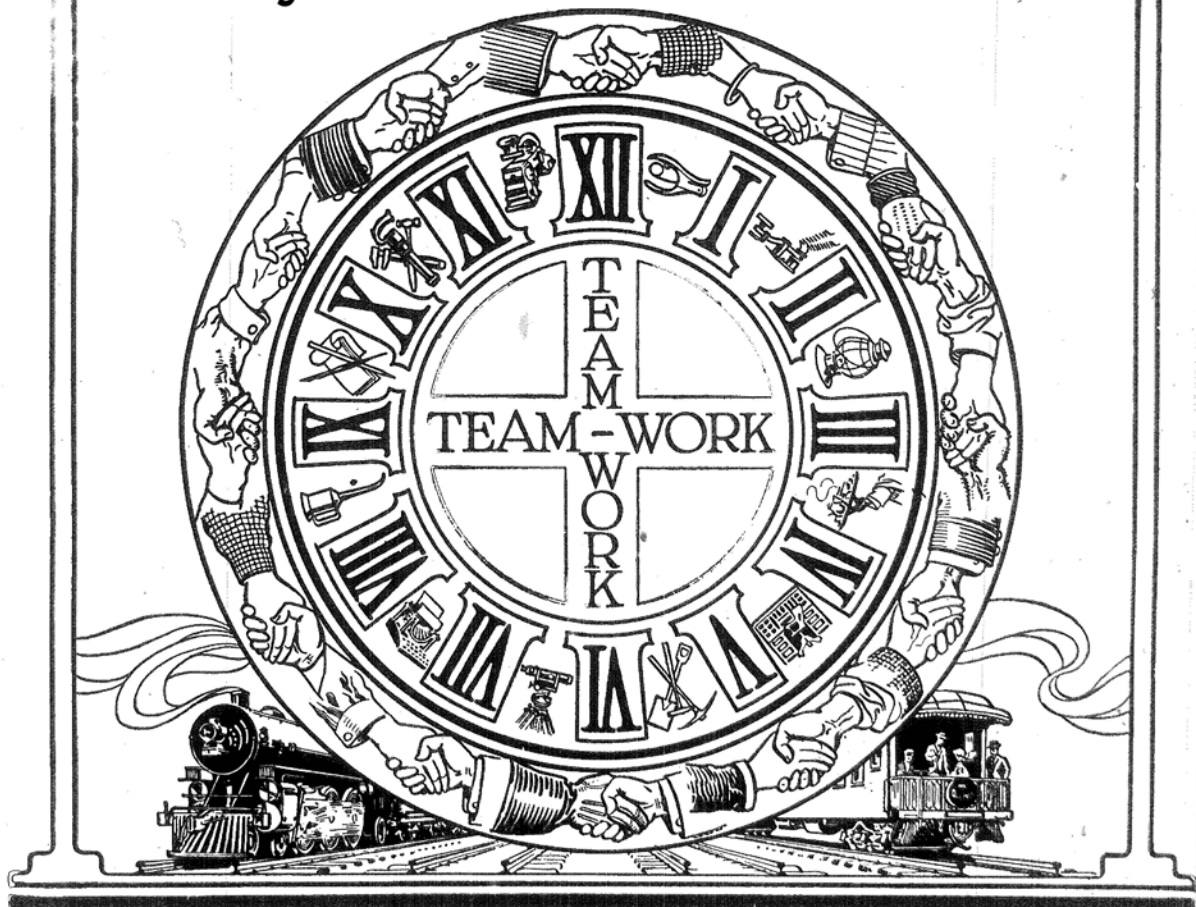


THE MILWAUKEE EMPLOYEES MAGAZINE

July

1920

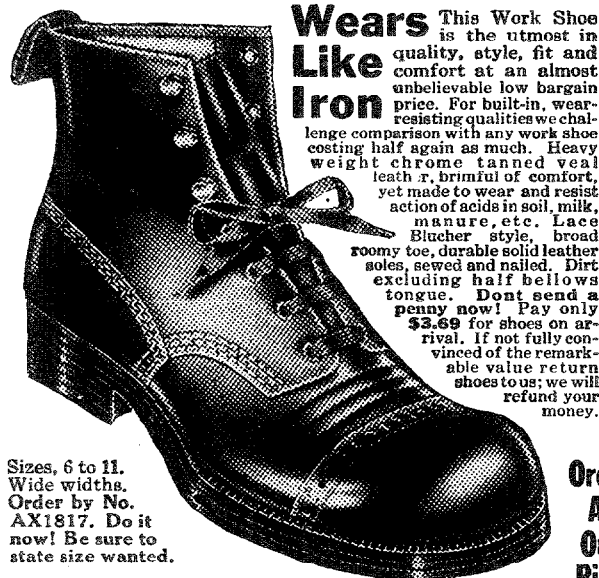


VOLUME 8

No. 4

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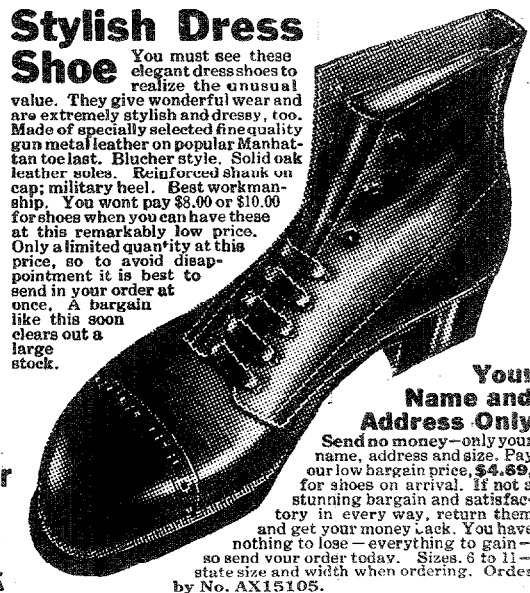
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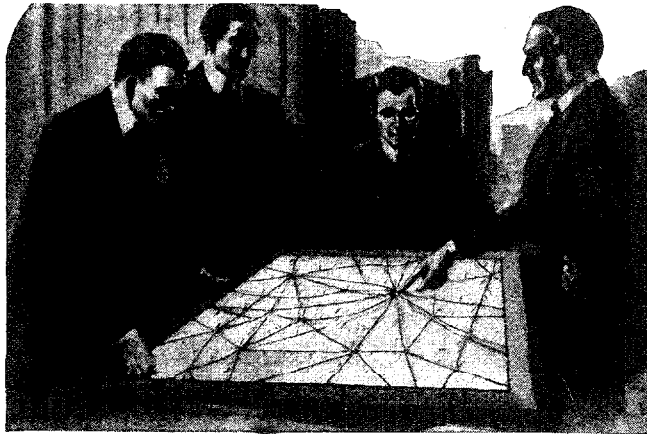
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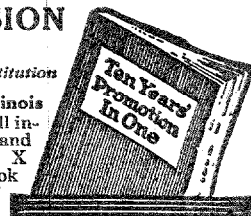
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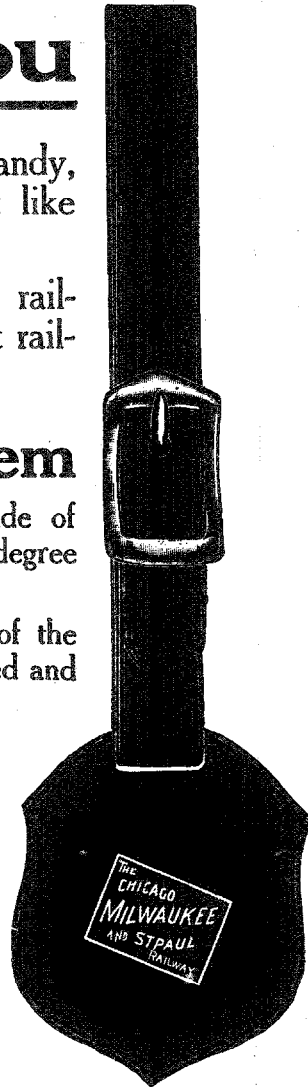
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THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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VOLUME VIII

JULY, 1920

NUMBER 4

GET UNDERSTANDING

"Happy is the man that findeth wisdom and getteth understanding. For the merchandise of it is better than the merchandise of silver and the gain thereof, than fine gold."

Probably every periodical in this country and all the wise men of both hemispheres are engaged in trying to throw light on the peculiar state of mind which has gripped the world and produced unrest; and to find a panacea for this, practically universal disability. And the result of all the research, boiled down, is the above, as old as Solomon and as true as the Bible.

Men want something, but do they know what it is that they want? Most men think it is money, because they see a lot of money being spent, and the passing show is seductive. But, in reality, it isn't the money, nor is it the fine things which money will procure, but it is happiness that they are striving for. Happiness is every man's right, but too many miss of its attainment because they do not get below the surface of things to find out just what happiness means—they haven't found understanding.

Unrest, we find, is the product of the war state of mind, and the cure is hard work. Honest work, honestly performed, will stimulate the interest of any man providing he is not a pervert, and interest is the secret of efficient and honest-to-God performance. When a man is interested in his work, what-

ever it happens to be, he turns out a good job; he puts something of himself into the job, and he therefore has pride in being a part of its creation; and when his interest and pride are engaged, he develops initiative and starts immediately on the road to understanding.

It is told of a section foreman on a railroad in the western mountains that he was called out on the section one stormy night, to a passenger train which was held up by a huge rock that had fallen directly on the track. The rules and theory of that situation demanded that the section foreman summon the derriek, and the superintendent of the division, who happened to be on the train, was making arrangements to that end, when the foreman suggested that perhaps there was a quicker and an equally effective method of disposing of the matter. The superintendent told him to go ahead if he thought his scheme would work. The foreman and his men then dug a hole beside the track and rolled the boulder into it and the train proceeded. That section foreman isn't likely to be greatly troubled with unrest, for the reason that he is interested in his job and in giving a good account of himself.

Men of that stamp may be relied on to get ahead; men who make the job subjective to the method and quality of their labor are the men who have found wisdom and, in their getting, have gotten understanding.

The Partnership of Business Interests and the Railroads

By R. M. Calkins, Vice-President

An Address Delivered Before the Meeting of the Montana Stock Growers in Billings, Montana, April 21

(Mr. Calkins went to Billings to address this meeting on "The Relation of the Livestock Business to the Railroads," but his address so admirably covered the relationship of all business to the railroads and their interdependence that it is published here under the above caption.—Editor.)

Mr. President, Ladies and Gentlemen:

I am exceedingly pleased to have the opportunity of appearing before you. It has been some time since I have had a chance to attend a Montana Stock Growers Convention. I think it was three or four years ago that I met with you in Miles City. Since that time the railroad men have been somewhat off the map.

I had intended to make a trip to the coast some three weeks ago, but I received a letter from your president, Mr. Huidekoper, and he asked me if I could not come here and speak to you on the subject of "The Relationship of the Live Stock Business to the Railroads." Some way or another that suggestion appealed to me. I immediately canceled my arrangements to go west and said, "I am going to Billings; I want to talk about the relationship of the live stock interests to the railroads." I would like to go so far as to say that we might change that word "relationship" to "partnership." Gentlemen, there is a close-knitted relationship and partnership between the transportation interests of this country and all business; whether it is the livestock or grain, it makes little difference. We have passed the days of Abraham Lincoln, when people raised enough corn in one year to last them for three, and when they made their boots from the hides of their own cattle and spun the wool from the backs of their sheep into clothing, smoked their own hams, and were independent of the railroads. Today it is entirely different. A large percentage of the people in this country are absolutely

dependent upon the transportation interests for their every-day life. There isn't a hamlet in this country but that depends on the railroads for its mail and for fully 75 per cent of the supplies that they consume from day to day; so that there is a fundamental principle lying back of this transportation and communication that precedes all commerce and citizenship, because that foundation must first be laid for transportation before we can progress and become wealthy and compete in the markets of the world.

