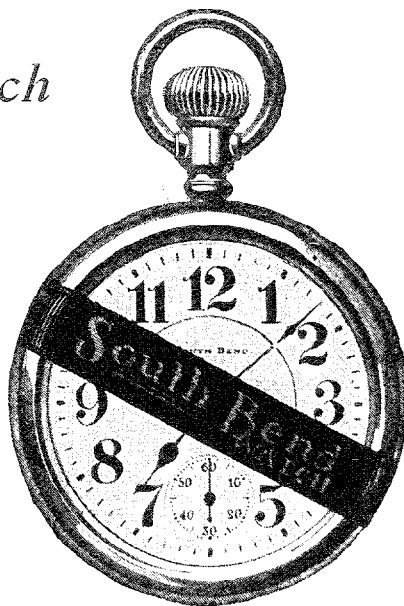
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C. M. & ST. P.

L. B. Flatynsky comes here from Milwaukee to take charge of the car department at West Yard. Albert Doyle becomes wrecking foreman, succeeding Wm. Cheek, who has gone to Kansas City.

Engineer Wm. Fry is laying off the switching job at West Yard for a month or so and is spending the time on the farm with his brother, near Lucerne.

A. Dutton visited us this month, leaving the usual trail of broken hearts among the feminine employees.

G. J. Walden, operator, has returned to work after an extended leave of absence.

Born to Division Storekeeper Oliver G. Thomas and wife, of Ottumwa, on August 8th, a girl.

Cornelius B. Hodenfield of West Yard telegraph office with his family, is spending three weeks visiting at various points in Colorado and Illinois. George Shaw is relieving.

Operator H. G. Bernard spent a week at the state fair at Des Moines, returning with a pleasant expression, and the very latest gasp in jazz shirts.

Chief Clerk Sowder is again remodeling the north wing of Ottumwa Junction office. He is following the early Italian style of architecture this time, and has ordered two china parrots from the storekeeper to carry out the effect, which is already very pleasing.

C. T. Nolan, acting night chief, is very much occupied with his duties as jurymen and getting his fall filing out of the way.

Walter Morrison of Hedrick, former operator, better known as "Wiggle," recently returned from France, where he has been in military service, and has been drafted into Kansas City Division work.

Major T. P. Horton has received another consignment of medals. We are of the opinion that all available space is now occupied, and if he gets so much as one more, it will have to be pinned between his shoulder blades.

Earl Ryan, son of Conductor John Ryan of Ottumwa, has returned from overseas and taken his place on the East End brakeman's board.

Miss Hazel Nation, roundhouse foreman's stenographer, has gone to Seattle for an extended visit with relatives.

Operator G. Anderson, Jerome, has resumed duty after a six weeks' vacation.

That old-timer, William ("Box Car") Benteen, of the Yard switching force, is laid up at his home in Ottumwa on account of breaking his arm in falling on a car while setting a brake.

H. Isaacson of the storekeeper's office at West Yard has been promoted to the position of storekeeper at Coburg.

Dispatcher R. O. Clapp spent his vacation pruning his Carolina poplar trees.

Brakeman Blaine Calvert, son of Agent J. W. Calvert, of Washington, just returned from two years in the U. S. navy, and has gone to work on the Middle Division, where he worked before the war.

Chief Clerk William Morton of West Yard office spent a week in Minnesota, where he consulted a famous physician, claimed by Bill to be greater than the Mayos of Rochester.

Among the new switchmen at West Yard is James Leeney, a son of our Switchman* Pat Leeney, the ex-mayor.

Operator A. J. Jones was off duty the latter part of August, on account of illness and the Sells-Floto circus.

St. Patrick drove the snakes out of Ireland, but it remained for Miss Kathleen Hennessey to dispose of the worms in Ottumwa.

Milwaukee Shops Items.

H. W. G.

H. S. McMillan of New York made a business call at the shops August 21st, buying up some old locomotives and cars.

The veterans to Minneapolis out of Milwaukee had a fine special train at their disposal, which was much appreciated, and the thanks of the veterans is extended to Superintendent Bradshaw and the other officials for this courtesy. The train was delayed six hours on account of a freight wreck west of Kilbourn. The big boys report a fine time in the Twin Cities. We were unable to attend owing to slow navigating from automobile bump.

Another old-time engineer has passed away. Jerry O'Keefe of the P. du C. Division died at his home in Milwaukee, August 28th. We had known Jerry for the last 35 years.

Veteran Joseph Amman of the engine house at Watertown Junction, known as "the Superintendent of Motive Power at Watertown," was called the 30th, the first time in over a year. Mr. Amman lost his wife last December.

John H. Umbs, one of our boys returned from France, working in the timekeeper's office, has gone to Sioux City, Iowa, as chief clerk to the division master mechanic. Hate to loose you, John, but good luck to you in your new responsibilities. John did not tell us he got married a few days before he went.

Sergeant John McCarthy, returned from France, has taken a position with Mr. Brandt in the accounting department over at the car shops.

Division Master Mechanic Hodges of Mason City was at the shops September 6th.

Veteran Henry Krueger, chief of the wheel recording department, was away on his well-earned vacation early in September.

The car shops reduced force September 8th, the work on the new freight cars having been finished.

Charles Sanhueber, car draftsman, was off on his vacation week of September 8th.

Draftsman E. B. Horton took his outing in Arizona and Colorado, visiting the Grand Canyon and a trip up Pikes Peak.

The old boarded up wooden cars mentioned as camouflaged a year ago are lined up near the office. A New York equipment agent was rounding them up the other day, going to France, someone was saying.

Breezes From the Windy City.

H. L. Stahl.

Miss Lillian Engborg, our assistant division accountant, has been on her vacation. No one seems to know where she went, but we all hope she had a good time.

Minnie Wolf, our former comptometer operator, is the new clerk, filling the position made vacant by Carl Lilgendahl.

R. G. Williams, general yardmaster of the passenger yards, was a caller at this office. Russ is getting younger every day. Guess the work agrees with him.

Murel McCurdy, who has been Roadmaster Moberly's clerk, has accepted the position of clerk to Roadmaster Burke, which was made vacant by M. Oneby.

Charles Moskovitz is our distribution clerk now. Elmer, what's all the rumor about? You might as well let us in on it, 'cause we are suspicious just the same.

We are just getting over the shock that Miss Wolf gave us. That's some sparkler, Minn!

Peter McKenna is on his vacation, but no one knows where. How's that, Mac?

Miss Kitty Graham has just returned from her vacation. She seems to have enjoyed it and claims she had a wonderful time, went bathing 'n everything.

Miss Brady, our trackage clerk, must have been made heiress to a gold mine lately. That's no reason for being so careless about your jewelry, Kitty.

Barney Pobloske, assistant foreman of the freight house, has just returned to work after two weeks' vacation.

E. V. Kiley and wife, left for Duluth, Minn., to spend a couple of weeks looking over the ore mines.

John Connolly went fishing—stayed all day and got sunburned. He says fishing was good, brought back a can of salmon and had a nice fish supper.

Florence Follette is back on the job again, after being laid up for a couple of weeks. Glad to see you with us again, Florence.

Galewood Station is proud to have two of the oldest clerical men in the service: Wm. Hurd's date being March 18th, 1873, and John Delaney's March 23rd, 1873. Both these men are very active and still keep pace with the young men of the office.

Alice Murray, who so ably assists Andy Bergeron at the reconsigning desk, strongly objects to being called a Harp. She points with pride to the

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fact that on her maternal side she is descended from a long line of Viking Ancestors. Have it your own way, Alice.

September 9th marked the Golden Wedding Anniversary of our agent, N. W. Pierce. The employees of Chicago Station all joined in and extended their hearty congratulations and best wishes for the future. They also presented him with a large bouquet for his desk as a token of appreciation and remembrance of this joyous occasion.

It might be a good idea for John McGraw to venture down into the Union Street ball park, to find a good alibi for his fading Giants. He surely would hear some good ones passed by Oscar Goldstandt when his boys get trimmed, which occurs about six times a week. He is a regular "Jawn Evers" when it comes to riding the umpire, and can make Attorney Erbsstein turn green with envy when it comes to offering excuses.

S. M.—East.
O. J. B.

Before we forget it, we want to earnestly urge Roy to learn to swim. We have heard that his latest girl is going to throw him overboard.

Ralph Hanson, R. S., is now back in the superintendent's office and trying to get used to indoor life. We are trying to get him to tell some of his experiences for publication but like the rest of them, he is too modest to say anything.

The correspondent spent Sunday at Rushford. Our readers have all enjoyed the fish stories, that is to say, the fishing stories put forth by "Sted," but they do not all come from there. Dispatcher Wethe tells about seeing a school of bass in the river one afternoon. They were too nice to pass up, so he went and got a hook and line and dangled a tempting bait before them. They looked at it, winked at each other, but not one of those fat, well fed fish would go near the bait. Next day he went back with the choicest bits of stuff that ever fish yearned for but an hour's patient waiting got him nothing. He took

a stick and tried to drive them over but that only served them a chance to move over a little. He has not given up yet, and I understood him to say that he is going after them with a scoop shovel. It is hard to be turned down like that and we, that have seen him come home day after day with strings of big ones, feel for him deeply.

You remember President Sampson said that the cars would take us all over La Crosse and that at 5 o'clock we would be taken to our hotel or set down at any named destination. Well, we elected to get to the hotel at that hour and would you believe it, those La Crosse automobiles are so accommodating that the tires of our car, although bursting to explode patiently waited until we got almost to the hotel and it was just 5 before one of them blew out. So you see, even the cars in La Crosse did their shares to make our stay pleasant.

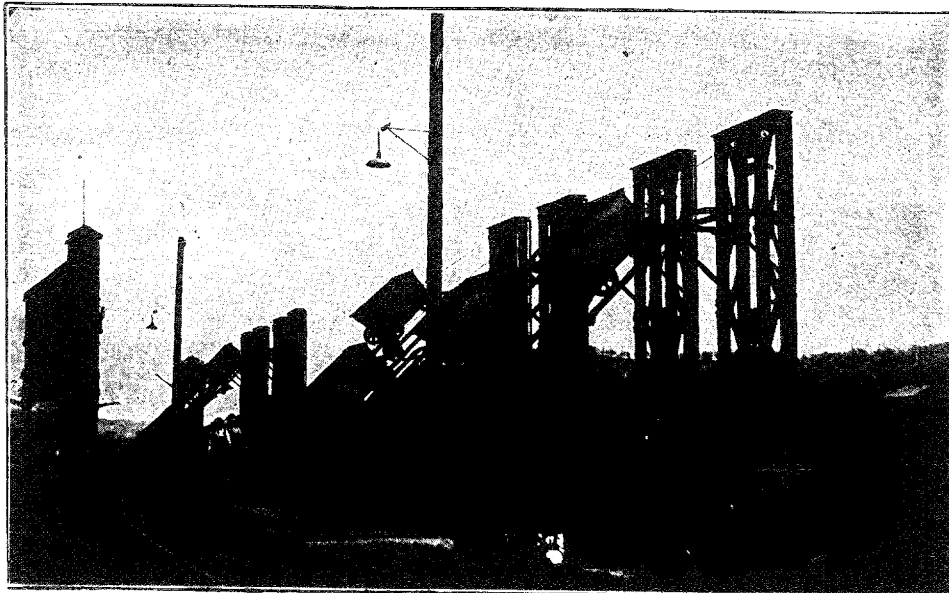
Ever since the meeting I have caught myself repeating the words casually uttered until they became a refrain, sixteen quarts—sixteen quarts. The tune varied in pleasure as I would try to imagine the contents, even to hoping for the gone-never-to-be-forgotten juice of the grape fermented to a rare old vintage, sparkling as it gurgled into the decanter, and yet rich in aroma as one noticed how extra dry it was. We could, I say, have let tempus fugit with joy until the day of realization, but for one thing. Consarn the girls, anyhow. One of them had to go and peek and then go and tell. Those sixteen quarts are blueberries.

Dispatcher C. A. Berg from Madison took occasion to visit at the old homestead at Rushford, during his vacation. He walked around the haunts of his boyhood, looking up into old trees as if trying to find the particular branch that had supported him as he hung by one hand filling all the girls with terror as they passed by to school, fearing he would fall and break his neck. He wondered why cats and dogs didn't run and hide at sight of him as they did long ago. On the main street the apple barrels and the cracker boxes and the dried herring, which were so hard

Sixty Thousand Men for Uncle Sam

When the Railroads of the United States adopt the ROBERTSON CINDER CONVEYOR

To prove this statement, ask the Master Mechanic the cost and man power required to shovel cinders, compared to the cost and number of men required to handle them with the Robertson Cinder Conveyor



WILLIAM ROBERTSON & COMPANY Great Northern Building, Chicago

to pass without swiping something were gone from in front of the mercantile emporiums. Even the professor of the schools looked pleasant when he was introduced to him. Yea, verily, the world do move and C. A. B. realizes that he ain't a kid no more.

Talk about Wheeling, West Virginia, as a feat of engineering. Saturday night, September 6th, track was opened after the passing of No. 8 in order to allow a dredge digging a new channel for Root river to go through. At 5 A. M. Monday morning our forces started to put in a bridge and that same night No. 1 passed over the new bridge and the next day the slow order was taken off. Team work, my boy. Team work.

K. C. Terminal Notes.

C. V. Wood.

Our industrious foreman, Harry Zane, has just returned from an extended trip through the east. He reports having had a wonderful time, meeting many old acquaintances and relatives. Harry, what say you about the Great White Way? Says with the good rest he had (rest, imagine!) he will be able to keep the freight moving promptly all winter.

Grayce Frick and Frances Smith are back on the job. Looked very much like they were going to make Salt Lake City their home. However, they finally broke away. Grayce simply "fell in love with Cheyenne." Reasons, no doubt. We are wondering why, oh, why, but she'll never tell. Whoopee, shoot 'em, cowboy!

Local Agent E. M. McPherson has been demonstrating his manual skill with saw in one hand and paint brush in the other. He has done a lot to make "the house beautiful" and with the fresh paint, new stationary room, clothes closet and cupboard that have been installed displays some good local talent. Indeed, the old place doesn't look the same. Appreciated? It is, you know!

C. N. Wright, our chief claim clerk, has just returned from his "annual" vacation. He reports everything lovely around Pittsburgh. The claims are going back to Chicago again as fast as we get them. Charley knows how to keep 'em moving.

Sue Conwell is on her vacation, visiting friends and relatives in Universal City. Skies don't seem to be so clear for "Pauline" since she went away. Oh, just sorta lonesome, that's all. He reports she'll soon be back.

Frank McCarthy and wife are away on an extended vacation, visiting various points of interest in Colorado. Mr. McCarthy is being relieved by Operator Oakley.

Alfred Ira returned from France latter part of August, and at present time is visiting his brother in California. He expects to return to work in his old position soon. We are all glad to see Alfred again, and I'll say he is looking fine. Hurrah for the Marines!

Guy Park of Laredo, Mo., visited his son, John Park, at Kansas City Friday September 12th.

Captain Joseph Lieberman returned September 15th from Ft. Riley, Kansas, where he was recently discharged from the service. Joe is looking fine; has entirely recovered from his recent illness, and all his old friends welcome him home.

Mrs. E. F. Reed and son are visiting Mr. Reed's mother in California, and Mr. Reed is having the time of his young life. It certainly is scandalous the way some people behave when their wives are away.

Milwaukee Shops Foundry.

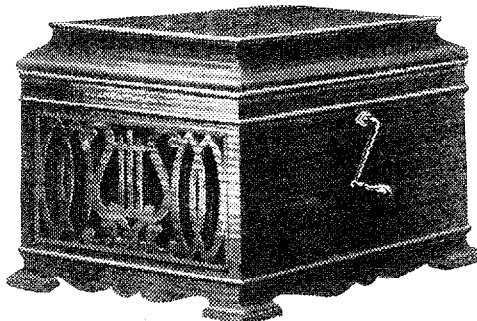
Jos. Bartlein.

John Trost, molder at the foundry, has been on the sick list for the past thirty days. We hope to see you back on the job soon as we all miss your smile.

Nate Grant, clerk at the foundry, is still growing tomatoes that weigh at least a pound and grow on vines six feet high. Everyone who is acquainted with Mr. Grant knows that he is some gardener. By the way, Mr. Grant had two sons in the war service. One got across and only returned two weeks ago.

Adolf Ludorf, molder, has been on the sick list for three months. Here's hoping he will be with us again in the near future.

Nick Depplesse firekeeper, spent a week's vacation at Random Lake, Wis.



10 Cents a Day Pays for this Symphonola

Plays all records, Victor, Columbia, Edison, Pathe, Little Wonder, Emerson. Take a year to pay, after 30 days' trial. Compare its tone for clearness, volume, with more costly instruments. Return at our expense if it fails to make good. Ask today for the

Beautifully Illustrated Symphonola Book
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Symphonola Records Get our list of the latest song, dance, popular clear sounding, full toned disc records. Playable on any Phonograph.

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Send NO Money!

Simply send your size and these wonderful **Army Work Shoes** will come to your home at once. Built solid full of wear. Genuine oak leather soles. Note the splendid extra quality leather. Enjoy their blessed comfort! The risk is ours—these must delight you or no sale. Pay only \$5.48 on arrival for this splendid bargain. Short time offer to introduce our **Surefoot Catalog**.

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Save all the unnecessary profits. Buy direct from **Factory Headquarters!**

Boston Mail Order House, Dept. Boston, Mass.
Send shoes on approval. My money back if I want it. *Trust nothing.*

Name.....Size.....
Address.....Color.....

Frank Benes, clerk at the foundry, bought a fine home on the north side. Mr. Benes returned from the army recently and is now enjoying a peaceful time with his young bride in his new home.

Louis Bartman, foreman in the general foundry, can be seen anytime hustling around the shop with a handful of tags which show the amounts of castings wanted for the different points on the road.

Jacob Gettleman, shipping clerk at the foundry, moved to Wauwatosa. Be careful, Jackie, as we understand that is some burg for a quiet man to live in.

Albert Fredrich, gang foreman at the foundry, had the misfortune of losing his mother September 9th. Our sympathy, Albert.

Several veterans from the foundry attended the convention at Minneapolis. Chas. Wilde informs us they had a good time, speaking of the good old days of 1883, when the foundry was built at Milwaukee Shops and the wonderful improvements made under the supervision of Superintendent Brownell.

Henry Blesner and Frank Lapinski, molders at the foundry, are the boys that make all locomotive cylinders at Milwaukee Shops and have a very good record for turning out excellent work.

Valuation Department Notes. Florence Waschbeck.

The valuation department is increasing so rapidly that it is almost impossible to keep track of the new comers, nevertheless we'll do our best to get a line on them. Of course you have all met our new stenographer, Miss Gertrude McGrath, if you haven't, boys, you'd better get busy, she's a regular girl. We also have a few of the opposite sex who are strangers, Messrs. T. G. Sprengler, Irv. Brand, H. A. Savage and Jos. Hasebek, but they won't be very long, we'll just be friendly with them, so there.

Better late than never—"Welcome home" Marines, Jimmy Lindsay and Charlie Pfannerstill, it sure seems good to see you both again.

Mrs. Agne reports having had a very nice time on her vacation at LaPort, Ind., altho not as ex-

citing as formerly, what's the trouble, Floss? Did the annexation of Ag-O-ne have anything to do with it, I wonder?

W. W. K. Sparrow, one nice sunny day last week, honored the car department by a visit, but most of the valuation members were not lucky enough to see him.

T. H. Strate, P. G. Winter and a few more Chicagoans made a visit to our office. We were glad to see them and hope they felt the same way about it.

Mr. Smythe, car inspector, and Mr. Towne, senior electrical engineer, Interstate Commerce Commission representatives, have just commenced inventory work at the Milwaukee Shops and guess they find it quite a problem, but we'll do all we can for them.

"Mique" Lyons had his "day" vacation, which he spent at Okauchee, but not fishing—we thank you for sparing the fish, but did you? Deep stuff! —

Our field men are so busy they hardly have time to let us know where they are. What's the big idea, Barney, don't you want your check?

Eddie Klug spent his vacation at Fox Lake and we just know he had a good time because he was so anxious to get back to work—what's that, Ed? Oh! No, I won't tell anyone.

Don't know whether I ought to tell or not, but suppose you all will find out anyway. Be nice to the man named Luebke (reasons) you just ought to see his wonderful new Dodge, a sedan, too, just the thing to evade the cinders passing the round-house.

Iowa (East) Division. J. T. Raymond.

Ye scribe visited Mr. and Mrs. Mark D. Fitzgerald, former Marionites, at Stevensville, Mont., just south of Missoula, and was given a delightful auto trip through the Bitter Root Valley and side trips to Medicine Springs, Sleeping Child Springs (both hot) and to Como Lake in the mountains where the three million dollar dam for irrigation purposes is located. The trip covered about two hundred miles. We saw fine fields of

SUGAR—3c lb.

In Assortments. Our Wholesaler-to-Consumer Catalogue containing this, and many other bargains Free with Trial Assortment.

THOUSANDS of dollars are wasted by sending expensive catalogues to people who don't mean business. To eliminate such unnecessary waste, so that we may be enabled to sell at the low prices we quote, we will send our Wholesaler-to-Consumer Catalogue only to people who prove they are really interested in saving money on groceries, by taking advantage of the saving offered in our Trial Grocery Assortment.

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\$0.55—5 Lbs. Best Pure Granulated Sugar for.....		\$0.15
.08—1 Bar Ivory Toilet Soap.....		.02
.08—1 Package Gold Dust Washing Powder.....		.02
.15—1 Large Package Fresh Toasted Corn Flakes.....		.06
.15—1 Can Vegetable Soup—Economic and Healthful, prepared, and ready to serve.....		.08
.39—1 Bottle Highly Concentrated Laundry Bluing. 1 Bottle of this Bluing is equivalent to 1 gallon of the inferior grades.....		.23
.30—½ Lb. Pure High Grade Breakfast Cocoa.....		.18
.50—1 Lb. Guaranteed Baking Powder.....		.39
.20—2 Bars CINDERELLA—The Wonder Dye Soap. Assorted Colors for....		.14
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The Largest Exclusive Mail Order Wholesale Grocers in America

apples, plums, alfalfa and the famous Marcus Daley residence at Hamilton.

While returning from Montana on the Columbian we had the pleasure of meeting Miss Spinning, who writes up the breezy magazine items from the end of the steel trail. She was accompanied by Miss Bailey of Seattle general office and Miss Rohrs of the Tacoma oriental office. They were on their way to see New York and environs. These ladies are gifted vocalists and entertained generously as the train sped along.

Newman H. Fuller has been appointed train-master of the Trans-Missouri Division at Mobridge. This is good news to many friends on the division.

Lumir Lessinger, of superintendent's office, spent several days on a motor trip to Minneapolis.

Leonard Hewitt is away on a two weeks' vacation, spending most of the time with relatives in Washington, D. C. Mrs. Hewitt accompanied him.

Mr. and Mrs. Harry S. Scamption arrived at Marion this week from a visit with her sister and husband, Rev. and Mrs. W. W. Fleetwood of Salt Lake City. They also spent several weeks in Butte, Mont.

Operator Joseph N. Elsner has returned from army service in Russia and is receiving the glad hand from a lot of his old friends.

Agent B. C. Snyder has been out of service several weeks on account of an infected finger on his right hand caused by a scratch while handling levers in the plant. Gerald House is relieving him.

"A most delightful time" is the remark of all from this locality who attended the Veteran Employees reunion at Minneapolis. Gen'l Supt. J. H. Foster and his able assistants on the arrangement committee did a thorough job of planning and execution.

Mrs. J. H. Foster, Mrs. Van Dyke and Mrs. Thiele took especial pains in looking after the comfort of the lady visitors. The Minneapolis folks are warm hearted and all right and we will be glad to go there again when the opportunity is afforded.

Among those who attended from this division were: Mr. and Mrs. George Barnoske, Mr. and Mrs. W. R. Barber, Mr. and Mrs. Samuel Mc-

Cormac, Mr. and Mrs. William Young, Steve A. Parmenter, Robert Widger, A. L. Kindler, Walter I. Roche, Engr. Monroe, George Lane, Daniel C. Bach, W. C. Mouser, C. J. Warning and wife, ye scribe M. Gallagher and wife, and Nick Schlater.

The number would have been several times larger, we believe, if conditions had been somewhat more normal.

Operator R. L. Taylor of Marion had a distressing experience the latter part of August. One morning, while standing in his back yard, a bullet, .22 caliber, struck him on the lip, penetrating it and knocking out a good sound eye tooth. R. L. said it was a mystery where it came from. Some neighbor boy probably trying to kill a sparrow on the wing. We are exceedingly glad it was not more serious.

Agent H. Seeger of Morley was away on several days' vacation.

L. Hayden, bridge foreman, was away about ten days looking after his farming interests at Pine River, Minn.

Operator A. B. Lake of Anamosa has returned from several weeks' vacation.

Agent L. M. Halsted was away on a brief vacation.

Operator L. A. Patten of Indian Creek is away on several weeks' vacation.

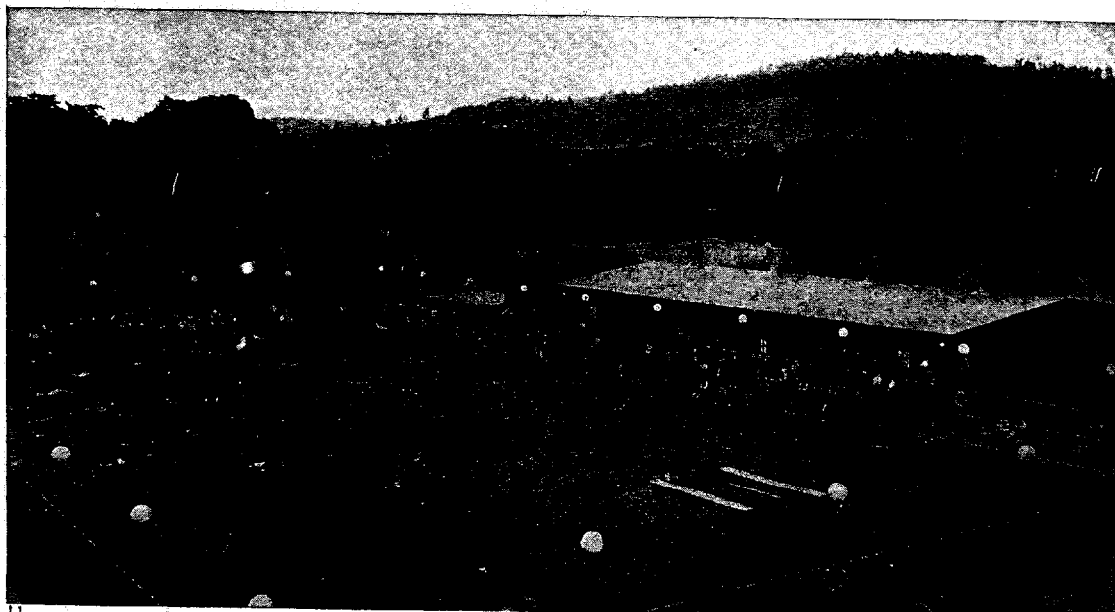
During dispatchers' vacations H. E. Ramsey is working a trick on the Eastern Division and Earl E. Edwards is dispatching on the Calmar line. Ed Mullalley holding down the clerical job in the dispatcher's office.

T. A. Hefner and Conductor W. A. Brubaker laid off for a few days, account severe attacks of hay fever.

Miss Prudence Davis of superintendent's office is spending her vacation at Alburnette, Iowa.

The office vacated by the division master mechanic of Marion will be occupied by the division accountant, and Roadmaster Barnoske will occupy the room formerly used by the division accountant.