Our railroads have just come out of the war. For twenty-six months we served to win the war. Everything was sacrificed that was necessary to attain that one object. Nothing was considered by the railroads except to help win the war and win it quickly. In doing this we—I am speaking now of the owners, the stockholders, of these railroads—said to the government, "Take our property; if you can do better with it than we have, we are perfectly willing to let you have a trial at it."

I have always contended that America had the best system of transportation that there was in the world, and I still contend it. It may be slightly crippled at the present time, but nevertheless it is the greatest mover of commerce and the greatest builder of commerce that the world has ever known; and further—three points which I have always made in defense of American railroads—which are that our railroads are stocked and bonded for less per mile than those of other representative countries. Take, as a comparison, England: Railroads are capitalized for \$275,000 per mile; and almost the same comparison might be drawn with France, Germany and Russia. Canada's railroads are stocked and bonded

for more than the American railroads are, upon the average. Another point which I have always made in the defense of our railroads is that our rates and charges have been less than the rates of any comparative country of the world. And, further, we have paid twice as much to our men in wages as any other representative country in the world. And over those great arteries of trade there is moved annually, thirty times greater tonnage than the balance of the rail tonnage of the world. This is some accomplishment. It took some ingenuity to organize an institution of that kind and keep it going. And in defense of the men who have managed these railroads, I say that there never was a better group gathered together than the representative American railroad men; and, too, in this country every twelfth man is dependent for his source of income upon transportation. Some years ago a gentleman who is now serving on the United States Supreme bench—you will perhaps remember—made the statement that if the government took over the railroads of this country they could save a million dollars a day in operating costs, and, gentlemen, what did it do? The rates were raised 25 per cent over what we had and they lost \$1,250,000 a day, which must be paid by taxes. I leave it to you whether they gave you better service than the owners of these properties or not. (Applause.)

We have a new law. It is not exactly what we wanted, but small favors are thankfully received. It is a long step in the right direction. It is constructive in many ways. It is the first intelligent legislation that has ever been passed in this country which would build up and support these great necessities of commerce. Every act prior to the passage of the Cummins-Esch bill has had a tendency to regulate and to strangle, to regulate by men who did not know how to regulate, to regulate by laws and restrict the service, which you so badly need. It is unnecessary for me to say to any of you in the live stock business that it is service that you want; it is not the rate.

If you can get to your market on time and ship when you want to, and be there on the day that you are supposed to reach your market, without annoying delays and the many difficulties with which you are confronted where service is not perfect, you do not care for the small amount which is involved in an increase of rate if you get the service.

I have been in the rate-making business for forty years and it would be very difficult for me to figure out what the additional cost would be for transporting a steer to market if the freight rates were slightly increased. Do you know, when you get right down to brass tacks, what it costs for transportation? There has been a great deal of talk all over this country, loose talk, about many things that people know nothing about. They talk about the high cost of living; they got away with that just as long as they could by charging it to the freight rates. That finally failed. They then tried to regulate the high cost of living and all these other excesses we have, by law, and that has failed absolutely. There is only one thing that will regulate these matters, and that is, the old law of production and consumption with proper distribution. (Applause.) As Mr. Ramsey has just told you, if the grain could be moved to market, the banks would have more money for the urgent needs of the live stock growers. Of course they would; there is no doubt about it; because if they do not get it to market they cannot cash it in, and as a result credit is limited.

I have a statement here made by a Minneapolis banker in which he advocates the necessity for helping our railroads. It just shows you how the minds of our people are changing; they are seeing the truth. There was a day when the statement of a railroad man was taken with a good deal of question and it needed some salt to get it down, but, thank God, that day has passed, and I want to say to you, the stock growers, that you have been more responsible for the change in this sentiment than anyone else. (Applause.) Whether you know it or not, you are

the leading class of the agricultural side of this country; you are the men who think; you are the men who attend meetings and your conventions; you go to the markets and become posted; you read the different literature that goes out and you draw your own conclusions; and you tell them to your neighbors. I want to say that the stockmen—while perhaps some of them were the first to criticize the railroads, and justly, were also the first to see the injustice being done. I met one of the prominent live stock attorneys in Chicago the other day who has been fighting the railroads for twenty years, and he said, "Calkins, we were wrong; we have been on the wrong track; we are now going to help do whatever is necessary to rehabilitate the railroads; we are going to put our hand to the spoke and help you change this thing about."

I am going to tell you just what it costs to transport a pound of beef on the hoof from Montana to Chicago—the small fraction of six-tenths of one cent. A pound of beef, gentlemen, is moved from the breeding ranges of Texas to Montana and then moved from Montana to Chicago, and after being cut into quarters in Chicago, then moved in iced refrigerator cars to the city of New York for approximately $2\frac{1}{2}$ cents a pound. Think of it! What would the retail butcher charge for cutting a pound from that quarter and delivering it to the housewife around the next corner? Do you think he does it for $2\frac{1}{2}$ cents? Compare his service with the 10,000 miles of service that the railroad companies have given you for $2\frac{1}{2}$ cents a pound. Can you find a retailer who will cut a steak and deliver it to the housewife around the corner for twice that amount? No, sir, you can't do it, gentlemen.

A pound of tea, for instance, which sells for from 60 cents to a dollar, is brought from China to New York City for the transportation charge of 1.5 cents. See how insignificant it is in the cost. A suit of clothes is brought from New York to Billings for a cost of from 15 to 17 cents, and still the price of clothing is going on up. You

cannot lay it to the high cost of freights, that's a cinch; that day is over and gone. (Applause.)

And this banker, of the Northwestern National Bank of Minneapolis, in his review, says this: "The most reliable estimate which I can get regarding the amount of grain that is held back in the district because of the inability to move the grain for lack of cars, is to the effect that there are about 92,000,000 bushels of wheat, corn, oats, rye and barley still in the farmers' hands in Minnesota; Iowa, North and South Dakota, Montana and Wyoming, after allowing for seed grain and feed requirements. In addition to this, about 65,000,000 bushels of the same grains are held in the country elevators. All of this is in addition to the amount held in Minneapolis terminals, which in itself amounts to upward of 16,000,000 bushels. All totaled, 173,000,000 bushels, or 138,000 carloads of last year's crop is still waiting for cars and for service." Isn't that a good reason why the banker has no money, why he can't cash in and help you out here when it is necessary in these trying times? Gentlemen, it gets back to the same question that I told you about, the question of distribution. This same banker goes on, after making a comparison here—it is a very intelligent report, very interesting—he goes on to say that "In three years from 1916 to 1919 the ton miles of railroads have increased—that is, the tons moved one mile—or the general increase of the country has increased 47.4 per cent; while in the same three years the freight car service has only increased 1.9 per cent." In other words, we are 46 per cent behind the country. I think that that is a conservative estimate; and what Mr. Ramsey has told you and quoted the Northern Pacific official is true: That it will take 500,000 freight cars to fill up this gap so that the railroads may catch up with the commerce of the country.

Now let us see what it is going to cost to do that. Five hundred thousand cars at the present day price means \$1,500,000,000 that we have to raise; and taking every factory at its present maxi-

imum capacity for building ears, it will require four years to produce that number of ears. If business keeps on increasing the next three years in the same ratio, it will still be 47 per cent ahead of the railroads. If we do not increase these ear building facilities and if we do not add to the railroad capital, we are going to be just as far behind the country in the service of transportation in another three years as we are today, because we cannot build in excess today of 125,000 freight cars per year. And, gentlemen, the freight car is the only one item of railroad shortage. The same thing applies to motive power and passenger equipment. So do not complain if you have to occupy an upper, because there are not enough sleepers in the country to go around. Be patient if your trains are not always on time, because there are not engines enough to move them. That is the trouble. My company placed an order the other day with Baldwin—and we just got in by a scratch—for 100 engines; and what do you suppose they cost us? We paid \$58,000 apiece for them. The same engine could have been bought prior to the war for \$18,000 to \$20,000, and it was "take it or leave it." These are some of the railroad man's burdens. We have to carry on. We are not afraid of our burden. All we want is to "get 'our face' back," as the Chinaman says; in other words, re-establish our credit in the financial markets. The investing public is not buying railroad securities today. It is a mighty serious situation. When you stop to think that there are 40,000,000 people in this country who own or are holders of insurance policies, nearly all of which are to a very large extent secured by the bonds of our American railroads, you see that you are vitally interested in this feature. Whether you own stock or not, your life insurance policy is very largely protected by it. Many of the savings banks of the country are also large holders of these securities today. You can go here to any of your banks and you can buy a first mortgage bond of the Northern Pacific Railroad—one of the best

railroads in this country, financially strong, active and vigorous—a three per cent bond secured by that railroad and all of the land which that great company owns through this country; you can buy it today for 85 cents on the dollar. Think of it! How are we going to sell bonds when such a mortgage bond won't bring over 55 cents? Are we going to discount our securities 45 per cent to get money? Supposing we paid 6 per cent for it, we couldn't sell them today for 70 cents on the dollar? Why? Because the same railroad company's stock today, paying a dividend of 7 per cent, you can buy on the market for 75. Seven per cent stock; think of it! The whole railroad problem today is one of earnings and credit. Confidence must be restored, because the railroads secure their funds from the people, and as time goes on, from year to year the number of holders is increased. Many people are buying low railroad stocks because they have confidence that the future will deal justly with the railroads, but this does not refinance the railroads. Notwithstanding the increasing number of stockholders today, we still hear the old story about watered stock and that Wall Street owns the railroads and all that. I want to say to you that it is tommy-rot; absolutely.

For fifteen years the accounts of every railroad has been scrutinized by hordes of inspectors sent out from Washington. I recall a government inspector who came into my office one day in Seattle and said, "I take charge of this office;" and he gave me one minute to walk out. I told him that he was welcome to the files and keys, to everything except the key to a filing case which was my personal property and contained only my personal papers, a few deeds, records of property, etc. He said, "I am very sorry, but I must take charge of everything in this office; you must deliver all of the keys including your personal files to me," and I gave them to him. He went through everything. In that way our accounts have been searched for years; everything has been open and above-board; and had to be; every nickel that

has been spent, the government knows what it has been spent for; every nickel that has come in they have known from where it came. The new law today leaves all essential matters entirely in the hands of the Interstate Commerce Commission. They can make your rates either up or down; we cannot change a rate, even reduce a rate—an interstate rate—without first getting their consent. We cannot build a branch line, we cannot make any great terminal improvements without first getting their consent. We cannot issue any stock without first getting their consent. What do we get in return? What are we assured? Absolutely nothing, except the hope that these men will treat us broadly and treat us liberally, so that we may earn what the law indicates—5½ per cent upon the value of the property, which they are going to fix.

Do not understand that it guarantees 5½ per cent, because it does not. If we have a bad winter or a short crop, we feel it just the same as you do; when there are no cattle to ship we do not get the freight, and we haul feed in at half rates in order to help out; that is an additional loss.

Here, gentlemen, we come back to the partnership business which I previously mentioned—if you don't prosper, we don't prosper; that is the way it works. In the case of a failure of crops and we do not make our 5½ per cent, the government does not guarantee to make it good. There is no guaranty under this law. The law says the rates shall be adjusted as near as possible so as to produce 5½ per cent upon the value of the property used in transportation. I have been in the rate-making business for a long time, but I am unable to figure out a schedule which would produce such results taking into account good years and bad periods of business depression and results which must be based upon the indefinite factor of volume of business handled. In my judgment this law does not go far enough to re-establish confidence and credit; it is, however, the first helpful and constructive measure, and if broadly administered, it

will be of material assistance in solving the many serious transportation problems.