Mr. and Mrs. H. Lawson were visitors at Des Moines and were fortunate in securing stage seats at the Auditorium to hear President Wilson's speech.



WE ALL WORK, PLAY AND LIVE TOGETHER

An "INLAND SEA" at Johnson City, N. Y. Another large pool has also been opened at Endicott, N. Y. People come from far and near to enjoy an invigorating plunge in their cool depths.

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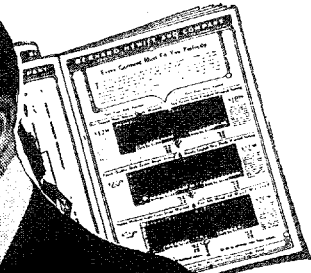
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AN amazing offer! A high-grade suit cut to your individual measure—tailored with all the skill and style that only the best custom tailors can give. Finished with highest grade trimmings and linings—the kind that wear and give satisfaction. A special proposition to introduce to the readers of this magazine the wonderful values offered by our system of tailoring. Nothing else like it—no value to equal it.

How Our Plan Saves You

Money We have no agents, no dealers, no traveling salesmen. Our catalog is our only representative. Actual comparison will show that our plan saves \$10 or more on every suit and gives you real individuality in your dress—clothes that are tailored to fit you and you alone—reflect your personal tastes. Our line includes a wonderful selection of fancy wool worsteds, cassimeres, and all-wool blue serges, at unheard-of low prices.

Our Guarantee Send only \$3 and your measurements, with cloth selections made from our catalog. We will make the suit to your measurements and you pay balance on arrival—we paying all transportation charges. You must be pleased in every particular—in fit, in style, in workmanship and materials, or we refund all your money including \$3 deposit. Could anything be fairer? Write today and wear tailor-made clothes of exceptional style and value—dress better and save money.

CATALOG FREE Our big, new Fall and Winter book is ready for you—contains samples of latest woollens—also lowest prices on men's hats, shoes and furnishings. It is your guide to correct and economical clothes buying. Mail coupon above or write, mentioning this publication so we can identify this special offer.

Other Bargains From Our Catalog

COLLARS Six for 89c

Illustrated in catalog. Four-ply, hand laundered stiff or soft collars, 21 different styles to select from, selling everywhere now at 28c each. We sell them at six for 89c. In ordering state size, number and style desired.

TIES Large, Four-In-Hands 3 for \$1.15

Illustrated in catalog. Large imperial shape, flare and four-in-hand ties, beautiful striped and flowered effects, hundreds of patterns, regular 60c and 75c values, three for \$1.15. Try three. State color desired.

SHIRTS Satin Stripes 3 for \$5.60

Illustrated in catalog. Guaranteed \$3 shirts, latest effects in broad satin or silk stripes, coat front, soft torn back cuffs, hand-laundered body. Try three at our low price, 3 for \$5.60. State size of neckband in ordering. Choice of black, blue and lavender stripes.

HOSE Silk Lisle 6 Pairs for \$2.05

Illustrated in catalog. Double Spun Silk Lisle sock, made of mercerized yarn. High spliced heel and double sole. Medium heavy weight. Colors, black, tan, navy, pearl, white. State size. 50c a pair, 6 pairs for \$2.05.

BERNARD-HEWITT & CO
424-434 S. Green St., Desk 709 Chicago, Ill.

Engineer N. R. Beall is reported seriously ill at his home at Marion. For some time he has suffered from an infected toe and a few days ago it was amputated.

Conductor and Mrs. Lee Brown celebrated their silver wedding at Marion, September 6th.

Mrs. C. H. Marshall visited her mother and sister at Fall River, Wis. Superintendent Marshall visited there also.

Conductor and Mrs. Lee Brown celebrate their silver wedding at Marion, September 6th.

Wisconsin Valley Division Notes.

Lilly Ann.

Thy eyes which rival e'en

A bit of heaven's own blue.

Are like two sun-kissed violets

Steeped in morning dew.

John Dwyer Rassmussen arrived at the home of Mr. and Mrs. Bert Rassmussen on August 27th.

Mr. and Mrs. John Biringer, who have spent the summer at Minocqua, returned to Wausau to make their future home.

Mrs. Ed. Callahan visited with her sister-in-law, Mrs. Tom Rowan, at La Crosse, who has been ill for some time, and slight hopes for her recovery are entertained. We hope, however, that there will be an improvement in her condition in the near future.

Ernie Moran and family have moved to Wausau, formerly residing at Merrill.

Miss Jean Slaymaker, daughter of Mr. R. Slaymaker, abstract clerk, is reported seriously ill. Up to the present writing her condition remains unimproved, but hope to hear of a change for the better soon.

Miss Hattie Roeker, stenographer, master mechanic's office at Portage, spent a couple of days with Flora Emmerich. Eric had lots of important business down this end of the hills during her stay at the office. Then there were other attractions at the ball game for Hattie.

Miss Nell Redlich spent a few days at Chicago visiting with her sister and friends.

The dispatchers force have returned from their two weeks' vacation, all of them well rested and ready for another year's work. We just learned

today that J. Held had a misfortune during his fishing trip; having caught a twenty-five pound muskie (some struggle), and wishing to search for blue berries, to sort of regain his strength, thought it would be safe enough to hide the muskie, which he did. Upon his return the fish was no where to be found, not even any trace of the fishing tackle could be found. A. L. Quick and his crew came upon the sad scene unexpectedly and when Jake related his story, their sympathy was aroused to such an extent that they offered to assist in locating the lost prize. After diligently searching for a few hours the tackle was recovered, but the muskie remained lost forever. Mr. Held seems to have lost all faith and respect for the natives, but will admit no more.

Mrs. Ray E. Bullis is visiting at Milwaukee.

Mrs. Peter Akey is visiting with her daughter at Grand Rapids.

Mrs. Tom McCarthy and son, Ray, are visiting at Delavan.

R. Minton, who had the misfortune to fracture his knee, has fully recovered the use of his limb and has returned to his home at Minocqua.

Station Agent Rantz at Minocqua has just moved into his new residence, September 1st. The house is a beautifully arranged home, and is a credit to Tony.

Engineer Euckhausen has a record getting big trains over the hills, but we learn is making some very poor runs with a tin Lizzie. Bernard, these delays should be covered with a 706 report.

Our fair operator, Francis O'Malley, is getting to be a speed king on a No. 5 Underwood. Red tells us that the Minocqua station and Francis are wedded.

Wm. Newholm wears one of those smiles that won't come off. Bill just returned from over-seas, and is now located at Minocqua. We learned with much pleasure that there is a girl in the case. Congratulations.

Conductor D. O. Daniels is back on North End way-freight, after two months of ring work.

Henry J. Schaupp renewed acquaintances at Wausau middle of the month. There must be a girl in the case, as Henry has been on the switch engine at New Lisbon for the past two weeks.

Regardless of laboratory tests, the fair and final test is found in actual service conditions and there only. Notwithstanding statements to the contrary.

Boss Lock Nuts

are fully effective on bolts .025 and more undersize. Other lock nuts will not give the same uniform results on re-claimed or re-cut bolts, as

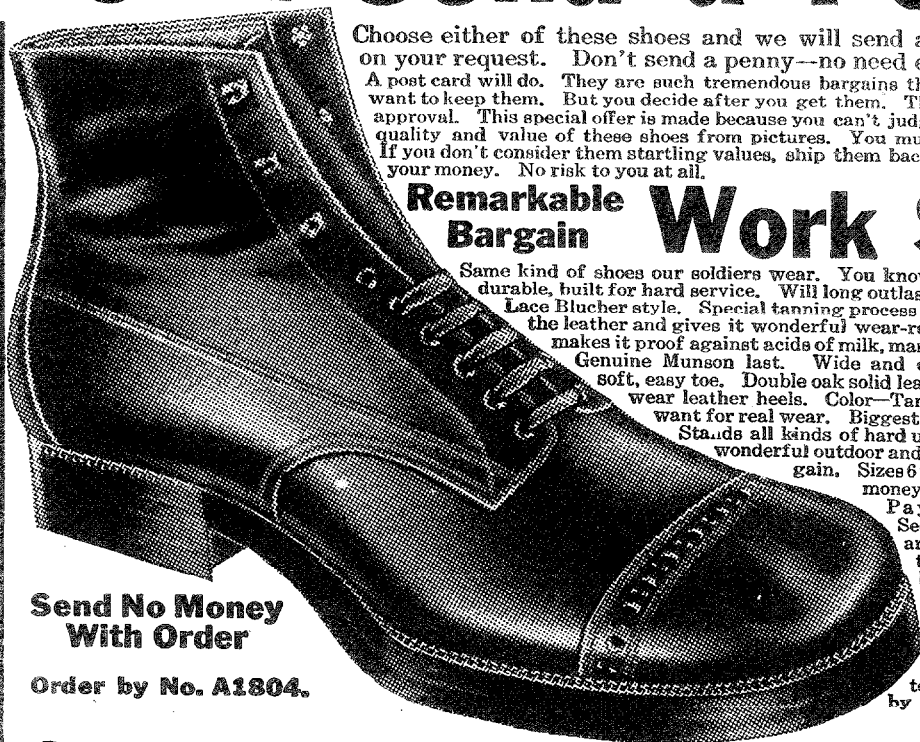
Boss Lock Nuts

Millions of BOSS LOCK NUTS used on railways in this and foreign countries are daily proving their worth and demonstrating their effectiveness. Ask the man who uses them—*HE KNOWS*.

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Don't Send a Penny



Choose either of these shoes and we will send a pair simply on your request. Don't send a penny--no need even for a letter. A post card will do. They are such tremendous bargains that we know you will want to keep them. But you decide after you get them. They go at our risk on approval. This special offer is made because you can't judge the splendid style, quality and value of these shoes from pictures. You must actually see them. If you don't consider them startling values, ship them back and we will refund your money. No risk to you at all.

Remarkable Bargain Work Shoe

Same kind of shoes our soldiers wear. You know that means strong, durable, built for hard service. Will long outlast any ordinary shoes. Lace Blucher style. Special tanning process leaves all the "life" in the leather and gives it wonderful wear-resisting qualities; also makes it proof against acids of milk, manure, soil, gasoline, etc.

Genuine Munson last. Wide and comfortable. Smooth, soft, easy toe. Double oak solid leather soles and double wear leather heels. Color--Tan. The very shoe you want for real wear. Biggest value for your money.

Stands all kinds of hard usage, wetting, etc. A wonderful outdoor and farm work shoe bargain. Sizes 6 to 13. Send today--no money. **\$4.10** for shoes

Pay on arrival.

See how well made they are. If you don't say this is the biggest shoe bargain you can find, or if for any reason shoes are not satisfactory, return them and we will refund your money. Be sure to give size, and order by No. A1804.

Send No Money With Order

Order by No. A1804.

Stylish Manhattan Fine Dress Shoe

Here is a shoe that gives you a surprising value. We want you to compare it with others at much higher prices and then form your decision on exactly what your examination proves. This is actually one of our greatest bargain making achievements. Act on the offer now, for when this chance is gone you will pay a great deal more for shoes of this grade.

Made of selected leather in gun metal, popular style Manhattan last. Blucher style. Comfortable, substantial, long-wearing, genuine oak leather soles, reinforced shank and cap. Military heel. Best expert workmanship. Black only. Sizes 6 to 11. Pay **\$3.95** for shoes on arrival. If on examination you don't find them the greatest shoe bargain, return them and back goes your money. No obligation, no risk to you. But you must send at once to be sure of getting them. A price like this soon sells the stock. Order by No. A1510 and be sure to give size and width wanted.

Send Today!

Don't hesitate a moment. This sent-on-approval money-back offer saves you from any risk or obligation. Keep the shoes only if satisfied that they are unparalleled bargains. And send while these wonderful bargains are offered. Write today.

Leonard-Morton & Co.

Dept. 2615

Chicago



Order This Shoe by No. A1510

Send No Money With Order

Trains No. 41 and No. 42 have been annulled, making their last trip Labor Day.

Agent Whaley of Irma is off on a two weeks' vacation, motoring to Tomah and Milwaukee to take in the state fair.

Our hats are off to the railroad boys at Merrill. They have met and defeated all comers in the baseball line so far this season. Their last victim being the strong city team of Merrill by a score of 3 to 0.

September 10th and blue-berries still on the market. Everyone has surely had their fill of berries this season, blue-berries being the heavy crop. The first crop was picked on the Tomah line about July 1st.

Mrs. A. H. Munger and daughter, Meda, visited at Minneapolis, Chicago and Milwaukee the fore part of September.

Mrs. Fred Lehrbas is receiving treatments at St. Mary's Hospital after a very serious operation. Her condition has somewhat improved and we trust that her recovery will be a matter of a short time.

A very serious error was recently made. A party, intending to send his time-slip into the office, sent a letter written to his girl. (A real love letter.) The letter is held here in the office by the time-keeper and will be returned to the writer upon request. Please call in person.

Notes From Milwaukee. "O'Malley."

The man who never made a mistake—never made anything.

During the vacation of Yardmaster W. A. French, D. P. O'Reilly is doing the heavy thinking at the Canal Yard, nights.

Trainmaster R. D. Miller spent a week in Chicago recently attending a school of instruction.

Lots of business here now, every available engine in service, the hump working three eight-hour shifts, and everybody stepping lively.

We praise the heroes who answered the call of our country and went across the sea to fight for all that is just and right; we also greet with pride and heap honors on the brave fire laddie who rescues some person from a burning building; we endeavor to show our appreciation (hero worship) of the man (or woman) who rescues a person from drowning; we gaze with awe and admiration at the feats of daring performed by the aviator and automobile racer, and we wish that we, too, could do those things and be a hero. You may compare all the feats of heroism, bravery, and daring that have been performed, with that which was recently enacted by one of our most efficient train clerks, and the comparison would be about the same as the light of a tallow candle to the brightness of the noon day sun, or, the strength of a mouse to that of the mighty elephant, or the ripples on a duck pond to the enormous waves of the ocean. We might mention many other similes but these few are enough to impress on the minds of our readers the great act of heroism and self-sacrifice performed by our friend, Richard O. Will, who (in the face of all the terrors of the H. C. of L.) journeyed to that "Gretna Green", that haven of all (would-be-benedicts) seekers of conjugal bliss, and there in the city of Waukegan, Ill., our friend Dick forsook all the privileges of single blessedness, and solemnly promised and swore to board and clothe a very estimable young lady for life. Dick, all of the boys in the yard and offices, also all the girls in the offices and out of them, join in wishing yourself and bride all the good luck possible.

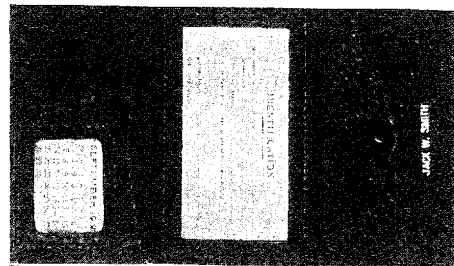
Business is good; now, fellows, let's all pull together, and make it a down-hill glide, instead of an up-hill drag.

Haven't got many notes this time, we suppose that all the folks at the Union Depot are too busy writing love letters or saying sweet nothings over the phone, or else behaving themselves real well, as we have not had a line from them this month, suppose the force in W. G. Miller's office are too busy getting a line-up on the bowling teams, to think of any notes. And we can only surmise that the marriage of Dick Will has been such a shock to the car record office that everyone is struck dumb as we have not heard from them.

But, say, did you know that Miss Knolls has returned from her vacation and we are told that she weighs about twenty pounds more than when she went away.

The boys in the yard are wondering whether Mr.

YOUR NAME IN GOLD FREE



ON THE
**NEW
1920
MODEL**
"LIMITED"

85c POSTPAID

For this
WONDER-
FUL BAR-

GAIN in a combination BILLFOLD, PASS and CARD CASE made of GENUINE BLACK LEATHER. Has 7 USEFUL COMPARTMENTS, as follows: Secret pocket at back for CURRENCY; large, full size pocket for COINS; window for your PASS; pocket with 12 monthly calendars; POSTAGE STAMP pocket, and 2 CARD pockets. Measures, folded, 3½ x 4½ inches.

ONLY 85c POSTPAID with YOUR NAME in GOLD FREE



**BELT
\$1.30**

Made of genuine COWHIDE leather. Is strongly made and will wear for years. ALL SIZES furnished.

YOUR NAME in GOLD FREE and only \$1.30 POSTPAID
BE SURE TO GIVE WAIST MEASURE

THE "FLIER" Made of a FINE grade of LEATHER and will show 7 WINDOW 7 passes. Has extra pocket for cards; also secret PASS-CASE pocket at back for currency.
\$2.50 Post Paid **A BIG BARGAIN at \$2.50 POSTPAID with YOUR NAME in GOLD FREE**

EXTRA lines of GOLD stamping on any article 25c per line. LODGE EMBLEMS stamped in GOLD 25c each, extra. Satisfaction guaranteed. POSTAGE STAMPS ACCEPTED

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AK TABLETS

FOR
**Grippe
Cold
in the
Head**

**Headaches
Neuralgias
Spanish Influenza
Women's Aches and Ills
Rheumatic and Sciatic Pains**

Ask Your Druggist for A-K Tablets
(If he cannot supply you, write us)

Small Size

10c



Dozen Size

25c

See Monogram **AK** on the Genuine
The Antikamnia Remedy Company, St. Louis, Mo.
Write for Free Samples

Eggers will have time to fix up the shanties at the canal and stockyards this winter.

A cordial reception is not an invitation to stay all day (think we will have to apply that to ourself).

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

Nora B. Sill.

There is one nice person who missed me last month anyway and her name is Patsy—I wonder is it a lady. Also where is I. A. B.

We are sorry to learn that Mrs. C. R. Johnson, wife of Brakeman Johnson is quite ill at her home in Three Forks. Mr. Johnson is now on the job nights at Boardman here and Mr. Barton on days. Johnnie Lane is bucking the extra board so he won't forget how for a while.

Tommy Devers, a long time caller, is a real, sure enough brakeman, and comes in with his face as dirty as the rest of them now days. Ray Antonson is calling nights in his place. Warren Dixon, who has been for some time back a patient at the Three Forks Hospital, is out again and back to work days and just as mean as he ever was.

L. B. Miles and wife, of Piedmont, were off a week on a tour through Yellowstone Park. This is about the first vacation IBM has had in six or seven years. He was relieved by Operator Moore.

Charlie Saint, west end conductor, who has been sick in the hospital here for several weeks is out again and all are glad to know he is so much better and to see him back to work again, always like to see everyone work whenever I have to.

Mrs. Haskell, who has been all around here and there, at first one station and then another, has been assigned to Penfield and is now working there. Eddie Blichner came back from the war and is on third again at Piedmont, also our old friend DeChant, back from everywhere, reported killed and everything, back at Sinclair. Nels Rabben was bumped when he arrived and worked a few days at Ringling, a few at FO and from there was sent to Grace.

Operator Ballinot, working third at Three Forks during Mrs. Hayden's lay-off, was relieved by Mr. Moore from Lombard and sent to Cardinal, nights. There is rumor that Josephine and Fintlen will soon be opened nights and this will give a few more jobs to the brothers and sisters. A blind siding report and a slow on the east end look just exactly alike. BLOCKED. And Jack raves like old T.H. used to do when he started to put out a meet.

T. S. Thompson of Donald had to take a layoff account overwork (sleeping) and went all by himself all the way to Texarkana. He is relieved by his daughter, Mrs. George.

Mrs. A. H. Wilkins of Lewistown spent several days of the first week in September with her daughters, Mrs. Young and Mrs. Brackney at Three Forks, returning home, accompanied by her small daughter, Jean.

Mr. and Mrs. Rader made a trip via auto from Three Forks to Livingston and Columbus first of the month returning with Mrs. Rader's little nephew, Meyer Burg, who will go to school here this winter.

Jack Mahone, west end local engineer, has just returned from a few weeks' visit east with friends and relatives. He says if he had twenty-seven cows, like a feller he saw back there, he wouldn't work on the west end local any longer. He would sell butter and get rich quick.

Gus Lorch and family have returned from a three weeks' visit with their folks, who are lucky enough to live in Colorado, where all that pretty scenery is you see in the railroad folders. They had a fine trip and came back wishing they could have stayed a little longer.

Miss Francis Peacock, daughter of the Martinsdale agent, left September 5th for Las Vegas, New Mexico, for a visit with her sister at that place. A card from Salt Lake on the way, "listened to the big organ, and then the pin dropped, etc., etc." you all know.

Mr. Scribner, on the trouble shooter east end, was injured and brought in to the Three Forks hospital August 29th. The accident occurred while he was working near Hamen, but he is getting along nicely last reports.

Poor Slim, of the wig wag department—ssssshhh. listen what he told me, tough luck, too, he sent a receipt to each and every one of his maintainers for some of the 112 75 per cent almost near stuff, you know, and after waiting a reasonable time started out on an investigation—ahem—of the signals, you know, and what do you imagine happened?—nothing! Not a thing, no sir, not one single one of those prescriptions had been filled, not even started, not even out of the envelopes, can you beat it? Dry—I'll say he was dry. Worse than that though, another fellow I know, well, I mean I heard some one tell about it that did know, made a lot of root beer and set it next a case of the real, sure enough kind (no, I said I don't know him) and the root beer blew up or had a flash over or something and the real beer left for parts upknown and the men who did all this haven't got over it yet.

And the shingle now hung out on the front of the Union Station, Three Forks, Gallitan County, State of Montana, by the agent, reads V. S. another paid ad.)

Engineer Burns, who has been for some weeks on his ranch, is back again to work.

Word from Guy Sampson, of the Lax Division, says our old friend and fellow fisherman (hooks baited while you wait with good old sunnybrook), is working a trick on that division. Imagine having to work on the level—well, that isn't meant just as it sounds, but after this up-hill-and-down-dale, high power division—JWB, you have my sympathy, if that will help you any. And also we all miss you, too.

Our tall, tall Dolly is back again—former address A. Y. Dollenmayer, First Trans. Corps, Saumar Met L—that looks funny, but it's all right. He left his uniform some other place than here and says he is glad to be back again, only, confound that standard rule questionnaire we sprung on him soon as we got through shaking hands. We are all glad to see him back too, he knows that, as well as all the rest of the boys who are coming back one by one, among them A. R. Pinkney, a former R. M. Division brakeman, originally with the 31st Engineers and 4th Co., 14th Grand Division Trans. Corps, later from Beaune University. Both Mr. Dollenmayer and Mr. Pinkney have seen many months' service overseas and the R. M. welcomes them back, indeed.

Say, you should see JRW rip things up the back when he has the job of starting out a G V work train—whadyou mean GV work train. Yessir, we swallowed that little railroad whole an' now—well, Jack says he looked under the table an' everything, trying to locate a time card so he could find out wheren—was Menard and why—and, ye gods, if that order was according to Hoyle, Jack couldn't help it, it wasn't his fault. A. J. Barton says he is going to bid on the yard master's job at Belgrade Junction. And now every time fifteen and sixteen come in they start hollerin' for a register check of 115 and 116 out of Camp Creek.

We were honored by a five minute call from C. E. Seldon and wife (I 13, she was a new one, too) of Keldron, South Dakota, August 26th, returning home from Yellowstone. Mr. Seldon is a Milwaukee operator and understand this is his first trip to our grand and glorious west.

Also this same evening, while a beautiful Andy opened her mouth to sing in the Chautauqua (*I can spell it*) tent to sing something or other high-brow, the fire whistle blew and every one riz rite up and went out, the mean things, and left her with her mouth open to rush down in the yards and watch two box cars burn—some fire department. Ralph Spayde says he had four meets with himself coming and going out of our little village that evening. Was he wild, I'll say he was—also ask GMI if the Elks show was at Bozeman. Yes, so we hear.

Andy Jorgenson shifts the gears on his motors just like he does his Mitchell when he starts up the Logan hill.

Rocky Rockefeller says he was glad to get back to Three Forks, too. They can talk about those awful things that look like a German sub on wings and hums like the Cleveland-Chicago mail plane just starting homeward bound, and that infest the air around our otherwise fair city in the dear old summer time, but they can't touch a California flea, and neither can Rocky, 'cause he tried it every way he knew or had ever heard of, and they were always some place else. Then he shaved

KIDNEY—Bladder Troubles—RHEUMATISM

TRY THIS **FREE**

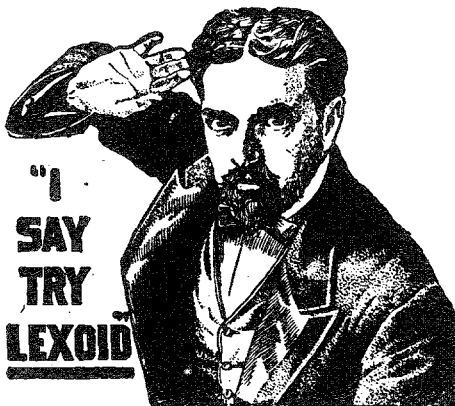
For Backache, Stiff Joints, Rheumatic Pains, and Unbearable Bladder Troubles

SEND NO MONEY, just your name and address—A Full Complete Treatment—SENT ON TRIAL

MY treatment has helped thousands to regain their health. Those with tired, lame, aching backs, with unbearable bladder and urinary troubles, others stiff and bent with rheumatism—and it has made them well, the most chronic, severe, long-standing obstinate cases, after all the other remedies they tried had failed. They were suffering, and it eased their pains, soothed their aches, brightened their lives and made them happy, and now I want you to try it, to test it, and see for yourself just what it will do for you.

STOPS BACKACHE

If you have backache, kidney, bladder trouble or rheumatism, nervousness, tired and worn-out feeling, if you make water often, getting up during the night, if it smarts and burns in passing, or if there is sediment or brick dust when it stands, **write for my treatment without a minute's delay.**



I know you want to be well and strong again, so you can work, and walk, without pain; so you can sleep without disturbance, and wake up refreshed and rested, able to use every muscle, nerve, cord and joint of your body, without suffering misery all the time.

I want you to try my treatment. My soothing, healing, penetrating remedies—especially intended to **drive away uric acid, cleanse, purify, strengthen, invigorate and encourage the kidneys to properly filter the blood.**

Now here is my offer—I will send you a regular, full, complete, three-fold Lexoid Course of treatment, without a penny in advance—charges paid—ready to use—so you can try it without a penny's expense, just as I promise.

Take it when it comes. Use half of it, and see just what it does. Then when you know it is helping you, when you know you are getting better, just send me a small amount, an amount within your easy reach—an amount you can easily afford to spare—that is all I ask. I know you'll be willing to do your part when it helps you—and your word is good enough for me. Try it first, pay afterwards when you know, not

before. When you have used half of it, if you are not satisfied, return what's left and pay nothing. Don't send a penny in your letter, not even a postage stamp; just your name and address and where to send the treatment. Address your letter to me personally, like this,

DR. H. MICHELL DeWERTH,
462 Lexoid Building, Cleveland, Ohio

Send No Money; Just This Coupon

DR. H. MICHELL DeWERTH
462 Lexoid Building, Cleveland, Ohio

Please send me your regular, full, complete three-fold Lexoid Course of Treatment on Trial as you promised above, all charges paid. Also your FREE BOOK about Uric Acid, Kidney, Bladder Trouble and Rheumatism.

My name is.....

Post Office.....

St. or R. F. D.

Please write name and address plainly

the back of his neck and went for a dip in the Great Salt Lake and he got the dip all right and a nice spot of sunburn, and then he tried to learn the Shimmié, and then his wife brot him right back home where they don't dance such awful things. Mercy! says Rocky, never again, without a bell tied to him.

Bruce DeLong of the Loweth sub station, since all the rest of us were taking our vacations, took one, too, and went westward, to Spokane, but how much further I can't tell, as I can't find out.