Two great American railways have just placed on the market in the last few days an issue of over \$70,000,000 of ten-year notes, equivalent to bonds with interest at 7 per cent. As the former rate for this sort of security was 4½ per cent, it means that the railroads have to pay over one-half again as much for the use of money, and the only method of taking care of this additional cost is by increasing the freight rates.

A few years ago I was in the Orient, Siberia and Australia; and as I have always been interested with the cow business and digging around as to prices and market, I found that you could buy the best cattle in Siberia—and they have good cattle there, not equal to ours, but fairly good dogies, as you would call them—I could buy them for about \$6.00 per head, and all you wanted of them. There were no regular markets, there wasn't anybody making a business of handling cattle; everybody traded with his neighbor back and forth, even trading a steer for a bottle of vodka or whatever he could get. (Laughter.) In Australia a country as large as our own, where the principal industry is live stock and grain, I saw just as fine bullocks and sheep as I ever saw come off the Montana range. Swift & Co. have a small packing plant at Townsville, and their representative told me he got just as good beef there as he ever did at St. Joe, Mo., where he had been located previously, and he was buying cattle in Australia for less than one-half the price the same cattle were bringing in America. I thought the thing over to myself, and said, "Thank God, I live in a country where there is big business, where there are big markets, where there are big men who take hold of its products and transport them to the people of the world in the most attractive manner, in the most prompt and efficient methods, thus enabling us to secure the high prices we do in this country." I tell you, it was a revelation to me. So do not let us criticize

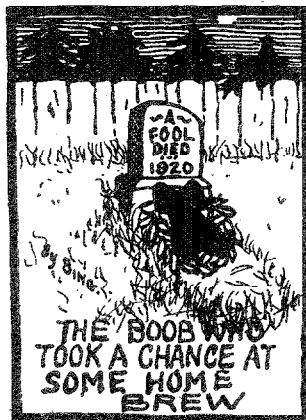
our big business until we have looked at both sides and compared our condition with others, as it is much better to live in a country whose emblem is an eagle which soars, than in a country whose emblem is an ostrich that hides its head in the sand. (Applause.)

I heard a pretty good cow story the other day down at Pittsburgh, and I am going to tell you and then quit, because I have far exceeded my allotted time. This happened over in England. During the war there was a great big husky young fellow milking a cow; he was as busy as he could be. An old lady came along and said, "Young fellow, why aren't you up at the front?" He replied, "Because the milk is at this end." (Laughter and Applause.)

President Willis Huidekoper: "Gentlemen, I am going to thank Mr. Calkins in the name of everybody present for his wonderful talk, which was most instructive and to the point. (Applause.)

A Voice: "Mr. President, I want to compliment Mr. Calkins upon the efficient manner in which his company transported hay for the stockmen under adverse conditions."

President Willis Huidekoper: "Yes, I think we all feel that way."



Boozy Epitaphs.
By T. M. R.

Here marks the corpse of Bill DeFoe,
A better man was seldom seen;
He thought he drank some fine "Old Crow"—
Instead of that, 'twas Paris green.

This man, in life, few men excelled—
The truth I now have said;
His bad companions him compelled
To have a "shot" of "Dago Red."

Good friends, I wish you all'd read
Of how this gent his life got through.
Hereafter, p'raps, you all will heed
And not attempt to drink "Home Brew."

Our Glorious Dead.

Today we kneel
In reverent love for those who died
For high ideal;
In foreign lands their bodies bide—
Their spirits here—
Our Nation's pride!

Each kindly heart
Will give a thought to lowly bed
From home apart;
Each thought a tear for those who bled
For country's sake—
Our Glorious Dead!

Flowers harvest yield
To those who sleep 'neath alien skies
In barren field,
Where crosses white in beauty rise
To mark each grave
Where patriot lies.

Eternal rest
With glory's halo o'er them shed
They're doubly blest;
And a nation's arms today outspread
To sleep and hold
Our Glorious Dead!

—Daniel W. Delaney.

May 30, 1920.

The Annual Meet of the "Vets."

The 1920 gathering of the veterans is being arranged for the 1st and 2nd of October and the place of meeting is to be in Milwaukee. Mr. A. J. Earling has accepted the chairmanship of the entertainment committee, Mr. W. D. Canick is vice-chairman, and the other members will be named by them.

As far as the plans have progressed, the meeting promises to be the most successful one yet held and the attendance is sure to be large.

Details as to program of entertainment, etc., are not yet complete, but they will have progressed sufficiently to be announced, without doubt, in the August number. Members of the association will also receive the customary card notice.

The Puget Sound Pioneers' Club.

The 1920 meeting of the Pioneers takes place in Seattle, Wash., August 19 and 20. It is announced that this meeting will exceed all previous ones in the matter of entertainment and enjoyment. Every pioneer who can arrange to get off should plan to attend. The committee announces something doing all the time—sightseeing trips, a banquet and a dance.

Don't forget the date, August 19 and 20.



Sioux City's

Sioux City—Iowa's Big Live Stock Town

Most of the readers of this magazine know Sioux City, probably, as "The Big Live Stock Town"—a place of huge packing houses, big stock yards and many establishments devoted to the meat packing industry. But while it is all of that, there are some other interesting things to know about the big and active city which stands on Iowa soil at the point where the Big Sioux flows into the Missouri River. These rivers are the state boundary lines between Iowa and South Dakota and Nebraska.

Live stock is still a paramount interest, but it shares the honor now with the agricultural development of the wide surrounding area, and thus it happens that grain elevators have become as numerous as packing houses and even take precedence over the big stock yards.

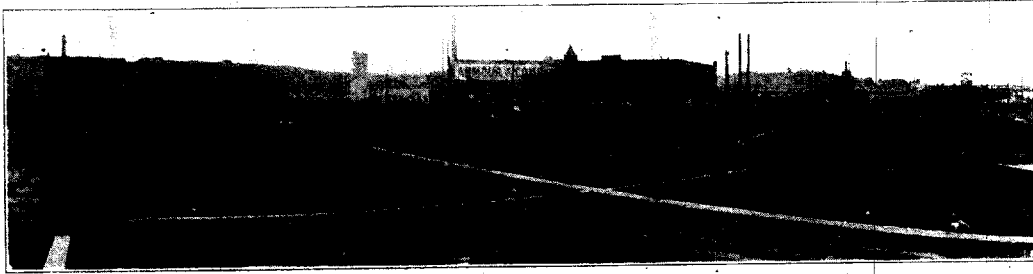
Given this city as a great terminal market for grain and a center for the packing industries, it follows that its jobbing interests, its manufacturing and its retail business are going concerns of the first order. These all stand first in Iowa's industrial and commercial rank, while in the matter of Sioux City's building construction the lead is far ahead of any other city in the state, both as regards excellence of type and the quality of its civic improvements.

Going back among the dates of Sioux City's early life as a community, you find it coming on as a river port, "in the fifties," the heyday of boat traffic on the Missouri, when boats loaded with supplies for the military posts on the western plains came up stream and took their overland way on the old military road that strikes out to westward from Sioux City. Settlers in those days also came by boat occasionally, although the favorite moving van of the pioneer was the prairie schooner. In January, 1855, there were two log cabins on the site that is now Sioux City, with a population of approximately 72,000. In July of that same year the first stage and mail arrived; in 1868 the first railroad arrived in the village, and in 1875, when gold was discovered in the Black Hills, Sioux City became a base of supplies for the 'Hills' mining camps, the supplies going out over the military road by ox-trains. This period may be said to have marked Sioux City's first real boom.

The Dakota Southern Railroad, a local enterprise, was the Milwaukee's beginning in

this field of western action. It commenced operations in 1873 and extended from Sioux City to Yankton. Like most projects of a local character in railroad affairs, the D. S. R. R. had difficulty in keeping off the rocks and so it was ready to catch the lifeline thrown out by the C. M. & St. P. Co., which absorbed the road in 1879 and extended the rails into Sioux Falls. The few years first following its extension were years of vicissitudes for the transportation lines. Mid-western weather went on a grand spree, so to speak, and wind and snow and bitter cold were rampant. Every veteran railroader of that region recalls without difficulty the big blizzards of 1881, when tracks were lost under mountains of snow which had to be cleared by shovels and hand-power, because rotary plows did not exist in those days, and the old-fashioned snow-plow was utterly inadequate to meet the situation. Miles and miles of drifts were cleared by this slow process while the countryside remained for many days cut off from communication with the outside world. Hardly was that situation cleared up when the well known Dakota chinook wind got on the job, snow melted in rivers, river ice broke up and the prairie lands from hill to hill were a wild waste of warring waters and shrieking, smashing, crashing ice floes. It is told that the local officials who had gone to the scene to direct in salvaging company's property were driven to the bluffs, where they stood for hours and watched the rising tides demolish the town of Vermillion; saw its hotel go over the top of an ice gorge and ride down stream on the crest of the wave. In another place seven people and a cow were found marooned on the top of an elevator. Her cowship had been drawn up with the aid of a strap, and her milk product had served to nourish the group until they were all taken off in a boat. At Sioux City the valley is exceptionally wide, but the two rivers and the smaller creeks, all swollen out of their banks, made a vast lake that obliterated all vestige of railroads, and drove the inhabitants to the hills and safety.

During the past fifteen years, or more exactly, the last six or seven years, Sioux City's population has shown a marked and steady increase, with a substantial manifestation of the growing prosperity there in the many building projects, the extension of its jobbing and manufacturing interests; the



Big Stock Yards.

expansion of its credit, and the general improvement in all branches of civic development.

The location of the city gives it special advantages. Close to the boundary lines of three states, with all of the surrounding territory a part of North America's richest agricultural section, the volume of trade centering is tremendous. Corn is the staple grain and Sioux City, in years gone by, held an annual carnival celebrating King Corn in ingeniously devised and miraculously built corn palaces.

The growth of the terminal and rail facilities at Sioux City has stimulated the trade in wheat, earning the city recognition as a terminal grain market, and the establishment of a federal grain grading office and supervision district. Advantages, privileges and facilities of this class are granted by the federal government only to markets of acknowledged first importance. The elevator capacity of the city at present is 3,500,000 bushels, while a new elevator equal in size to the largest at present in operation, is almost completed near the Milwaukee tracks at North Riverside.

The live stock and packing industry, second only in importance to Sioux City's industrial prosperity, occupy a vast acreage with stock yards, packing houses, stock pavilions, and other institutions engaged in handling those commodities. In the year 1919 the value of the live stock receipts into Sioux City was \$180,000,000; the number of animals received was 3,838,181 (including cattle, hogs, sheep, horses and mules); the number of animals slaughtered was 2,036,676. All of the leading packing interests and a number of smaller independent companies maintain plants at Sioux City, while the Stock Yards Company have a plant equal in every respect to any in the country. These mammoth institutions, with their never ceasing stream of stock and dressed product, form a connecting link between the eastern markets and the far-off undulating hills of the western stock range. The live stock show which is held annually in Sioux City is an event of profound interest to all stock growers, for there may be seen the very best live stock in the country, raised by growers in many states and brought here for exhibition and sale.

With much of the richest farming district in the United States right at the city's doors, the markets for jobbing interests have long

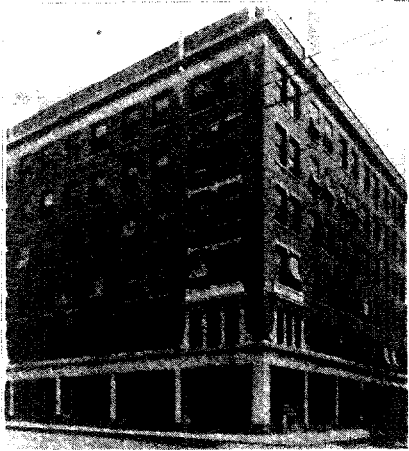
been recognized as among the best in the land, while the railroad facilities and favorable rates give it enviable advantages as a center of distribution. The jobbing business in 1919 totaled \$200,000,000, and the number of establishments enjoying this immense trade was 318, with 4,599 employees. The classes of products and the number of houses handling each include those dealing in food-stuffs, 51; automobiles and accessories, 73; petroleum products, 8; hardware, 3; coal, 9; seeds, 2; clothing, dry goods, etc., 10; agricultural implements, 8; drugs, 3; paints, wallpaper and glass, 6. In the manufacturing field there are plants producing auto trucks, auto tractors, auto tires, auto bodies, auto tops and furnishings, auto tools, piston rings, etc. In the distribution of automobiles, equipment and accessories, the Sioux City automotive industry aggregates approximately \$100,000,000.

Bank clearings and deposits tell the story of a city's growth in a conservative yet convincing way, and the story on that page reads as follows. The clearings in 1900, twenty years ago, were \$60,311,692; the deposits for the same year were \$2,856,267. In 1905 the clearings were \$87,732,057, the deposits \$7,973,000. In 1910, clearings \$150,383,133, deposits \$14,607,226. In 1915, clearings \$173,145,944, deposits \$19,382,567. In 1919, clearings \$44,707,670, deposits \$47,375,547. Quite some advance, you will notice.

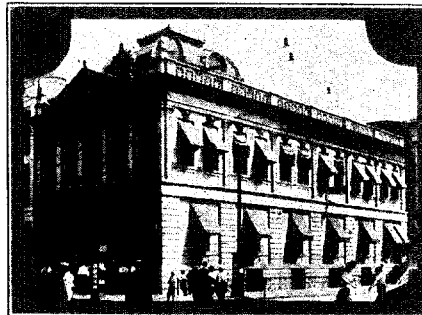
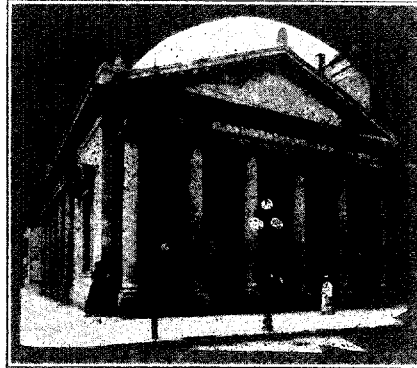
A measure of this town's growth and prosperity is its building record. In 1910 building operations totaled \$1,129,643. In 1915, \$2,050,417; in 1919, \$8,750,000.

All of the foregoing figures are matter of record and mean much if you have the statistical mind that can grasp figures in large quantities. But to the ordinary observer Sioux City's title to distinction lies in its "atmosphere"—that intangible quality which sorts and places people and things in their rightful niche. The atmosphere of Sioux City is inviting—it gives you the sense of being in the midst of real things; in a place where great work is being done in a great way. You walk through its business thoroughfares and find activity, but plenty of room, because the streets are broad, and there is space for a tree here and there whose branches shade stores and office buildings. The buildings are up to date in plan and construction. All writers who fare into the descriptive by-ways of a town dwell on skyscraper buildings, and Sioux City has them, too.

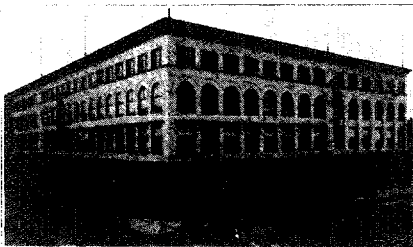
Its retail district is a distinct surprise to



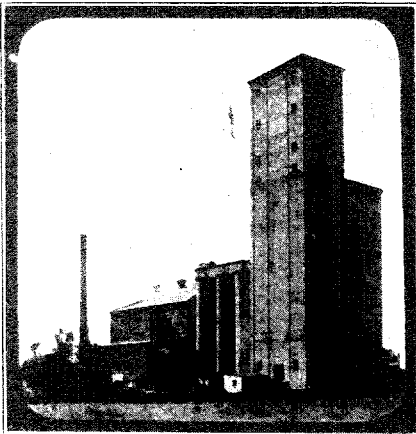
A Representative Office Building.



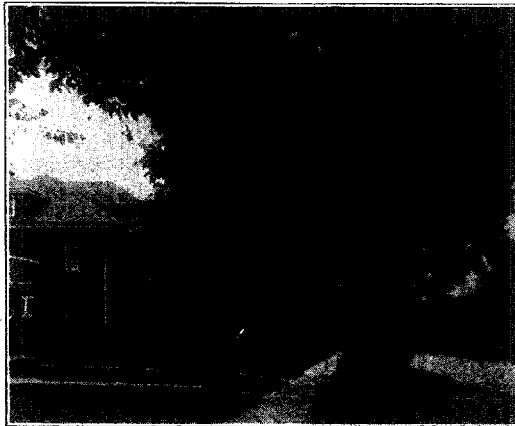
Two of Sioux City's Fine Bank Buildings.



In the Retail District.



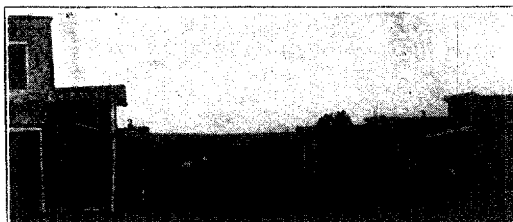
One of the Many Grain Elevators.



A Residence Street.



A Sioux City High School.



Pearl Street in 1857.



The Sioux City Country Club.

visitors, the stores are housed in fine modern structures and carry handsome and complete stocks of merchandise. These establishments enjoy a patronage extending over a wide radius in Iowa and the adjoining states.

It has fine modern hotels and some of the handsomest school buildings in the western district; elegant club buildings and churches—a beautiful public library and comfortable and luxurious homes. All the streets are paved and well kept, an appealing fact to motorists, while out into the wonderful country which surrounds the city reach many miles of cement roads that wind and curve about the hills and through the woodlands which stretch their beauty along the banks of the Big Sioux River.

With two rivers to cater to the joyous life of the city, there would necessarily be many boat clubs and much river craft. The Big Sioux furnishes the playground for most of this form of amusement, and on its banks, in Riverside Park, are several perfectly appointed boat-club houses.

Riverside Park has, also, other attractions of the Coney Island order, and is reached by trolley line. Stone Park, out on the heights at the edge of town, is reached by a "sky-line drive," where there is a view that equals in beauty and breadth any of the famous "most beautiful" views in the world. This park is a natural glade, left in its pristine beauty, with only drives and walks to make it accessible, and some conveniences for the accommodation of picnic parties, in the way of tables and benches, and furnaces where coffee may be cooked, etc. Another approach to this park is by way of a charming drive beside the Big Sioux, with glimpses through the leaves everywhere of the sparkling river and its cool, overhung banks.

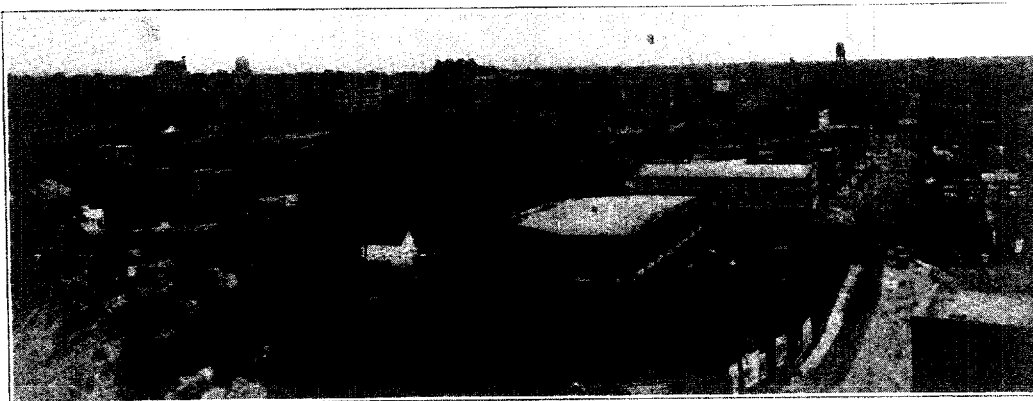
A point of particular and historical interest is Floyd's Bluff, where on the 20th of August, 1804, was laid to rest the body of Sergeant Charles Floyd, the first member of the Lewis & Clarke Expedition to succumb to the hardships of the journey. He was buried with the honors due a soldier of the United States, and to mark his resting place a cedar post was placed on which was inscribed his name and the date of his passing.

To further honor his memory, his comrades gave a little stream issuing from the hills the name of Floyd's Creek. The cedar post has been replaced in recent years with a handsome granite shaft that has become a landmark of the Missouri River banks.

Sioux City yards is one of the busiest terminals on the system. The new west yards, established west of the Big Sioux River about three years ago, are approximately a mile and a half in length and have fifteen switching tracks, with several additional storage tracks, making nearly ten miles of trackage within the yards. The new shops and engine terminals built at the time the west yards were inaugurated are thoroughly modern and complete. There is a 30-stall roundhouse, machine, blacksmith and boiler shops, car repair shops, "rip track," a water chiller pit 100 feet long, a water softening plant with water supply drawn from wells and pumped by electric power, a mechanical coaling plant and all other facilities necessary to the efficient handling of equipment in and out of this big terminal. The shops are located on the east bank of the Big Sioux, in Iowa, while west yard is across the river in South Dakota.

The Milwaukee's personnel at Sioux City includes many familiar faces—the one longest seen and best known being "Cap" L. R. Beardsley, assistant superintendent, now enjoying the evening of his labors after many years of service as superintendent of the S. C. & D. Division. He is in the best of health and grows ten years younger with every passing year. C. N. Curtis, division freight and passenger agent, is the next of the veteran line. His service date is 1880, when he was working on the section at Vermillion. He was one of the shovel brigade during the blizzards of 1881 and the rescue crew in the subsequent floods. He has been continuously in the service of this company and has been right in Sioux City since 1884. Mr. Curtis' force consists of R. R. Russell, traveling freight and passenger agent; R. W. Hurlbut, chief clerk, and Miss Ruth Davis, stenographer. Roy G. Larsen is local freight agent and E. Oblund local ticket agent.

Superintendent C. H. Buford heads the operating forces there, with Wm. F. Ingham and C. F. Urbitt trainmasters.



A Bird's-Eye View of Sioux City.

Lloyd Donald is chief clerk and W. C. Gurns chief dispatcher.

In the yards are F. M. Henderson, general yardmaster, and M. M. Norman, assistant.

At the shops are A. M. Martinson, district master mechanic; J. T. Clark, general car foreman; C. C. Smola, district storekeeper.

"Communion"

Tribute to the Mountains of Montana, Seen on the Chicago, Milwaukee & St. Paul Railroad.

"No," I care not for the ruins
Of some old Cathedral town,
One whose battlements and towers
Are through age now falling down;
These are ruins of a temple,
Reared to man-made Deity,
To the everlasting mountains,
I to them swear fealty.

Give to me the lofty mountains
That have stood since Time began,
With the wild and trackless forests,
Never trod by feet of man;
Where the waters flow so smoothly,
And where not a sound is heard,
The great silence that surrounds you
As when first there came the word—

That from chaos called forth glories
That on every hand we view,
They were born in all their beauty,
Born of Mother Nature true;
And perhaps I then existed
In some other form than man,
Lived and moved and had my being,
All according to some plan?