Brakeman Braughton and wife are spending a few weeks south with home folks, down where they eat possum an' sweet taters an' such food for Gods, as us Northerners never saw or heard of an' wouldn't know what to do with if we did.

That Slim person at DJ won't let me write any more, I have to stop and copy what he wants to say now.

Also every one was all excited around here in August. Along with the regular report each year that the geysers in the park have dried up comes one that the switch engine and the rip track is to be put back at Three Forks. The rip track is, with Foreman W. W. Schmidt and three men, thereon and lots an' lots of bad order draybars.

A twelve-pound baby girl was born September 11th to Engineer and Mrs. Charles Shadduck at their home in Three Forks.



Who Is It. What.

No, it is not J. P. Morgan, although to meet the gentleman one would be impressed with the idea that he belonged to one of the noted millionaire families. But that is only his way and he doesn't mean a word of it, either. He, in reality, is Frank T. Ross, who holds down the second trick operator's job at No. La Crosse, and when not working resides with his family in one of the most beautiful homes in the residence portion of La Crosse proper. Frank is there and then some, having held down some of the most important positions on this division as operator and at last bid in this job where the work is light and it gives him the advantage of living in the city of his choice. Those passing through No. La Crosse when he is on duty will always be sure of getting any and all the information they may be seeking for and it will be handed to them with that same smile that he always carries. The other operators are just as courteous but we will tell our readers all about them when we have a chance to obtain their photos.

La Crosse Division "Facts."

Guy E. Sampson.

After being absent last issue we hardly know just where to start in for this month's write-up. We of course, are late in mentioning the meeting of the M. N. G. Club, but that subject was well taken care of by the other writers who came in on last month's news. We are now back on the job with about 75 pages of news for this month and the only way we know is to send in the full amount and let the editor use what there is room for. So if any one thinks that we did not mention them this time just rest assured that we sent it in alright but that there was not room enough for it all.

Last month a great many of our employees en-

joyed their summer vacations. Among them were Sam Hunter, our night chief dispatcher, at Portage, who visited in "Old Cheyenne, Wyoming, and fished away almost two weeks, therabouts. Mr. and Mrs. Ed. Krause took in the sights at Seattle, as did our agent, C. L. V. Craft of La Crosse.

Miss Edith Gates of Agent Craft's office, accompanied by her brother, went to California to visit a soldier brother whom neither had seen for some years.

The family of Car Foreman A. Z. Taylor of Lax, took in the sights along the west coast, also Miss Verna Breuer, daughter of Engineer Geo. Breuer, visited the same places later in the month. Mr. Taylor had just recently returned from an official trip along the coast line of the Milwaukee, so did not care to make the trip again so soon.

Miss Mahel Bolting, daughter of Agent Bolting of Portage, spend her vacation near Denver, Col., while the family of Ticket Agent W. Kenyon of Portage toured along the west coast in search of pleasure and health, which they report having found along the route.

Mrs. Kaeveny, wife of Yard Clerk P. J. K., of Lax, visited her sister in Toledo, and on her return P. J. met her in Chicago and returned home with her.

Agent Joe Ziebarth and wife took a trip to the coast and return. During Mr. Z's term as agent at Morrisonville, which has been a great many years, he had not been absent from duty over seven weeks altogether and had surely earned a good long vacation. He reports a grand time and a great ride over the mountains on an electric motor.

Mr. and Mrs. Geo. Beahm spent a few days visiting their old home at Muskegon, Mich., where Mr. B. used to hold a position as brakeman, some 28 years ago. Mr. Beahm now holds a position as engineer on the fast mail on our division.

Engineer Geo. Breuer and family autoed from La Crosse to Minneapolis, and attended the vets' meeting. A great many of our employes attended the meeting and all report a "grand and glorious" time.

Engineer Herman Ambrose of Portage made a business trip to Oklahoma last month.

Engineer Floyd Green is again on the jog after a short vacation on account of illness.

Agent Whitcomb of Poynette, spent Sunday with friends at Oconomowoc, as he does once annually.

We mentioned the fact the last write-up that Cashier Leo Tracy while in the service did not reach France and we wish to correct the same as he informs us that he saw several months of "the real" overseas and that we had been misinformed in regard to how far east he had been. All right, Leo, this will make it square.

The old depot at North Lax has just received a new coat of paint and while the people of that part of our city are still looking for a real depot some day, they all appreciate the looks that the coat of paint made.

While not "dead sure," we still must guess, that a certain lady must have answered "yes." Why? Well, we noticed Miss Ethel Lee of Superintendent Rossiter's office force wearing a dandy diamond and every one knows that as the young lady's birthday is still quite a ways off, some one surely must have taken more than a brotherly interest in the young lady's future.

Miss Ryan of the trainmaster's office, and Miss Buffmire of the train dispatcher's office, each in turn, had a week's vacation, one lady filling both positions while the other took her vacation. Both are now back behind their respective desks, buried with work.

Switchman Chas. O'Connor and family of Portage, spent a couple of weeks out at their summer cottage away from the bumping cars and other railroad noise.

Edwin F. Buffmire, one of the clerks from Superintendent Rossiter's office and Miss Mahel King, both of Watertown, Wis., were married at the bride's home on August 23rd, and after an enjoyable trip through northern Wisconsin, Minnesota and Michigan, are now at home to all friends at their Portage home. All the blessings of life are wished for them by the employees of this division.

P. P. Miller, former D. M. M., from Dubuque, has taken the same position at Portage, while the former D. M. M., M. P. Smith, has taken up another position at Minneapolis.

A. R. Tegtmeyer has been appointed round-house foreman at North Lax and Mr. Hauser has gone to another position, although we were unable to learn just where he was to be located.

Superintendent D. E. Rossiter was confined to his home several days this month, account of illness. All more than pleased to see him back in the office.

J. W. Bloomingham, formerly of the R. M. Division, has been assigned to third trick dispatcher on our division and seems to like the air of "God's country," as well if not better, than in Nora B. Sill's beloved state.

Bob Williams after several years as operator at Sparata, has bid in a third trick job at the union depot in Milwaukee. Operator E. W. Arnold took Bob's place at Sparata.

L. E. Hatch bid in second trick at Raymore.

W. G. Reindars got second at Sparata and E. S. Manning gets second at the C. O., Milwaukee office. Several other positions are on bulletin and will report them next month, if the boys stay on them long enough.

S. O. S. Tide Flats, Tacoma, Wash.

R. R.

A. J. Kroha spent his vacation in the most charming company of his mother, who was visiting him a short while. Pictures of the outings and motor trips were proof sufficient that the stay was very enjoyable to all.

The very deepest and most sincere sympathies of the employees of our departments are extended to the Misses Jene and Gertrude Pollack, of the store department, in the death of their loving mother.

Miss Elizabeth Steiner became the happy bride of Mr. Rex. Haines, Wednesday, September 3rd. Though we miss her very much, we know that two are perfectly happy, and our heartiest congratulations are extended to this happy pair.

J. J. Dorsey is spending a much-earned vacation in San Francisco, but he let me in on his secret before he went away. He says, to tell you all to get a new brown suit, light hat and you'll probably be riding in a Cole Eight or Packard. It all depends on which corner you stand.

Mr. and Mrs. Geo. Mason are the proud grandparents of a baby girl, born July 18th, the little one was christened Rosella Mason Miller.

Our price clerk came down all smiles and sweets for us all and says seven and one-half pounds of joy dropped in at his home to stay on September 5th. It's a boy, to be named Benjamin Jamieson Brewster. Congratulations are extended to Mr. and Mrs. Brewster on the arrival of the new price clerk.

Those contributing to the Better Roads Fund: Perley Horr—speedy; A. E. Johnson—speedy; Miss M. N. Gerard—speeding at Olympia; J. J. Dorsey—speeding, and he sold his bug to square up.

Miss Betty is going to take her long waited for vacation when the fleet gets in. Well, I guess there must be ONE Reason why—among so many Gobs.

A. E. Johnson returned to work today after his vacation spent in Vancouver, B. C. Johnson says he didn't leave much there. I don't know what he means by much, but you all can guess.

Young Joe Smith, Jr., believes what is good enough for father is good enough for him, having signed up as a member of the store department circle.

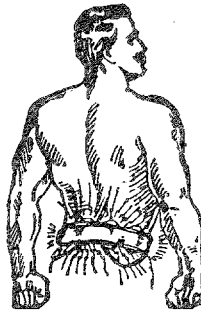
Messrs. Marvin, Heath, Smith, Dunwoodie, Parks and Hazard are contemplating a "Stag" party for some night in September. Now—can anyone picture these "Notorious" men mixing for a good time. Neither can the rest of us.

Al. Pentecost is spending his time and everything at the convention for general foremen in Chicago. Of course, we know there wouldn't be any convention there if Al wasn't along.

Bobby in the roundhouse is still figuring where the oil all goes that leaks out. We hope she will soon find some of it.

P. R. Horr is acting general foreman, "excuse me, please," I meant *as*, Mr. Pentecost, during the absence of the latter party. Perley is doing fine.

MEN, When in Chicago Come and See for Yourselves



The Dr. Lorenz Electro Body Battery is the greatest invention for debility the world has ever known. No drugs, no medicines, no dieting, no unusual demands of any sort; just cease all dissipation and this invention will do the work. It sends a stream of vital life into your nerves, organs and blood during the time you are asleep. For

the treatment of rheumatism, weak back, nervousness, stomach, liver and kidney disorders, it is incomparable. Dr. Lorenz's Dry Cell Storage Battery is a high-grade battery, requires no charging with vinegar or acids, is 300 per cent easier applied, gives 400 per cent greater service and is sold at a lower price without added cost for fancy books.

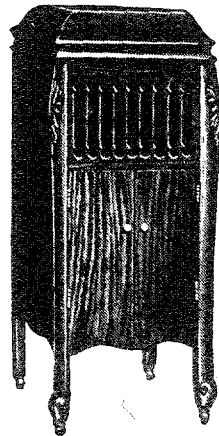
Write today for free illustrated factory price list.

C. M. P. Lorenz Electric Wks.

2240 Lincoln Ave.

Chicago, Ill.

\$10.00 Puts This Young Superior Phonograph



in Your Home on
30 Days' Free Trial

Cabinet size, 47 inches high; record compartment, tone modifier, and speedregulator. Tonearm and reproducer, universal type—plays all makes of disc records without extra attachments.

Rent or Buy

You can rent, applying rental on purchase price, or special discount for cash.

**\$125.00 Value
for \$62.50**

**\$125.00
VALUE**

Our Price

\$62.50

Young Superior Phonograph

62 W. Madison St. Dept. P20 Chicago, Ill.

The fleet's about due here, and, folks, you ought to see the girls all dollishing up in the autumn styles. Of course, it is necessary to get a new outfit for winter, but the girls think this time is just the right time. It was the khaki boy a year ago, now the gobs are coming into their own.

Miss Jessie Muir of the time department spent the holiday days in Vancouver, B. C., and reported a very enjoyable trip.

L. Johnson showed up missing one Monday morning and Tuesday he came down and brought the headache with him. I think he said headache.

The car department is still with us, folks, and they're some still. Miss Campbell did promise to furnish the news, but most everyone is apt to forget to get into print when the easterners are about. So you got to make good the next time. We are waiting.

Mr. and Mrs. George Pyette moved into their new home on North L street. Now everyone is sort of anxious to know where they will move next, as George has gone into the real estate business, sold two houses in two months. Some business!

Ship ahoy! We've got a sailor boy, first gunner's mate, and he is some active gob. Aren't you, Bradford?

Miss Rose Rooney spends her week(est) days in the accountant's office, but makes a quick get-away on Saturday for Seattle. The attraction and good times are too strong for Rose to resist. Don't blame you, Rose!

Mrs. J. A. Wright and Miss M. Wright, wife and sister of General Foreman Wright of Deer Lodge visited relatives and friends in Tacoma during the month.

Machinist Christ Dellno walked in the shop Wednesday morning (July 23rd) with a big smile. There's a reason for everything. The stork called at his home and left a fine baby girl. Congratulations, Christ.

Master Mechanic George Cessford spent a few days' vacation last week. From all appearances, the rest did him much good.

Ed. Morrison, tin shop foreman, was off duty on account of sickness. He has returned again feeling much better.

Machinist A. W. Miller and R. Casson returned from a hunting trip. Both report they had a very nice time.

H. Zeigler, machinist, has returned to work again, after visiting relatives and friends in Chicago for several weeks.

Miss Vesta Riddle, formerly clerk in the blacksmith shop office, went to Portland, supposed to be on a vacation, but wrote and said she had changed her name to Mrs. J. Burnett. We all miss her very much, but she has made some one else happy, so we wish them success and much happiness.

William Emerson, traveling engineer on Coast Division, has been working on the Idaho and Columbia Division for a few weeks in place of Traveling Engineer McFarland, who was receiving instructions on electric power.

John Metzner, machinist apprentice, is planning a trip to Portland. Better watch your step in Portland, John.

Since Mrs. James Smith has been away on her vacation, Joe Smith spends so much of his time out nights, it became necessary for him to lay off in order to catch up with his sleep.

We forgot to mention the fact that John Wood, machinist, spent two weeks' vacation in California. Cannot say whether he came back married or not; did not see any cigars being passed around.

We were all very much surprised, for not one of us had surmised that Ralph Homes had tired of single life, and took unto himself a lovely wife.

We all join in wishing you much happiness.

Car Accountant News.

"Sis Hopkins."

Miss Clara Wood is wearing a new diamond—and on the left hand.

He built a bungalow of wood, wherein to board a feathered brood,

He used up a pint of green paint or more, of all this you've heard before.

But what makes us sore as the dickens—we've heard or seen nothing of the spring chickens.

Do you remember those lines from the old song "Oh, How I Wish Again I Was in Michigan"? We're thinking seriously of spending our next vacation "down on the farm."

What we would like to know is—has the appearance of the shuttle anything to do with the trip to California?

Sung to the tune of "The Dust Blew in From Off the Lake and the Moon Sank in the Sink":

"Old Bill Mauch was a good old soul,

He rigged up his steel-pointed fishing pole;

He packed his grip and away he went,

On catching fish at Blue Lake, he was bent.