Wander with me to Lake Como,
There it like an emerald lies,
All around it are the mountains,
And is warmed by sunny skies;
Not a breath of wind nor ripple
Stirs its bosom smooth, serene,
And we gaze upon it mutely,
See the mirrored mountains green.

Here the shadows seem to whisper,
As they do in old Cathay—
And some Loreley is singing
When the night winds pass that way;
Then there is a Resurrection,
It is then my longings cease,
For the everlasting mountains
Fill my heart and soul with peace.

There's the everlasting silence
As when first the world was new,
And there breaks upon the vision
Nature's beauties to our view;

* * *

What to me are ruined temples,
Built some centuries ago—
With their saints and saintly legends?
On them I no thought bestow;
For the mountains wrapped in silence,
Veiled in mist and crowned with snow,
Is the shrine at which I worship
In the sunset's crimson glow.

When you've seen the mighty river
Sweeping through a mountain gorge,
Seen the mist, like smoke, a-hover
From some hidden, giant forge—
Seen the hills in all their glory—
Vivid green with crowns of snow—
Then from out the Great Forever—
Comes the song so sweet and low.

When you've slept beneath the starlight,
Seen the god of day arise,
And his majesty depicted—
Glowing in the eastern skies;
Felt the cool kiss of the morning
Breezes, as they passed along—
Then in harmony with Nature
You will raise your voice in song.

When you've felt the mighty silence—
And it held you in its thrall,
When darkness followed twilight—
Hid the world beneath its pall—
It is then you learn the meaning
Of the Great Wide Open Space—
And the vastness of Forever—
Where the hands of Nature trace—

Signs and symbols yet unciphered—
By the quondam passer-by—
Who has never seen nor questioned—
Never yearned to know the "WHY"—
That the heart of man is longing
For the secrets still untold—
Which the everlasting mountains
Ever in their bosoms hold.

For the temples made by mortals
Must in course of Time decay,
But the grand and lofty mountains
Last 'til time has passed away—
And there is that hidden secret
Safely locked within their breast
That lures Nature lovers ever,
And brings solace, peace, and rest.

—W. E. Hanson.

Additional Through Train Service.

Commencing May 16 the Pioneer Limited has been operated in two sections.

The first section of the Pioneer is an exclusive sleeping car train—the biggest and best in the whole world. Leaving Chicago it has a dynamo baggage car, one standard compartment car, the library buffet car, a dining car, a parlor car and seven standard sleeping cars, and at Milwaukee picks up another standard sleeper. No stops are made east of LaCrosse except to take on sleeping car passengers and no stops are made west of LaCrosse except to let off sleeping car passengers. The train is solid steel from engine to markers.

The second section has express and mail car, coaches, dining car and parlor car. This train follows the sleeping car section closely all the way to Minneapolis. It makes all the stops for coach passengers, mail and express for which the Pioneer Limited was scheduled prior to the separation.

Day in and day out all through the year the Pioneer Limited handles a greater number of sleeping cars, carries a greater number of passengers and does a bigger dining car business than any other train of limited character in the whole country.

The second section of No. 16, the Olympian, Minneapolis to Chicago, has coaches and the regular Minneapolis-Chicago sleeping cars and, of course, a dining car to serve necessary meals. The operation of this train relieves the regular Olympian from the west of a great deal of local work, Minneapolis to Chicago, and helps to insure an on-time arrival in Chicago for the important business from the coast and also that from Minneapolis and St. Paul.

Simultaneously with the inauguration of these additional trains between Chicago and Minneapolis it was arranged for train No. 2, which is run daily from Minneapolis to Chicago, to be run over the Northern Division from Portage to Milwaukee. This will be much appreciated by the people on the Northern Division desiring to come to Chicago for business purposes and return to their homes the same day. Before the arrangement was made they could not reach here before No. 10 at 1:10 p. m. Now they can come in on No. 2 at 7:40 a. m. and remain until No. 9's departure at 5 p. m. or No. 10's departure at 8:15 p. m.

On May 23 a very pronounced improvement was made in the Sunday evening return service from the Fox Lake country to Chicago, putting on three additional trains. The first leaves Fox Lake at 6:40 p. m., the second at 7 p. m. and the third at 7:05 p. m. Each has a capacity of from eight hundred to one thousand or a total capacity of twenty-five hundred to three thousand, and the arrangement as to stops that will be made by the respective trains is such that each will carry its proper share of the business and have necessary accommodations for everybody.

It is estimated that the business to and from Fox Lake and the other lake points this season will exceed by 25 to 33 1-3 per cent the business of any former season and the above arrangement will be extended as may become necessary in order to give good service.

On May 9 our train service between Chicago and Omaha and Sioux City was revived. Nos. 11 and 6, the former trains, were scheduled to run between Chicago and Sioux City and two new trains, Nos. 7 and 8, were put on between Chicago and Omaha. The time between Chicago and Sioux City was somewhat reduced and the time between Chicago and Omaha was shortened to fourteen hours. The train for Sioux City (No. 11) leaves Chicago at 6:05 p. m. and arrives at Sioux City at 9 a. m., connecting with the train for Sioux Falls, Bristol, Mitchell, Aberdeen and the Coast; and the Omaha train (No. 7) leaves Chicago at 6:45 p. m. arriving at Omaha at 8:45 a. m. This is fourteen-hour service, and the train affords every convenience—train travel comfort, and facility; standard compartment and drawing room sleepers, dining car and observation car.

No. 8, the east bound train, with identical equipment, leaves Omaha at 6:05 p. m. and arrives Chicago at 8:05 a. m.

From An Old Milwaukee Employee.

Former CO telegrapher, Jake Alleman, sends the magazine a letter from N. T. Sharman, also a former telegrapher, but now a prosperous farmer living near Holland, Mich. The letter reads:

I am living on my farm and getting along O. K. We keep six cows, and have some White Leghorn hens; am getting about five dozen eggs a day (February 17th) and expect more as soon as the weather gets warmer. Am going to make another coop soon, so as to get 300 more chicks the first of June. I find that a good hen house is the most important thing in taking care of chicks and hens. We have only lost six out of 300 chicks so far, which is doing pretty well, I think. The weather has been fine all winter—plenty of snow and good sleighing all the time. We make butter and fatten most of the calves, but have kept two to raise. I have about twenty acres of woodland—therefore, have plenty of fuel without buying; also have an engine and sawing outfit, so it doesn't take long to get a year's supply of fuel. Our house is very comfortable; we have hot and cold water, a nice bath room, electric light in both house and barn, which makes it handy to do chores. We raise corn and potatoes and all kinds of garden stuff. The sandy soil is fine for melons, and we had a lot last summer.

What do you hear about the railroad business? Is that branch from the C&M to Bensenville completed, and how about the different changes? Any operators quit or dead since I left? Do you hear anything about the pension the Veterans have been working on? Is Mr. Rupp still at Milwaukee? I hear P. C. Eldredge has died. I worked nights at Western avenue when he was day man there, and took his place afterwards. That was in 1880. Write me when you have time, and give me the news. Remember me to all my old friends, and with best wishes, etc.

Mr Alleman concluded that the best way to get Mr. Sharman's messages to his old friends was through the magazine.

Claim Prevention Bureau

C. H. Dietrich, General Chairman



Ready for the Annual Sale.

The Prairie du Chien Lockup

No, it isn't the town calaboose that is pictured on this page, but the company's port of missing and damaged freight, "relics" and "broken-downs" from all over the system, gathered in and held there pending the annual auction sale—an event which invites purchasers for and dealers in every known commodity of commerce. It is an event that spells "bargains" to these people and they come from a wide area, and not infrequently from distant cities, in search of certain varieties of merchandise and special bargains in all the lines represented.

From these pictures employees, and especially those who have been sending damaged freight for years, to Prairie du Chien, may get some little idea of what this remarkable warehouse looks like at the time when the miscellaneous freight held there is displayed for sale.

This warehouse is of brick construction with slate roof and opens out onto the Mississippi River on one side, with trackage facilities on the other. It was constructed in 1860 and was a busy station at a time when this company's rails extended no farther west than Prairie du Chien, a large

traffic being interchanged at this point between the river steamboats and the railroad. After traffic on the Mississippi River ceased there was no use to which this large warehouse could be put, and it was accordingly turned over to the freight claim department for use as a storage warehouse, into which the bulk of our damaged freight, together with a great deal of unclaimed and refused freight, is stored and at regular intervals this salvage is disposed of at public auction. At the sale held there May 26 and 27 of this year about \$53,000 worth of merchandise was sold. About three hundred people, the majority of whom were from points within one hundred miles of Prairie du Chien, attended this sale.

The spectacle of a freight house, the size of this, practically full of damaged freight, is an object lesson that every agent and trainman on this railroad could ponder over with profit, as practically every commodity handled by freight and subject to damage is represented in this accumulation. Here we find the chairs, dressers, bedsteads and other articles of furniture damaged account of improper packing. Hundreds of packages are here, because the package was insufficient

to begin with and simply could not stand ordinary transportation. Again we find great numbers of packages improperly marked that have gone astray and finally found their way to this warehouse. A large amount of foodstuff, such as sugar, beans, canned goods and other similar freight is in this collection, on account of having been loaded adjacent to packages of oil or on oily floored cars. A large accumulation of farm machinery parts are here, on account of the tags with which they were originally marked, have become torn off in transit and the parts have gone astray. One entire section was filled with plumbing material, such as basins, closet hoppers, closet tanks, bath tubs, sinks, etc., all showing evidence of either improper crating or extreme rough handling, which resulted in the enamel being broken and the shipment refused at destination.

It is a hard matter to even estimate the amount in dollars and cents that has been paid out of this company's treasury for the freight represented in this sale, but it is perhaps a conservative estimate that, for every one of the fifty-three thousand dollars recovered from this sale, four dollars has been paid out in claims to the owners of this property. In some instances of course this salvage sells for nearly its value, but in many other cases the damage is such that the salvage is of very small value indeed and so long as we continue to accept and attempt to transport merchandise that is not sufficiently boxed, crated or otherwise prepared, and which is not plainly marked with consignee's name and destination, written in full, this semi-annual accumulation of damaged and unclaimed freight will continue to cost us dearly.

Chicago, Ill., June 14, 1920.

The General Committee on Claim Prevention wishes to advise that the loss and damage to freight for April, 1920, as compared to the same month in 1919, is as follows:

	1919.	1920.
Freight Revenue	\$8,529,013.00	\$8,289,606.00
Loss and Damage	245,148.00	226,229.00
Ratio of L&D		
to Revenue	.0287	.0273

New Claims Received in the Month of May, 1919.

Connecting Line	No. Claims	Amount
Claims	3,682	\$ 82,548.73
Grain	1,179	34,981.55
Live Stock	224	66,654.48
Loss and Damage, Misc.	9,668	277,391.27
	14,753	\$461,576.03

Connecting Line	No. Claims	Amount
Claims	2,269	\$ 54,245.43
Grain	640	34,723.13
Live Stock	336	77,451.58
Loss and Damage, Misc.	11,138	379,681.55
	14,383	\$546,101.69

These statistics show a reduction in claim payments as well as a reduction in the ratio over the same month last year, and

also indicate a reduction of nearly \$200,000 in the amount of new claims received during May as compared to the claims received during April, 1920.

A sharp reduction in the number of live stock claims received is an encouraging feature of this report, the reason for which is easily understood by checking up the movement of live stock during April and May, very little of which reached the terminal markets too late for sale.