He arrived there safely and with a grin,

Jumped in a boat and started right in;

He rolled up his sleeves, showed his brawny

muscle,

In preparation for a good hard tussle.

He sat for awhile, and, oh! alas!

Up came a great big black bass.

The fish looked up and winked at 'Bill,'

Thought it mighty funny he didn't bring 'Hill.'

So he swam away into a channel,

And, lo! behold, if he didn't find 'Scannel,'

Again he swam away to do a little splashin'.

And, by heck, if he didn't run right into 'Cassin.'

The fish became so bewildered he didn't know

what to do.

Swam right over to 'Bill's' minnow and started

to chew.

He tugged to the left, then to the right,

Took the hook in his mouth with all of his

might,

Like lightening he darted for a cozy spot,

By this time 'Bill's' reel was getting mighty hot.

'Bill' knew he had him hooked, so he gave him

more line,

While 'Scannel' hollered over, 'Oh, Boy! that's

fine'

'Cassin' got excited, fell out of the boat.

While 'Scannel' kept hollering, 'Wouldn't that

get your goat?'

'Bill' hung to the fish like a warrior brave,

Trying his hardest the monster to save.

The battle was on, now for the fun.

'Scannel' says, 'Hang on to him, 'Bill;' I'll go

get a gun.'

Everything was a-going fine

Until, Swish! Zip! There broke the line,

The trio of fishermen, 'tis sad to say,

Tell a pitiful story how the bass got away."

Has anyone ever eaten China chops?

Miss Edith Handt spent her vacation in Wisconsin, thereby hangs a tale, of a man, a song and a ukelele.

We have heard from good authority the famous cutter of the sorting bureau recently sold his bicycle and is now looking for a machine of later design and improvement. Not an aeroplane, however, but Ingomar says a motorcycle will do for the present.

Signal Department Bubbles-Lines East.

"Suds."

This month we have mostly a long list of vacations to mention.

F. D. Morehart spent a few days down in Ohio visiting his uncle. Don't know if it was a vacation or not, as I don't think he took his fishing tackle along.

H. W. Chevalier and Harry Sjogren of the mechanical department, with their wives, spent a week at Okauchee. H. W. C. claims he caught a pickerel 20 inches long, but W. F. Seemuth doesn't think there are any fish left out there as long as that.

Miss Martha Dietrich of the valuation department spent ten days up in the northern part of the state, around Holcombe. Martha reports swimming wasn't very good, as the water was too cold. Maybe your bathing suit wasn't of this year's vintage, Martha.

Freddie, the junior draftsman, spent a week at Nagawicka Lake. Freddie's pump is coming along nicely also.

The correspondent spent two weeks at Lake Keesus. The weather was fine, but fishing rotten.

Ruptured?— Throw Away Your Truss!

**For Many Years We Have Been Telling You That No Truss Will Ever Help You—
We Have Told You the Harm That Trusses Are Doing. We Have Told You
That the Only Truly Comfortable and Scientific Device for Holding
Rupture Is the Brooks Rupture Appliance—and That It Is**

Sent On Trial to Prove It

If you have tried most everything else, come to us. Where others fail is where we have our greatest success. Send attached coupon today and we will send you free our illustrated book on Rupture and its cure, showing our Appliance and giving you prices and names of many people who have tried it and were cured. It is instant relief when all others fail. Remember, we use no salves, no harness, no lies.

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Cured in 6 Mo's after 18 Years

Hinton, Ky.
C. E. Brooks, Marshall, Mich.

Dear Sir:
I never wore the Appliance a minute over six months and was cured sound and well—and I want to say no man ever did any harder work than I did while I was using it—I hauled 40 perch of rock, too big for any man to lift.

I was ruptured 18 years and words cannot tell how thankful I am. Use my name if you like.

Yours sincerely,
RUFUS FIELDS, R. R. No. 1.

Child Cured in Four Months

21 Jansen St., Dubuque, Ia.
Mr. C. E. Brooks,

Dear Sir:—The baby's rupture is altogether cured, thanks to your Appliance, and we are so thankful to you. If we could only have known of it sooner our little boy would not have had to suffer near as much as he did. He wore your brace a little over four months and has not worn it now for six weeks.

Yours very truly,
ANDREW EGGENBERGER.

"Seems Impossible"

Holland, Ind.
C. E. Brooks, Marshall, Mich.

Dear Sir:
Have used one of your Appliances until it was worn out. I have been going without it for nearly a year and have not been troubled the least bit with my rupture, so I am well satisfied I am cured.

It seems nearly impossible, but I have gone through a summer's work on a farm without one and have not been troubled.

I was born ruptured and never wore a truss until I was 21 years of age, and got your Appliance. If I ever need another one I shall send in my order. Yours truly,
BARNEY OSKINS, E. F. D. No. 7



The Above is C. E. Brooks, Inventor of the Appliance. Mr. Brooks Cured Himself of Rupture Over 30 Years Ago and Patented the Appliance from His Personal Experience. If Ruptured Write Today to the Brooks Appliance Co., Marshall, Mich.

Pennsylvania Man Thankful

Mr. C. E. Brooks, Marshall, Mich.

Dear Sir:—Perhaps it will interest you to know that I have been ruptured six years and have always had trouble with it till I got your Appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on; it just adapted itself to the shape of the body and seemed to be a part of the body, as it clung to the spot, no matter what position I was in.

It would be a veritable God-send to the unfortunates who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They would certainly never regret it.

My rupture is now all healed up and nothing ever did it but your Appliance. Whenever the opportunity presents itself I will say a good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers. I am, Yours very sincerely,

JAMES A. BRITTON.
80 Spring St., Bethlehem, Pa.

Ten Reasons Why You Should Send for Brooks Rupture Appliance.

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.
2. The Appliance for retaining the rupture cannot be thrown out of position.
3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.
4. Unlike the ordinary so-called pads, used in other trusses, it is not cumbersome or ungainly.
5. It is small, soft and pliable, and positively cannot be detected through the clothing.
6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.
7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.
8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.
9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.
10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no hesitancy in sending free coupon today.

Remember

We send our Appliance on trial to prove what we say is true. You are to be the judge. Fill out free coupon below and mail today.

FREE INFORMATION COUPON

Brooks Appliance Co.,
115B State St., Marshall, Mich.
Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name

City

R. F. D. State

F. D. M. wanted to know if I had forgotten to pass around the cigars. Not yet, and don't know how soon.

Charlie Fisher was taken sick with an attack of appendicitis and was removed to the hospital. We learned from Mrs. Fisher that the operation was successful and that Charlie is doing as good as could be expected, although no one is allowed to see him for a few days yet. Charlie and his wife had just moved back to the city, after spending the entire summer at Pewaukee Lake. We hope he'll soon be back with us.

We had a letter and aero magazine from Lieut. M. J. Plumb. Marl, according to the magazine, made quite a flight in the New York-Toronto race. His latest adventure was to borrow a plane from Glen Curtiss and take Princess De La Pattra, daughter of the Nile, up for a flight. Marl is sure there as an all around aviator. The boys of this department got together and presented Marl with a ring as a token of regard.

John Bishop and family just returned from Pelican Lake, where they spent a week. John reports having a real vacation, and says that's the only lake that has any real fish in it. John claims he caught over 500 fish, mostly pike. He didn't say how he disposed of them.

Cy Verfuth is spending his vacation at Marshfield, Wis. Cy went up there to help his brother get married.

Bashful Neal Simpson is spending his vacation somewhere in Illinois, picking apples.

Sheldon Bassett finds time to come in once in awhile to say hello. Bassett is making repairs on the bells at North Milwaukee.

Charlie Mattes met one of the boys of the West End lately at Chicago, who asked to be remembered to Wood, but Charlie couldn't think of his name and didn't know if he ever knew it. Evidently one of the bunch of 1915-16 on the hill.

Edward Leahy made a flying trip to Chicago the other day to bring back the boys' Fourth Liberty Loan Bonds which had been paid in installments. Isn't it great to get that piece of paper in your hand and look it over carefully then fold it up and put it away until some future day?

W. V. Lehmann is the new clerk in the signal valuation department.

Idaho Division. Bill.

"In the spring a young man's fancy lightly turns to thoughts of"—of—why, baseball, but in the fall the thoughts and thinks are mainly, "Where the dickens am I gonna get enuff cash to get an overcoat," and it seems that several of the "youngsters" have solved the problem, as Earl Cade, La Mar Andrews, and perhaps one other have so far appeared in the "glad rags". Wish they would let me in on it.

After listening to Albert Janosky's glowing tales of how much better he felt since he had his tonsils "extracted", and how nice the nurses were to him, Herb Moody and Ye Scribe rushed over to Doc Carroll Smith and insisted upon the immediate removal of "thems". Herb said his bothered him (oh, he lied), and I didn't know whether I had them or not, where they were, what they were, or what they did, but if it didn't hurt to have 'em taken out, said I would take a chance, to get a few days' vacation. The Doc said it would have a lasting effect on both of us, and he sure did speak the truth—the effect has been lasting a long time, and still does. However, Albert spoke the truth about the nurses, so it's all right.

J. R. Clarke, division accountant, spent a few days at his home recently—he said he was sick—and now he is gonna have his tonsils yanked out. Hope he likes it better than we did.

Jimmie Kearnes beamed out like an "Aurora Borealis" (hope that's how it's spelled) the other day in a new suit.

Mablon Adams, who has been helping out in the office for a few weeks, is going to Chicago to study dental surgery. He wants to get "re-revenge" on some of his former teachers, he says.

Franklin Towell, our champ shorthand artist, is taking an enforced vacation on account of sickness. Towell plans to take a trip "cleur to Chicago, by heck".

Our Complimeter chauffeur is getting curious to see how her name looks in print, so here you are ZELDA CASE. Altho the name sounds a bit wild, do not judge her by it, as she can steer

that *Comp* through a mass of figures faster than you can say them.

Claude Mitchell promised us long ago that he would bring down a watermelon from his "farm" (as he calls it) but has not yet. Now he says that he only planted Ice Cream Melons, and I'll have to wait till it freezes.

Gee, for the last two issues, Irvema, of the West End, has been clamoring for "Love! Love! Love!" What's the matter with the bunch over there. Can't you oblige her, or will it be necessary to send a few of the artists from Spokane to Seattle. By the way, Irvema, Herb's gray suit, which was new when he visited you, isn't new any more, as he has a green one, too.

We have been trying for about 'steen thousand times to get some news from W. W. Cutler and his gang at the freight house, but he won't "come thru". However, between bites on his August cigar (he gets one the first of every month), he let drop the fact that his chief clerk, W. A. Snure, went and committed matrimony. In these days of high prices we suppose he thought that two could live cheaper than one, and as that was the only way he could make both ends meet, he "saw his duty and 'done' it". Congratulations, Mr. Snure, and with these kind words, want to ask that you give us some notes for our next issue. Don't want to ask W. W. C. any more, as we believe his September cigar doesn't taste right.

"Billie" Geerlings has now annexed a Ford, one with real windows, 'n cushions, 'n wire wheels, 'n nearly Everything. Gonna take the office force for a ride?

Anyone wishing to go into the banking business, write Dave Myler, here. Dave now talks almost as good as an insurance salesman, since he began selling stock as a side line.

Prentice Warner, who was with us for about six months, suddenly took a liking for farming and went harvesting for a while, preparatory to entering school.

One thing we could never figure out, is why the deuce does Jimmie always brush his hair back, very nicely, before answering the telephone. Can she see you over the phone, Jim?



Leslie, Son of Car Inspector William Lee, Perry. The first boy to leave Perry after the call. Now a seaman on one of the battleships.

Iowa Division (Middle and West). Ruby Eckman.

G. L. Aarsmith and wife left September 11th for a few weeks' trip through the east, expecting to stop in Washington, Baltimore, Philadelphia, New York and Boston, and take in the Grand Lodge of the I. O. O. F. Mr. Aarsmith is a past grand patriarch and was selected as the delegate from his district.

E. A. Needler, of the state office force at Perry, spent his vacation in September visiting relatives in South Dakota.

Conductor L. G. Honomochal has resumed work after his discharge from the army. He spent a few weeks with his parents in Kansas before returning to work.

Wm. Bollerman and wife spent a couple weeks of August and September in Colorado. Edward Jordan, also of the car department force, was in Colorado on his vacation.

Engineer and Mrs. M. O'Loughlin returned August 21st from a several weeks' visit with relatives in the state of Washington.

C. E. Miller, operator at Perry Yard, had the misfortune to have his Sunday trousers stolen one night in August. The worst part of the deal was that he had worn them the day before to church and had left his gold watch and \$15 in the pockets, which the thief failed to leave behind when making his departure.

The middle of August the way-freights on the middle were split at Ferguson, two crews being assigned to the service between Atkins and Ferguson and two between Ferguson and Perry. Conductors Millard and Newell have the west end of the division and Torrence and Johnson the east end.

Mabel Trough of the Perry office force spent her vacation in Colorado.

A. E. Lyons, of the round house force, and A. W. Bergland, of the B. and B. department, were in Detroit, Mich., a few days in September in attendance at the Maintenance of Way Convention.

Brakeman Roy Prettyman was off duty for about two weeks on account of a badly sprained wrist. The injury occurred when he jumped from an automobile which skidded into a ditch.

On August 19th, at Glenwood, Iowa, the marriage of E. A. Rumley and Maude Radcliff took place. Mr. Rumley is a conductor on the Western Division and his bride was for some time employed in the store department at Atkins. After a short honeymoon trip they came to Perry and will reside with Mr. Rumley's mother at 924 West Fifth street.

Engineer Henry Hansjosten returned the fore part of September from a few weeks' trip to the western coast.

Conductor M. B. Moran and Brakeman W. J. Moran went to Milan, Mo., the first of September to help their brother, Edward, get married. Mike was the best man and Will was the man of affairs at the ceremony.

E. J. Ricketts, who has been our foreman at Perry, for some time, was transferred the first week of September to Davenport, relieving J. T. Clark, who went to Sioux City. N. J. Buckles took the position at Perry.

Train Dispatcher H. P. Buswell and family spent their vacation with relatives in South Dakota.

Engineer Ben Moore, wife, and their niece, Berenice Morgan, spent a few days the latter part of August with Mr. Moore's daughter at Hopkins, Minn.

The many friends of Division Master Mechanic F. P. Miller were sorry to learn of his transfer to Wisconsin September first.

Conductor George Fullerton was in Perry September 6th on his way home from Germany. "Dutch" was one of the last of the Iowa Division boys to return from the service. He will resume work in a short time.

Engineer Jerry Stoner of the Western Division was compelled to lay off and go to Duluth, Minn., the fore part of September on account of hay fever.

Switchman Frank Upton was quite seriously sick at his home in Perry the first week of September. After he was some better he went to Excelsior Springs to remain for a couple weeks taking the baths and treatments.

Fireman Fred Willey has been off duty about six weeks on account of sickness. He returned to Perry expecting to resume work but was unable to do so and later went to the hospital at Maquoketa for a complete rest.

Engineer Douglas Jones and Fireman Oliver Jensen were both off duty in September on account of sickness.

Louis Anfinson of the round house force lost a finger and had another badly smashed September 8th. The regular blacksmith helper was laying off and Louis was assigned to that job. He was cleaning off the face of the steam hammer when his hand was caught. He had an oil can in his hand at the time and the can was mashed into one finger. An x-ray picture was taken of it and when the extent of the injury was discovered it was decided that it would be necessary to amputate the first finger.

Conductor J. Coakley, who is on the short run between Manilla and Perry, was off duty the fore part of September on account of sickness. John Briggie relieved him.

Frank Crowe of Chicago was out to visit his brother, Dan, of the Perry dispatcher's office force, September 7th and 8th.

Jesse Crowe of the roundhouse force went to Buffalo, N. Y., September 9th, to bring home his wife who has been in a hospital there for several weeks.

Fred Cooper and family spent a couple weeks of September visiting relatives in Aberdeen, S. D. Fred is the painter at the roundhouse.

Joe Campbell, a boilermaker from Dubuque shops, was working at Perry roundhouse for a few weeks in place of Leo Frost, who was off duty on account of a broken arm, received when his Ford car kicked when he started to crank it.

The division master mechanic's office force was moved from Marion to Perry on September 12th. The change is one which has been talked of for several months but the change in officials brought about the ultimate change of the office. The force at present, which came from Marion, consists of Chief Clerk Walter Applegate, Time Keepers C. Lathian and Roy Barber and Stenographer Miss Alice Brokemarkle.

The office is located in the rooms formerly occupied by the roundhouse foreman and Mr. Jeffers and his force are now located in what formerly was used as an engineer's rest-room.

Machinist Charles Johnson of the Perry force returned to work the first of September, after a two weeks' outing with his family at the lakes.

Boilermaker Walter Sheets has received his discharge from the army and resumed work in the Perry roundhouse.

Charles Lytze, Nick Slater and Oscar Swanson were three of the veterans, who attended the Minneapolis Convention. All report a fine time.

Fireman Floyd Lutz and Fireman Elmer Clorbier have resumed work after being in the army.

I. and M. Division. Parson Schults.

When Fireman Hugh Jones returned from the army he vowed he had all the excitement he wanted for some time to come, but now he's done gone and been married to Miss Perry of Line Springs. Congratulations.

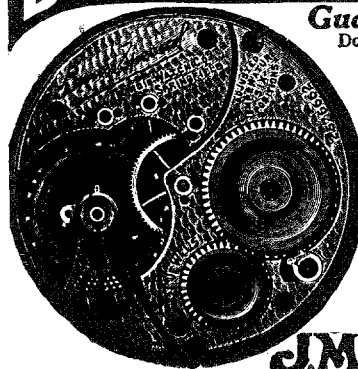
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J.M. LYON & CO. 1 Maiden Lane, New York

Brakemen and baggagemen on the East End, attention. If you want to flirt with some of the farmer girls, it's all O. K. with us, but, gee whiz, don't mistake a herd of Holsteins, grazing peacefully in the timber for a party of girls on a picnic. The idea, and you boys all married. "Red," what do you mean by flirting with the farmer girls.

Agent Meyers of Le Roy has been at Mankato for a few days.

Engineer Chas. Leighton says that long lean Slim Corkill may be a good man to walk the floor with the baby at night, but will have to move faster if he wants to catch his train when he has a half mile head start. Whistled three times, Cork.

Commander in Chief Beckel claims the shop's ball team can defeat any team on the system providing they don't get more scores.

Danger! Don't ask Schultz how he enjoyed his vacation.

Operator Murphy of Cresco and three lady friends attended the fair at Decorah.

Miss Margaret Eddy of the accountant's office expects to be gone for a month shortly on an extended trip.

Question Box.—We would like to know why Gusta Fuist, timekeeper, goes to Lake City every Saturday.

What "Bell," the River Division correspondent, eats to imagine her items. Rarebits, most likely.

What Bill Ryan, the district special agent's clerk, wants to go to Winona for.

What Ray Rueb, Chief Carpenter Kurzejka's clerk, does down in Farmington every once in a while.

Northern Montana Division.

A. B. C.

Jack T. Fisher, assistant division accountant, leaves August 16th, for Oklahoma, where he will enter into the duties of a new position, which he understands is a very good one. Here's luck to you, Jack.

P. S.—The Spring Creek trout will have a little rest now.

Lloyd Soper, recently returned from the A. E. F., has resumed his duties as brakeman on 116 and 117. We all are very glad to see him back.

From the talk heard around the office lately, September 15th will be a very sad day for the prairie chickens and ducks in this vicinity. The season opens on that day and as the chickens seem to be very plentiful this year, we are all anticipating some regular feeds, with the aforesaid game as the main attraction. (Pass the chickens.)

Geo. N. Tennant is now acting as relief dispatcher, Wm. J. T. Thompson working the third trick.

Sadie T. Washburn, the chief clerk's good looking stenographer, is away on her vacation. She will visit relatives and friends in the middle west and also Houston, Texas, before her return.

Miss Alura Gough, clerk in M. M. office, is spending her vacation in Chicago.

Miss Ethel Barret, stenographer, Lewiston freight office, spent Sunday and Labor Day in Butte and Helena.

J. C. Crutchfield, freight house chief clerk, and wife left on the 8th, for Chicago, where Mr. Crutchfield has accepted a responsible position.

Claude Brown was checked in as cashier on the first of September, relieving Mr. Gilmour, who is now chief clerk.

Bill Clerk Harry Wilkinson made a flying trip to Butte on the 8th and 9th of this month and reports a very good time while there.

Mary Retallick, from the car department, left for a few weeks' vacation in Wisconsin and will visit the Twin Cities before returning.

E. P. Bennett, traveling auditor, and wife made a two weeks' trip through Yellowstone Park and reported a very good time. They were accompanied by Mr. and Mrs. G. E. Martin of Lewistown.

Engineer E. G. Bostwick, wife and son, Charles, from the Rocky Mountain Division, spent a most enjoyable week visiting old friends in Lewistown. Mr. Bostwick also visited Great Falls.

A number of the railroad boys took in the Elks' state convention at Bozeman in August. Two special sleepers were used to take the Lewistown delegation. Agent A. M. Maxciner, past exalted ruler of Bozeman Lodge, was in charge of the party. The local Elks were high in their praise of the service which was arranged to take care

of them by the Milwaukee, No. 15, with which they expected to connect at Harlowton, was late so they were run special Harlowton to Bozeman.

Superintendent C. L. Whiting is right in the harness since his return from France. He has met and shaken hands with all his old time associates who are glad to see him back on the job.

Mrs. A. M. Maxciner spent her vacation with her relatives in Dillon, Mont.

The movement of livestock from the Northern Division continues to be heavy. Better than 1,000 carloads have been shipped this season and orders continue to come in for more cars. The situation is being nicely handled by Chief Dispatcher Cornwell, he always having cars available to cover the shipping.

Our Safety First and Get-Together Meetings are being well attended. The Northern Montana Division ranks high in accident prevention. The Get-Together meetings are productive of efficiency and economy. A number of papers were read at the last meeting on better railroading. Roadmaster Kidneigh had an excellent paper on co-operation.

The matter of conservation of ice has received considerable attention of late; the supply, owing to the extreme hot summer, has been getting low. Superintendent Whiting is receiving the active support of all the employes and the results have been very encouraging.

All the boys are on the lookout for fires on the right of way as the season has been extremely dry. Enginemen are taking particular pains to extinguish hot cinders after cleaning their fires. This action on their part is very commendable.

Car Foreman W. J. Retallick, Roundhouse Foreman Goggins and Roadmaster Kidneigh have been commended for the fine manner in which the grounds in the Lewistown Yards have been kept.

Chief Shop Accountant's Ink Blots.

"Cutie."

E. H. Braun has, through F. S. Brand taking over the compilation of Circular 109, become our chief shop accountant.

Our friend, James Kozourek, is now assistant chief shop accountant. Although quite some title, Jim fills the "bill."

Charles Adolpson and his "little" crew are progressing very rapidly, and should be put on the map for their splendid work. Come again.

Marge Bate spent her vacation in the little town of New York, accompanied by her mother. From her happy disposition since her return, evidently she had "some time."

Smiles and miles of smiles can be found in this office since the arrival of Miss Grace Harris, our new stenographer. She has a smile for everyone. If everyone had a smile for everyone, wouldn't this be "some world?"

Fred Scheibel has taken over the responsibility of our old friend Charles Adolpson's former position. As far as we know, he is still wearing the same sized hat.

One of the most exciting events of the season was the trip to Omaha, by Messrs. Ed. Horning, Ed. Rindelman, Rudolph Placek, Erwin Keepman Wynand DeSoete, Fred Scheible and Harvey Grisius. They took in everything, even "Krug" Park where they were bathing and also dancing. There are some dancers among these amiable young men.

We are beginning to get hep to the reason of Fred Scheibel visiting Chicago: Rudy, Deerfield, and Eddie visiting Aurora. Ask Eddie Horning. He knows.

Ruth Cotter (our comptometer operator) left for the wild and woolly west. Her health was not good—thus the rest. Ruth Schneider has assumed the responsibility of Miss Cotter's position and is coming along very nicely.

Some of our fair ladies got up in the "wee" hours of the morn, walked down the avenue very timidly and took the great eventful trip to the "beautiful dells of Wisconsin." They sure enjoyed their trip, even a little thing like a GREEN SNAKE did not bother Brave Lady Ethel.

Freight Auditor's Office.

O. W. Reinert.

In checking our local accounts, H. E. Bowles finds that he is also dealing in shipments moving via the matrimonial route. Miss Adeline Wiese,

Miss Helen Gruenzig and Miss Florence Bausch are leaving his bureau this month to travel along this famous double track system, and he has fears that Helen Evenson, Gladys Goodman, Margaret Kinsella and Lydia Wiberg may soon secure transportation on this line.

On September 6th, Miss Myrtle Schultz and Miss Ethel Peterson went to Dwight to attend the wedding of Martha Jensen, a former clerk of the Interline Bureau. Myrtle was maid of honor and in an earnest effort to give the guests something of a novelty by way of entertainment, she gracefully rolled down stairs immediately after the ceremony. Our little volume on omens does not tell whether this performance indicates good or bad luck for the happy bride, but Myrtle thinks that if she herself has a lucky star it surely bolted its established orbit that night.

William F. Miller and the clerks of the Interline Bureau wish to express their sympathy to Robert West, whose mother passed away September 9th.

Minna Drebes, our bookkeeper, spent her vacation at Twin Lakes, Wisconsin.

Anna Cornwall spent part of her vacation at Cedar Rapids, Iowa.

Frank Smith, who was stationed at Des Moines, Iowa, during the period of the war, is now with us again.

John Socki, the demon claim checker, and "Ignatz" Miller, our star bowler, spent Labor Day at the Dells in company with two of our fair damsels. The cameras were clicking continually and a number of beautiful snapshots was the result—mostly "scenery."

As the bowling season draws near, it behooves our new manager to get busy and line up our first victims. Did you know that we haven't lost a game since George Palmer was made manager?

Ye editor, head clerk of the tracing bureau, who makes merry of others in his prattle of vacation doings and other things involuntarily lays stress upon wedding bells and brides. He suggests that the statistical bureau's name be changed to the matrimonial bureau. Good are his intentions, but from a practical standpoint questionable. Cupid has done his work well, for he already hears the chimes that are calling him, and after Otto has answered, another from our midst will disappear and henceforth Miss Lillian Trana will be known as Mrs. Otto Reinert. Our best wishes to you both.

River Division Nothings. "Bell."

Hymn! Hymn! The air around here seems spicy this morning. Perhaps I'll be able to inveigle a little of the aroma into this write-up, and thusly we'll have a regular pow-wow for a change. But don't interrupt me or there'll be a derailment, and my train of inspiration will suffer a long delay.

It hardly seems possible that anybody brought up in the city of La Crosse could be the victim of such a calamity, but—I'm getting ahead of my story, so I'll have to apply the brakes. Brakeman Roy Giffens was having a wonderful time at the Minnesota State Fair, and in the midst of his lavish spending of mone yon peanuts, lollypops, cotton candy, the merry-go-round, etc., he suddenly found his pockets depleted of every cent they obtained. Someone very kindly relieved him of the job of spending the balance. 'Tis needless to say how much Roy appreciated this unexpected assistance.

With chest well forward, thumbs beneath his suspenders, and none of his face showing except his grin, Fireman H. L. Rickard of the Stillwater Line, was seen the other day taunting his friends with the "real" blue-berry pie he's going to eat all winter. Rickard is some picker, and during a recent jaunt around Minnesota he accumulated about one hundred quarts of the berries, which kept his better half busy for a while putting them up. Extend yourselves an invitation to visit Mr. and Mrs. Rickard at their home at Hastings, when you feel inclined toward the real thing in blue-berry pie.