The large amount of claims received for miscellaneous loss and damage during May is accounted for in part by the fact that immediately after the switchmen's strike a large quantity of perishable freight consigned to points east of Chicago was held up here and disposed of in order to prevent deterioration, and while claims show on our record as having been received for the value of all of this property there will be a very slight charge made to loss and damage on account of these claims due to the fact that the property was sold at practically full market value.

It is a fact, however, that we are receiving an enormous number of claims on merchandise shipments for both loss and damage due to the irregular manner in which this class of freight has been handled during the past two months, not only on our own line, but on our connecting lines as well. This situation is rapidly improving, however, and our claims on miscellaneous freight should not remain at this high figure.

In connection with the handling of perishable freight, and especially L. C. L. shipments, the greatest care should be exercised in accepting such freight for shipment. Special care should be taken to ascertain whether refrigerator equipment is available, and the movement of cars containing perishable freight should be given expedited movement, particularly during extreme warm weather.

The question of destination agents making a full and definite statement of loss or damage on freight bill is of much importance to our claim work as numerous cases have been noticed recently where either insufficient or misleading notations have been made which not only delays settlement of claim but is likely to result in an improper payment.

We received a freight bill recently, covering ten sacks of sugar, marked by agent "soaked with oil." The salvage was turned over to the company for sale and \$24.00 per sack was realized, which was somewhat more than the invoice price. Investigation developed no evidence of oil whatever. The sugar was somewhat lumpy from coming in contact with moisture, but that was all, and it is suggested that the word *soaked* be not used in connection with notations on expense bills where the damage is the result of freight being merely touched with water or other liquids. What the claim department wants is a notation setting out the facts as closely as can be ascertained and signed by the agent in ink and dated. This will save us all a great deal of trouble and result in prompt settlement of the claim.

Another suggestion made by one of our agents is that all shipments of empty cracker cans and other similar containers returned to shippers be receipted for showing their actual condition. If rusty or dented or glass front broken, make notation to that effect on the bill-of-lading and on the way-bill, as the wholesale houses, upon receiving these shipments, hold the carrier responsible for their condition unless we protect ourselves by showing the condition they are in when received for transportation.

The company is perhaps employing more inexperienced help at its freight stations than usual, and the necessity for close supervision is greater even than in ordinary times. We cannot expect to put a green man at work handling freight and receiving it at the freight house door, or stowing it in the car and get the same efficient service from him that we expect from an old experienced hand, and it is therefore more important than ever to hold station loss and damage meetings where the agent or foreman can take from ten to fifteen minutes time to explain the results that flow from improper handling of freight and follow these meetings up with close supervision.

There are signs of an improvement in this matter of loss and damage to freight. We still have six months of the current year in which to show the management of this railroad that we are backing their efforts toward a successful operation of this property, and if every old-timer on the road will make it his personal business to line up at least one new employe, the results from a dollars and cents standpoint will astonish us.



The Men Who Kept the Wheels Moving at Galewood.

House Cleaning for the Station Agent.

By Warren E. Beck, Agent, Geddes, S. D.

Springtime is housecleaning time for nearly every housewife the world over, and if you could go over the line and see how the various stations are lined up, seeing some well kept and others badly out of order, unhandy and encumbered with "dead wood," I am sure you would agree with me that we station agents can well take a tip from our good housewives and do a line of housecleaning ourselves.

If you went into a shop or factory and saw the workmen falling over each other trying to find their tools, working appliances and material, with the finished stock piled all around them where they had finished it, and with no working system whatever, you

would conclude that that firm was well on the road to bankruptcy.

I do not mean to infer that there are many stations that are conducted in this manner, but there are many that can be greatly improved upon.

Conditions at stations differ, and while the same plan in every detail will not work out at all stations, a general plan can be shaped so that it will fit conditions at each station.

With the advent of the eight hour day and the consequent necessary increase in number of station employes, the station agent who previously did a large part of his work personally, automatically becomes an efficiency expert for the station force at his office, and is met with problems of reorganization that must be solved if he is to be successful, for he must now get the work lined up so that it can be done in portions, by several employes, instead of doing it himself in his own way as previously.

One of the first and best steps an agent can take toward reorganization and efficiency under the new conditions is to take a complete survey of all station work at his station, on paper, just as he is now doing it, showing each portion as now assigned, then make a new assignment on paper, assigning the work as it can best be done by each employe, taking into consideration ability, hours assigned, etc., and he must not overburden himself, for if he is a live one he will find plenty to do, improving the service, working on the side lines and bettering the service generally, and he cannot work out new ideas and better the old ones if he tries to do all the work himself.

After each employe has his assignment the agent should try to give him a desk that he can use regularly, and then comes the housecleaning, and here is a line to follow.

Clean out every desk, drawer, pigeon hole or place that contains anything that is movable; place it all in the middle of the office, then sort it up. And after considering each form and article, ask yourself the question, "How often do we use this, and is it absolutely necessary that we keep it in the office?" then apportion to each employe those blanks and appliances for use on their assignment of work, and see that they arrange them regularly and neatly, within their desks if possible.

Tear down every piece of unnecessary office equipment, pigeon hole cases, cabinets, etc., that can be dispensed with, and that will be a piling place for junk; take it out of the office with what stationery and other equipment you have left over.

Clear your walls of every hanging article that can be dispensed with, pull out every nail, and try to get and keep everything you can under cover, in desk drawers, etc., making dividing boards in these drawers so that your material may be kept separate and in order. Rearrange all of your office equipment that you actually require, so that it will be the handiest and yet present a neat appearance, and do not allow an article of equipment or stationery that is not used daily to remain in the office, if you have

any other place near at hand where you can place it.

When you have your office lined up, sort up the deadwood, or surplus that you have moved to the freight house or other available place, placing all surplus or obsolete stationery and supplies in a box, and send it to the storekeeper, and if you have no cabinet available for storing the stationery, one can easily be made by using grain doors.

About eight grain doors, some ten penny nails, a hammer and a saw and six or eight pairs of hinges and about an hour's time will make a dandy cabinet, and if you are not inclined this way the section foreman no doubt will be glad to help out.

After a clean-up of this kind your office force cannot fail to get the spirit, if they are normal, and it will surprise you how it will raise the morale and put the working spirit into the whole crew, and if you will follow this up with an understanding that the station is to be run along these lines and kept clean and in order, and that each employe must concentrate and give eight hours' service of the best quality possible for every eight-hour period assigned, not only yourself but every employe at your station will find life more worth living, and the company will be getting what is due them, "better and more efficient service." Try it.

Distinctive Features of Electric Locomotives.

ELECTRICAL

Liberal Capacity.
Wide Operating Range for Regenerative Braking.
Low Voltage across Main Motors.
Low Voltage Auxiliaries.
Reliability of Control Power.
Wide Range of Economical Speeds.
Ease of Operation.
Location of Apparatus for Accessibility and Protection.

MECHANICAL

Distribution of Mass, Articulation and Wheel Arrangement to Obtain Exceptional Tracking Characteristics.
Minimum Non-spring-borne Wheel Loads.
High Center of Gravity of Locomotive-Running Gear.
Advantageous Position of Main Motors.
Frictionless Spring Drive.
Effective Equalization.
Use of Large Drive Wheels.

A Letter from John C. Fox.

The following letter from Veteran John C. Fox to his old friend H. W. Griggs will be read with profound interest by the many friends of this remarkable man, who, in his nineties, still retains his interest in the

affairs of life and keeps in touch with his friends, who are legion. All Janesville delights to honor its nonagenarian, and as far as is humanly his neighbors make his declining days happy and comfortable.

The letter follows:

Janesville, May 5, 1920.

Mr. H. W. Griggs,
Milwaukee, Wis.

My dear Mr. Griggs:

Your kind letter of April 6 with enclosure of one dollar should have been acknowledged sooner, but my "private secretary" has had her hands more than full in other lines of business and has therefore neglected all duties of a clerical nature for several weeks.

I assure you I appreciate greatly being put on the honor list of the "V. E. A." membership roll and I think it was very kind of the association to confer such an honor upon me.

I also appreciate Mr. Grant Williams' kind message and would be glad to see him any time when he is able to call.

The afternoon of the day you called, Carrie Jacobs Bond, who was spending a few days in Janesville, and hearing I was ill, came to see me and brought me a very beautiful flowering plant, so I was twice honored on that day, you see. Last Sunday a double male quartet from the Methodist Church came up in the afternoon and sang several numbers for me. As I am a "dyed-in-the-wool" Episcopalian, and most people in Janesville are aware of that fact, I thought it especially kind of our Methodist brethren to remember me in such a pleasant manner.

About myself, I have been able to get into a wheel chair several times recently, but cannot take a step yet and do not know when or whether I ever will, otherwise my health is about as good as usual.

My wife had a bad accident about a month ago, strained her right shoulder very badly in some unaccountable way, and as her left side has been almost useless for months, it left her almost helpless and she had to be lifted bodily every time she was moved. She is considerably better, but still confined to her bed.

Thank you for your kind letter and also for the kind notice you gave me in April number of *Employees Magazine*.

With kindest regards,

Sincerely yours,

JOHN C. FOX.

The Lay of the Refrigerator Man.

Perishable Freight Inspector.

Philip Juhl,

The house is filled with ice

Of several thousand tons,

We are ready for the meat cars,

So say we, "let them come."

We guarantee good service,

At any time of day;

We know that we can give it,

And also make it pay.

Of salt we have a plenty

The tools are in fine shape;

The bunkers will be measured,

With a good ten-foot-six tape.

The business we are after;

We can handle any load,

So do not be afraid

To patronize this railroad.

So come on all ye shippers,

This is the route to take,

Again we say we're ready,

Good service is at stake.

Bess Johnson has been granted several months' leave of absence from the duties as agent at Naples. During this vacation she will visit at Excelsior Springs, Mo., also Chicago and Minneapolis. Relief Agent Frank Hartwig will handle the work at Naples.

Dispatcher E. H. Laugen visited relatives and friends at Rushford recently. Inasmuch as the baseball season hadn't opened down there, he gives promise of going there again one of these days.

Safety First

A. W. Smallen, General Chairman

C M & ST. P. R. CO. CAREFULNESS MAKES A SAFE, PROSPEROUS ROAD CONQUER

Safety First.

A short message, yet one of vast importance, is conveyed to us in the two little words SAFETY FIRST, and to one familiar with the records of accidents it is truly amazing how little heed is paid to the warning sounded in this brief message—a warning that danger continually lurks about our tracks and shops, seeking out and finding with appalling regularity the careless employee and the weak spots in supervision, and, strange to relate, we find among the victims men who are 100 per cent at home—men who overlooked nothing so far as the welfare and pleasure of their families are concerned, yet they fell victims of their own carelessness, plunging their little flocks into heartaches and heart-breaks that should have, could have, and would have been avoided had a little thought been devoted to Safety each day.

Too much stress cannot be laid on the importance of supervision, a man assigned to do a certain piece of work plans for whatever men, material and tools will be necessary to accomplish it, but very frequently he fails to plan for the most important part of the

job, viz., Safety, and whenever we reach the stage where all foremen will have a place on their daily calendar for Safety, then indeed will we proceed to reduce accidents to a minimum. It is a question of education pure and simple, educating the men up to the point where they will do it the safe way, and it is a real pleasure to be able to state that each month shows a gain in men who see the light and are now being governed by the rules of Safety.

In the work of conserving the lives and limbs of our employees, co-operation on the part of the men should be 100 per cent, as the entire movement is for the protection of themselves and their families, but figuratively speaking, some are lighting themselves to bed with tallow candles where more modern methods are available. Don't be a moss-back, get in line. We are making gratifying reductions in accidents, but we still have a big field ahead and each and every employee must do his share before we can hope to put this important work over to the fullest extent possible.

In reviewing the situation one can't help

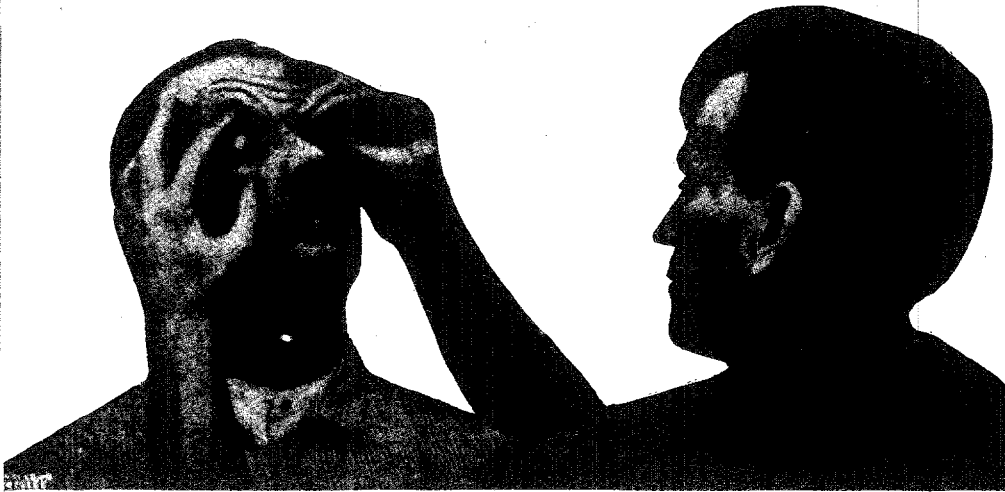
(Concluded on page 26)

The following Safety First Committee meetings will be held during the month of July, 1920:

Date	Place	Division or Shop Committee
July 5th	Austin, Minn.	Southern Minnesota Division
July 5th	Ottumwa Junction, Iowa	Kansas City Division
July 6th	Des Moines, Iowa	Des Moines Division
July 7th	Kansas City, Mo.	Kansas City Terminal
July 8th	Chicago, Ill.	Chicago Terminal
July 10th	Minneapolis, Minn.	Twin City Terminal
July 12th	Minneapolis, Minn.	River & I. & M. Division
July 13th	Green Bay, Wis.	Superior Division
July 13th	Green Bay, Wis.	Green Bay Shops
July 13th	Minneapolis, Minn.	Minneapolis Locomotive Shops
July 13th	Sioux City, Iowa	S. C. & D. Division
July 13th	Tacoma, Wash.	Coast Division
July 14th	Tacoma, Wash.	Tacoma Shops
July 14th	Aberdeen, S. D.	Aberdeen Division
July 15th	Tomah, Wis.	Tomah Frog & Switch Shop
July 15th	Tomah, Wis.	Tomah B. & B. Department
July 15th	Spokane, Wash.	Columbia & I. Division
July 16th	Spirit Lake, Idaho	Spirit Lake Shops
July 20th	Milwaukee, Wis.	C. & M. & Northern Division
July 20th	Deer Lodge, Mont.	Deer Lodge Shops
July 20th	Deer Lodge, Mont.	Rocky Mountain & Miss. Div.
July 20th	Mason City, Iowa	Iowa & Dakota Division
July 20th	Perry, Iowa	Iowa Division
July 21st	Portage, Wis.	La Crosse Division
July 21st	Beloit, Wis.	R. & S. W. Division
July 22nd	Madison, Wis.	Prairie du Chien & Mineral Pt.
July 22nd	Lewistown, Mont.	Northern Montana Division
July 22nd	Dubuque, Iowa	Dubuque Car Department
July 22nd	Dubuque, Iowa	Dubuque Division
July 23rd	Milwaukee, Wis.	Milwaukee Car Department
July 26th	Minneapolis, Minn.	Minneapolis Car Department
July 27th	Wausau, Wis.	Wisconsin Valley Division
July 27th	Mobridge, S. D.	Trans-Missouri Division
July 27th	Montivedeo, Minn.	Hastings & D. Division
July 27th	Savanna, Ill.	Illinois Division
July 28th	Milwaukee, Wis.	Milwaukee Locomotive Shops
July 28th	Milwaukee, Wis.	Milwaukee Terminal
July 28th	Dubuque, Iowa	Dubuque Locomotive Shops
July 29th	Miles City, Mont.	Miles City Shops
July 29th	Miles City, Mont.	Musselshell Division

SAFETY FIRST

No. 882



Courtesy, T. A. Willson & Co., Inc.

TOM and PETE

An Old Story

Tom used the emery wheel, didn't wear his safety goggles, emery in eye—

Pete tried to remove emery, poked around in Tom's eye but **FINALLY GAVE IT UP.**

RESULT { *Tom's eye hopelessly infected AND LOST*
MORAL

Stay away from amateur eye "specialists"
 and

Wear Your Goggles

National Safety Council
 Chicago

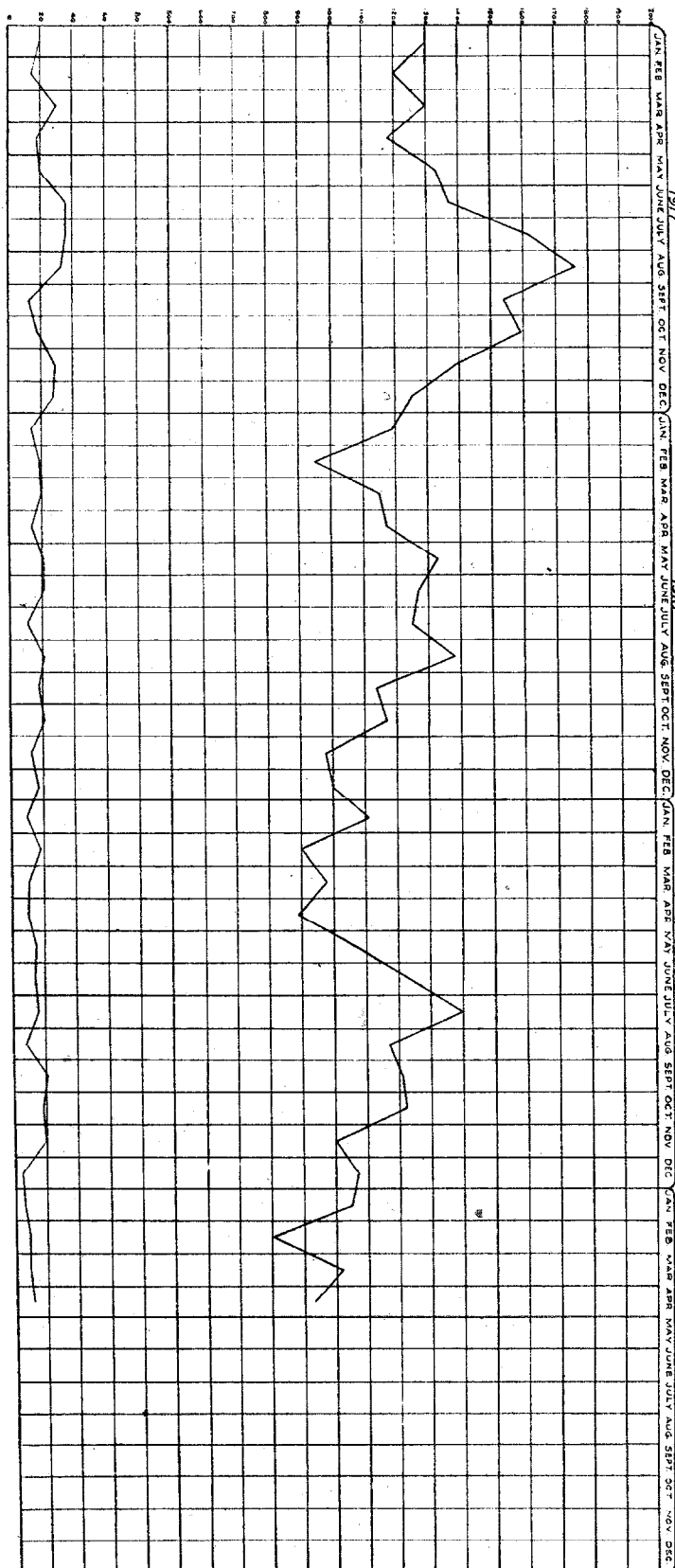


Bulletin Board Series
 Read by 6,000,000 Workers

Additional Copies of This Bulletin May Be Secured at Cost

DEATHS

INJURIES



Please note by following the line how the injuries and deaths have decreased during 1917, 1918, 1919, and first four months of 1920.

(From page 23)

Being an optimist, so much good has already been accomplished. We are growing stronger daily in members and the time is approaching when preventable accidents will be practically eliminated. Join the ranks of SAFETY, thereby hastening the new era; preach Safety and practice Safety every day and you will surely be gratified with the results of your efforts.

Written by

M. F. HOGAN,
District Safety Inspector.

How to Catch Fish.

By Charles G. Hill.

Chief Tracing Clerk, Car Accountant's Office.

Primarily one must select or decide upon some lake or stream, which decision is most generally reached by the kind of fish the particular individual wishes to catch. And in making this selection one cannot be too careful, lest an unwise decision is made which results in a waste of time. This of course is not a consideration, as fishing is indeed nothing but a waste of time; but an unwise decision really results in an enthusiastic fisherman wending his way into the corner fish market on his way home. This kind of fisherman does not get very far either, as there is guilt written all over his map, and there is a feeling of guilt throughout his entire system. But getting back to the field of operation. Fortunately my duties are such as to make me thoroughly posted at all times as to just where and when I may obtain the best results with the least effort. This knowledge comes to me while tracing the movement of fish cars. I know exactly from what lakes and streams the heavy movements originate, and at what time the catches are the greatest. Strange as it may seem, it is just the points where they are biting the hardest that I avoid. I avoid these points because during these heavy fish movements thousands upon thousands of fish are being taken from the water, which diminishes one's chances just that much. So as stated before, it is of the first importance to select a field of operation.

Secondarily, one must prepare bait, and too much effort cannot be directed towards the preparation of bait. For fishing in the vicinity of Chicago, worms are most generally used, and it is due to improper selection and preparation of this kind of bait that one usually is found in the fish market on the way home. It is essential that the worms be dug out of the ground not less than a week, and not more than ten days, before use. They should then be exposed to the sun during the day, and during the night a red light should be used in place of the sun. This procedure should be followed throughout the entire period until used. It is amazing what results will be obtained from this bait. BUT—for the absolute maximum results—in digging the worms if care is taken to select the long thin ones with the pointed ends, they can be bent into the shape of a fish hook, exposed to the

sun during the day, the red light used at night, and at the end of a ten-day period (ten days are required for this class of worm, no more, no less) they can be used WITHOUT THE USE OF A FISH HOOK. All that is necessary is to fasten the worms onto the line. Care must be taken when using this kind of bait to select a lake or stream where there is a large tree on the bank; and by all means get behind this tree when securing the bait to the line.

The usual question popped to one of authority is "what kind of fish do you catch?" Well, we all know the average run of fish in this district, and the answer to that question—if the individual will follow the above outline—is "what kind of fish do you want?" By procuring bait the same day that it is used, by using flies, spoons, etc., the catch is generally perch, bull-heads, dog-fish, crabs, frogs, blue-gills, or carp, or possibly some other such cat and dog food. But by careful preparation of bait such as is outlined the catch is always salmon, tuna, barracouda, muskelonge, halibut, etc. The catch will always find you wending your way home with hundreds of envious eyes resting on your prizes, for they are indeed prizes. But when you stop to think for a moment, you will realize that everybody could be doing exactly the same thing if they were only familiar with the methods and ways of going about it.