And that reminds me that Louis Diebal, signal maintainer at the same place, ought to have a goodly amount of home-made wild grape juice by this time. He spends all his spare time in

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SAN FRANCISCO

search of the luscious fruit, and all we ask of him is to tell us where he's going to keep the juice. How about it, Louie?

Mr. Thomas of the Signal department at Hastings is a regular hero. The first of this month that town was awakened by the continuous and loud tooting of an I. & M. Extra's horn, to find that the C. M. & St. P. supply house, which was occupied by the pump department, the signal department and the telegraph department, was in flames. The pumpmen's part was totally destroyed, the telegraph department partly, and the signal department would have sustained a much more severe loss if it hadn't been for Mr. Thomas. When he found the place afire he stopped not to change from his night attire, but flew directly to the scene of the conflagration. There he plunged right into the thick of the fire and smoke, and did not stop until his record books were saved. About that time he noticed his unusual "street" costume, and made a quick get-away for home. Ole Peterson, pump repairer, is sporting a new uniform in the shape of overalls and jacket, as his old ones went up in smoke.

Did you notice the hard fight to keep awake the Winona delegation to the annual meeting of the Veteran Employees' Association had to put while in Minneapolis? Agent L. W. Smock, Baggageman Pat McCarthy, Engineer Charles Clark and Section Foreman John Newman, arose at sunrise in order to catch No. 101, but that train was in a contrary mood that morning and did not pull in at Winona until nine o'clock. Let's hope there were no ladies present where the men were gathered to wait for the train.

Too bad the car clerk at Winona does not live down where the "Palm Trees Grow." His breakfast each morning consists of a bag of fruit, of which he is overly fond.

Miss Frances Kiessner, accountant, is flitting hither and thither in the wild and woolly west. She intends to stay a week longer than she had planned. We hope we won't have to use too much sand paper getting the rough edges off her when she returns.

Miss Margaret Eddy, clerk in the accountant's office, will embark on an extensive eastern tour upon the return of Miss Kiessner. We know she'll come back, cause here she's got her "Jack."

The volunteers who helped out during the recent shop men's strike had many funny experiences to tell, but the one Signal Supervisor A. F. Alexander had, has them all beat. Maybe he'll tell you about his wonderful shower bath if you ask him.

The superintendent's chief clerk, G. H. Borgman, is absent on a mysterious trip to his old home town, Deer Lodge, Mont. Maybe I can give you more details in my next.

Things sure do all pile on top of each other. Last Thursday, first and second train No. 101 backed into each other and the superintendent had to make an immediate investigation. He had planned to see the State Fair that afternoon, and intended to go to Milwaukee that night. Well, he accomplished all he set out to do, but he sure had to go some. He's a very busy man and we ought all to make a big effort to help him all we can. If only we would answer our correspondence the day it is received, it would help wonderfully. So much of it has to do with the superintendent's office sooner or later, and delays only make more work. So let's all bear this in mind and do our very best.

Didn't know I was a sermonizer, did you? Well, I'm off my beaten track so I guess I'd better jump for the air signal before I do too much damage. After all, this white-up turned out crisp and dry, but a little tip came my way today, so I'm going out and have a drink. If you've swallowed all this dry stuff you'll need one too, but like me, I trust you'll drink nothing stronger than root beer. You boys had better lay off the stuff you get down at the other end of this division, see? Now don't get peeved. G'wan, smile!

Wooden Shoe Doings. Mitch.

Passenger Brakeman Fred Monahan and Miss Mabel Gilbert of Cleveland, Ohio, were married Monday, August 4th, at St. Mary's church, Chicago, Ill. Inasmuch as Fred has been passing around smokes (every time Fred hands out a cigar he

laughs, we do not know why) we wish to extend to him and his better half our sincere best wishes for a long and happy married life.

Engineer "Billie" Smith arrived here the other day after spending a year in France running an engine for Uncle Sam. "Billy" says he got thirty dollars a day—once a month. The only thing that seems to worry him is, are there any houses vacant in Green Bay. Whether he found one we do not know, but we do know that Miss Lula Dickinson became Mrs. William F. Smith at Waukegan, Ill., the other day and we extend to both Billy and his wife, our most hearty congratulations.

Conductor Ed. Hendricks and wife spent a few days in Milwaukee visiting with friends recently.

Lieut. Fred Legois, who at the time of his enlistment with Battery B, of Green Bay, was chief clerk to Superintendent Tyler, Superior Division, has returned from two years service overseas. Lieut. Legois remained with Battery B only two days after arriving in France. He was then transferred to the 17th field artillery, second division. Fred took part in four of the largest battles fought over there and all he has to say is that—Sherman was right. From December 16th, 1918, until ordered home, he has been stationed at Fortress Ehrenbreitsten on the Rhine, leaving France on July 18th and arriving at Brooklyn on August 4th. He also paraded with his division for the last time on August 8th. At present Fred is home on a furlough but expects to be discharged in about two weeks.

Miss Gladys Graves, our smiling roundhouse clerk, was confined at St. Vincent's hospital for a week after having her tonsils removed. All are glad to see her back at her old desk.

Walter Bender, general machine shop foreman, is attending the General Foreman's Convention at the Hotel Sherman, Chicago, Ill.

Blacksmith Foreman Walter Hogan is off on his annual two weeks' vacation.

Machinist Helper "Babe" Vieaux's eyes are getting along fine, after the cold he contracted in them on the Cedar Creek Road. Better keep away from those "camping parties," Babe.

General Storekeeper Frank O'Connor and Traveling Storekeeper F. S. Peck of Milwaukee, paid us a visit last week.

Miss Mary Maes, daughter of Division Storekeeper D. Maes, has been helping out in her father's office for the past week.

We noticed this ad in the paper for several nights:

LOST—One pair of dark gray pants, finder please return to——— and receive reward.

Now we know why (A. W.) was spending part of his vacation on the south side.

"Phil" Basche at present is enjoying his semi-monthly two days vacation.

Machinist Clarence Haupt received a telegram from Chicago the other day, and the gloomy look he has been carrying for sometime changed to one of smiles. He laid off at noon and we understand had a table reserved for him that night at the finest hotel in town. We have not been able to find out what all this was for or whom the young lady was.

Miss Catherine Browning of Superintendent Johnston's office and Miss Magdaline Browning of Storekeeper Desire Mae's office spent their vacation at Machone, Mo. One (John H.) would like to know if Mag is wearing the latest hair dress from the south.

Engineers Dick Isaacson, Charlie Heymans and Walter Boutout have returned from overseas and are back on the job. Dick served 16 months with the infantry while Charlie and Walt were both over a year in the engineers.

We wish to extend our sympathy to Machinist George Bursinger in his recent loss of his mother, Mrs. Peter Bursinger.

Conductor George Lefevere and his wife and family have returned after spending the past two months traveling through California, Oregon and Washington, and British Columbia. While out west, George met quite a few of former "Wooden Shoe" men, among whom were: H. P. Cavanaugh, C. A. Snyder and his two sons, Carl and Harvey, Leo Mall, Ike Swift and Roy Cleaveland. George has reported for work and is back on his old runs on the Iron River Line, No.'s 702 and 705.

S. C. & D. Division.

"Tip."

I made an awful mistake in last month's items. It was reported that A. M. Hilburn was away on his wedding trip, instead of his brother, L. W. Hilburn. Don't believe it will make much difference as A. M. will soon be on his way.

Conductor Jenkins is back on the job after visiting in Oskaloosa for a short time. We missed your smiling face, Buck.

It is reported that Homer C. Snow has been at Sioux City attending the Gayety. Be careful, Mr. Snow; they won't let me go there.

W. H. Bever is the proud father of a new born baby boy, born August 17th.

Operator A. D. Rindquist of Yankton, has been seriously ill, but has left the hospital and is getting along quite well now.

Engineer A. Little and family have gone to Colorado Springs for a vacation.

Conductor Oppenrud is back to work and has taken the run on the Platte Line.

Frank Ealy, 24 year old son of Roadmaster Ealy at Scotland, was drowned in the James River, August 19th. The employees on the S. C. & D. Division wish to express their most sincere sympathy to the family.

Conductor J. W. Austin and family are visiting in the West.

Mrs. J. E. McDonald and daughter, Marjorie, have gone to Kansas City to visit relatives.

A. J. Elder, assistant chief dispatcher, has returned from a trip in the east, looking very much rested and rearing to go.

Another one has gone and did it. Clara Smith came down with a brand new diamond ring the other morning. Seems as if this is quite a common occurrence lately in the superintendent's office. Wonder how they do it.

Conductor Reck and wife have returned from a visit in Chicago.

Henry Hurlbut, chief clerk to D. F. & P. A. C. N. Curtis is always in such a hurry. In his excitement the other morning, he grabbed a napkin for a handkerchief and did not notice it until he got to the office. Too much speed, Henry. You know the old saying says—"Haste makes Waste."

Clara Smith, chief clerk's steno, has returned from a vacation at Seattle and Tacoma. While at Tacoma, she called on former Chief Clerk Frank Mason, who is now working in the superintendent's office at that point. They are getting along fine in their new home, and like the west very much.

C. D. Hopkins, chief yard clerk, is on his vacation and is enjoying a trip in the west.

Bert Helvik, formerly operator at Charter Oak, has been appointed agent, while G. W. Maysonholder is taking a four months' leave of absence.

I hear that quite a party was held in the Bachelors' Headquarters, in the Massachusetts Building the other night.

John Weber is back from a fishing trip. You ought to hear the stories. It would be interesting to hear Chief Clerk Pasho and Mr. Weber together, but it may get a little strong.

Conductor J. Duermier has moved to Mitchell. Don't know if I am telling a secret or not, but I believe R. W. Riwert, ticket agent at Sioux Falls, is to be married soon. I think it will be all over by the time this is out anyway. Hope it comes off soon, as he has promised me a box of candy.

In a recent letter from Ed. Anderson, formerly conductor on the S. C. & D. Division, he says he is feeling quite well, but not able to work. He is looking forward to the time when he will again be with the boys on this division.

Conductor W. B. Anderson has a new automobile. Now I know we will get a ride maybe.

Julia McNamara and Gladys Reeves from the Sioux City freight house are spending their vacations in California and Seattle.

On August 25th Messrs H. E. Byram, J. T. Gillick, M. Nicholson, G. L. Whipple, W. H. Penfield, W. M. Weidenhamer, made an inspection trip over the division.

E. E. Resner of Menno, is back on the job after recovering from an injury received sometime ago.

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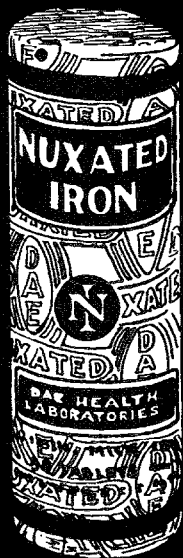
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Conductor R. C. Jackson, wife and daughter, are making an extended visit in California.

J. J. Ecklin has been appointed agent at Kingsburg taking the place of Miss Josephine Draha. It is rumored that Miss Draha is to take up a different line of work.

On August 26th, Train 35, left Sioux City with Conductor W. A. Jenkins in charge and pulled by Engineer W. W. Bowers. Both Conductor Jenkins and Engineer Bowers have been working on the division for about thirty years and this was the first time they ever worked together.

I have heard some rumors about Eddie Mills lately, and I believe I have found out why he carried the billies.

Mrs. W. J. Kennedy and Mrs. Ed. Cussens left for Chicago a few days ago, leaving their husbands at home. The men got so lonesome that they left the next day for Chicago and they all stayed for about a week.

End of the Steel Trail. Dock Notes.

Our new clock is making a name for itself for keeping such "convenient" time. But it goes anyway—that it more than the other one did. Mr. McIntee has been relieved of the duty of clock repairer, and he doesn't look unhappy over the loss of the job either. Just before the advent of the new clock you could see him coaxing the old one to run at least eight hours by all known methods.

The Operating Department and Accounting Department are in the same office again, and the arrangement seems to please every one. The Claim Department have taken our cozy little room, and we seldom see any of them, but let's hope they do not forget us because we are only next door.

Mr. McIntee leaves for a short vacation soon, most of which will be spent somewhere in Wisconsin.

B. B. B. has given up camp life at Dash Point. He misses the call of the clams at low tide—and so many other things that made life so gay by the waters of Puget Sound. We are pleased to note that he is adapting himself to city life very rapidly though.

Emmett Maloney is cutting a tooth—it's a wisdom one. He seems to be suffering much pain, as he never uses his Irish wit or smile any more.

A certain young gentleman in the storekeeper's office was sadly disappointed this month when The Magazine arrived—it was too bad, J., that they "cut-out" so many of my notes.

R. H. Gould is again in charge of the Accounting Department at Dock No. 1, and C. S. Ebbeson is back at Dock 2.

Outside of picking up on an average of one shingle nail a day in the newest tire, Paul Wilson's Fordette is still the apple of his eye. A person will get attached to a thing regardless of the little provocations that will pop up from day to day—its human nature.

Dock Number 2.

The changes at our dock have been so fast and furious that we haven't had much time to make news.

Johnnie Dolle, our esteemed revising clerk, was called east suddenly.

Miss Esther Hansen made the statement that she would not be married until after she had gone to California. She is now planning to go to California. Who is it, Esther?

Miss Coral Frost has just returned from a visit in Spokane and Pasco. She says she spent most of her time in Pasco, but refuses to tell us the reason why? Why conceal the ring, Coral? Be a good sport and let us in on it.

Some folks say that romance is dead. Not so at Dock No. 1. I'd say it was very much alive, don't you think so, Emmett? By the "Grace" of your good judgment, we all wish you success.

Miss Minnie Rohrs, our esteemed lading clerk, left September 1st for an extended trip east. In company with her mother, she plans to visit relatives and friends in Chicago and Minneapolis, after which they will spend some time in New York. Even though we can't accompany you, Minnie, we send with you our best wishes for a splendid trip and expect you to return feeling much invigorated and ready to put your shoulder to the wheel with new energy.

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