I have given you briefly one of the most essentials in fishing—SELECTING THE FIELD OF OPERATION—and PREPARATION OF BAIT, and before concluding a word should be said about the tackle. By all means use a steel rod and a high quality silk line. And by no means equip yourself with a line on which to string your catch. Remember that it will not be necessary to take the fish off the hook. I am assuring now that you are not going to use hooks but are going to make a good selection of long thin worms with the pointed ends. Therefore all that is necessary for you to do when your line is pulled in will be to shake the fish into a large basket. In short, you commence by fastening the worms to the line behind a large tree, cast the line into the water, pull it in, and shake the fish into the basket. This will be repeated as often as desired or until it is felt you have enough.

Having had to confine this article to a minimum space, and lest it is not fully clear to all, I shall be more than pleased to assist those interested in SELECTING THE FIELD OF OPERATION—PREPARATION OF BAIT AND TACKLE, if you will enclose a self-addressed envelope with your inquiries.

Quatrain.

E. W. D.

Thank God for peace; again, thank God
for war
When wrongs are righted, though we much
abhor
The clash of arms. Yet right must ever rise
Upon the firm foundation—Sacrifice!

At Home

Hazel M. Merrill, Editor

Midsummer Fancies.

The hot weather is upon us with a bound, and ruffles and fluffs are the order of the day for organdies and thin materials, with hats and parasols to match. These, and dance frocks of satin and taffeta, will be worn all summer with the prevailing tight bask and overflowing hips, which is the innovation of the season. We are wearing queer materials for summer frocks; frocks of loose woven linens in bright oriental tints, embroidered in quaint designs; dotted voiles and swisses; dainty, sheer organdies, etc. Taffeta hats in navy and black are in high favor and have almost replaced straw. We must have one frock for the cool days that are scattered through every summer, and French Poirer twill serge seems to be the favored material. The fashion makers are in a pleasant mood and seem to realize that times are hard. They have decreed that we may wear almost anything we please and "get away with it": short sleeves, medium length, and long sleeves, tight or leg o' mutton sleeves; tunics, panniers, full dresses, tight dresses, long ones and short ones. Quite the latest creation in bathing suits is the "Neptune's Daughter" suit with the new pantalon bloomers.

THE MEN! Yes, God bless 'em, they are quite as fastidious as the women in their manner of dress. We did hear some talk about their appearing in overalls and jumpers, but so far it is all talk. Silk shirts are very much in evidence; some in narrow striped effects and some all white; many crepe weave silks are shown, and one of their advantages is that they do not have to be ironed. Soft collars are to be worn more than ever. The most popular ties are the rather wide four-in-hand, although square-ended bow ties are also worn. Due to the increased cost of silks, it seems reasonable to assume that there will be a large demand for washable ties. The lighter shades of brown straw, with rolled brims and tapering crowns, are the favored hats. Caps are very much in demand this season.

Think of it! The men are also carrying fancy handkerchiefs.

Novelties.

Charming Spanish combs of jade are much in evidence.

Laces and embroideries meet with ready sale.

Collars and cuffs of white kid on black are novelties of the season.

A new sweater belt is of braided twine. Printed tricollote increases in favor.

GOOD THINGS TO EAT

Ginger Ale Frappe.

Stir 2 cups of sugar into 1½ cups of lemon juice and heat over a slow fire until sugar is dissolved, stirring constantly. Do not allow mixture to boil. Remove from fire, cool, and chill on ice. Add 1

quart of ginger ale and freeze to a mush, using equal parts of crushed ice and rock salt. Serve in sherbet glasses. If served as an appetizer, fill cocktail glasses, slightly rounding frozen mixture above the glass, and garnish with sprigs of crystallized mint leaves.

To crystallize mint leaves: Select sprigs of curly mint of uniform size and with rather large leaves. Carefully wipe them with a damp cloth to remove dust, etc. Then brush them over lightly with the slightly beaten white of egg and sprinkle at once with coarse granulated sugar. Lay them on a waxed paper until dry; this must be done quickly. When dry, put the ends of stems into cold water to prevent leaves wilting. When ready to serve insert a sprig into each glass.

—Daily News.

Household Hints.

Use milk warm water to wash chamois gloves, then rinse thoroughly. Blow into each finger to stretch it into shape. Rub soft before putting on the hands.

A teaspoonful of vinegar added to the cold water when mixing pie crust will make it flaky.

A good way to keep pimentoes, after can has been opened, is to put them in jelly glass and cover with cooking oil. After pimentoes have been used, this oil is delicious for French or mayonnaise dressing, flavored as it is with pimentoes, as well as being colored an attractive red.

Delicious cream cheese may be made by grating one-half pound of dry cheese and mixing thoroughly with one teaspoon mustard, one tablespoon butter, and one-half cup of sweet cream.

What an interesting, happy meal we can make the Sunday evening tea. It should be very informal, and if there is a fireplace in the home should be served around it. Sewing trays, hand trays or adjustable tables may be used. By having a cord, or combination plug in the electric socket, it is easy to use the toaster, percolator, chaffing dish, or grill for preparing the meal. If current is not available, use alcohol stoves. Doing the cooking in this way permits serving the food at right point of heat and deliciousness, and also enables the one preparing the meal to be present with other members of family and guests while it is being cooked. The menu should consist of one dish, as queer as possible, and a suitable beverage. Dishes such as deviled and grilled foods, "little pigs in blankets," which consist of oysters broiled in bacon and eaten between hot rolls. May also serve lobster paste, and curried eggs.

If table bibs for older children are made of the same material as their play dresses, they will be less noticeable than white ones. The bibs also make good patches when garments need mending, as they have been washed and bleached as often as the dresses.

If the oven is too hot, a basin of water placed in the bottom will cool it.

Ammonia poured on iodine spots will remove them immediately.

To make a candle fit candlestick, place end in warm water, then mold with fingers, drawing it out if too large. If small, crowd soft end down in socket till it spreads enough to stand steady.

It will lengthen the life of a silk parasol at least one season or more if tissue paper is stuffed in each division to prevent usual creases and silk splitting.

The Patterns.

3134. Ladies' Dress.—Cut in six sizes: 31, 36, 38, 40, 42 and 44 inches bust measure. It will require 7½ yards of 38-inch material for a medium size. The width of skirt at lower edge is about 1½ yards. Price, 10 cents.

3299. Junior Dress.—Cut in three sizes: 12, 14 and 16 years. A 14-year size will require 6¾ yards of 27-inch material for the dress with tunic, and 4¾ yards without tunic. Price, 10 cents.



3308. Girls' Blouse Suit.—Cut in four sizes: 8, 10, 12, and 14 years. A 12-year size will require $4\frac{7}{8}$ yards of 36-inch material. Price, 10 cents.

3302-3388. A Neat Costume.—Waist 3302 cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3288 cut in seven sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. A medium size will require $7\frac{1}{2}$ yards of 27-inch material. The width of skirt at lower edge is about $1\frac{1}{4}$ yards. TWO separate patterns, 10 cents FOR EACH pattern.

3295-3250. A Pretty Gown.—Waist 3295 cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3250 cut in seven sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. A medium size will require 8 yards of 40-inch material. The width of skirt at its lower edge is

2 yards. TWO separate patterns, 10 cents FOR EACH pattern.

2750. Ladies' Cover-All Apron.—Cut in four sizes: Small 32-34, medium 36-38, large 40-42, and extra large 44-46 inches bust measure. Size medium will require $4\frac{1}{2}$ yards of 36-inch material. Price, 10 cents.

3310. Girls' Dress.—Cut in four sizes: 6, 8, 10 and 12 years. A 12-year size will require $3\frac{3}{4}$ yards of 24-inch material. Price, 10 cents.

3301. Girls' Dress.—Cut in four sizes: 4, 6, 8 and 10 years. An 8-year size will require $3\frac{3}{4}$ yards of 30-inch material. Price, 10 cents.

3133. Ladies' House Dress.—Cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A medium size will require $5\frac{1}{4}$ yards of 36 inch material. The width of the dress at its lower edge is about $1\frac{1}{4}$ yards. Price, 10 cents.

CATALOGUE NOTICE.

Send 10c in silver or stamps for our Up-to-Date SPRING & SUMMER, 1920, CATALOGUE, containing 550 designs of Ladies', Misses' and Children's Patterns; a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING; ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker. For Patterns or Catalogue, address Miss Hazel Merrill, Room 1215 Railway Exchange, Chicago.

Canning Time.

Now is the time for canning, and while this department twice before has printed the sub-joined table for the cold pack, the method is so uniformly satisfactory, and the need for conservation of foodstuffs is as urgent as ever, so we publish it again for the benefit of those who have not heretofore made use of the cold pack.

The table is based upon wide experience and indicates the time necessary for the scalding or blanching and for sterilization in hot water or the steam pressure canner. The table is based

on one quart pack; for half-gallon jars, increase the time ten per cent. For pints, decrease in the same ratio. The schedule is also based upon altitudes up to 1,000 feet. For higher altitudes, increase the time ten per cent for each additional 500 feet.

Remember, it isn't necessary to go to great expense to procure a canner, although the steam pressure canner is a joy. However, they cost a good penny, and the hot water bath canner of the stores is also comparatively expensive. Therefore get "dad" to make a rack to fit the bottom of the wash boiler. Then carefully scour the boiler and scald it. Then follow the directions with reference to processing your fruit or vegetables. Be sure to have the water cover the top of your tallest can to a depth of an inch and a half to two inches, and do not begin to reckon the time of sterilization until the water in the canner is actually boiling.

Briefly, the steps in the cold pack canning process are: Preparation of equipment and utensils; preparation of materials; blanching or scalding; cold dipping; removal of skin; packing into jars and adding syrup or water; fastening lid loosely; sterilizing in hot water bath or steam pressure canner according to time table; final sealing and storing. If Economy jars are used, the lid is sealed and clamped before sterilizing.

PRODUCTS	Scald or blanch Minutes	Sterilize in hot-water bath outfit Minutes	Sterilize under five pounds steam pressure Minutes
Fruits			
Apples.....	1½	20	8
Apricots.....	1-2	16	10
Blackberries.....	No	16	10
Cherries.....	No	16	10
Currants.....	No	16	10
Gooseberries.....	1-2	16	10
Grapes.....	No	16	10
Huckleberries.....	No	16	10
Peaches.....	1-2	16	10
Pears.....	1½	20	8
Pineapples.....	2-3	20	10
Plums.....	No	16	10
Raspberries.....	No	16	10
Rhubarb.....	2	20	12
Strawberries.....	No	16	10
Fruit juices.....	No	15	8
Preserves, after preparation and filling.....	No	20	10
Vegetables			
Asparagus.....	10	120	60
Beans, stringless or wax.....	5-10	120	60
Beans, lima.....	5-10	180	60
Beets.....	5	90	60
Cabbage or sauerkraut.....	5	120	60
Carrots.....	5	90	60
Corn.....	5-10	180	60
Greens*.....	15*	120	60
Peas.....	5-10	180	60
Peppers.....	5-10	120	60
Pumpkin or squash.....	3	120	60
Sweet potatoes.....	5	90	60
Tomatoes.....	1½	22	15
Soup combinations and soup stock†.....	No	90	60
Vegetable combinations.....	5-10	120	60

*Blanch in steam if possible.

†All vegetables, meats and other food products used in combinations should be prepared and treated prior to sterilization in the same way as when canned separately, and then mixed, packed, and thoroughly sterilized.

The Way It Is in Russia.

When gayly beams the frisky moon,
Inspiring men to flirtski,
I well undust my whiskeroon
And don my bridal shirtski.

Zoof! To the town hall straight I track
And get a bride or twoski,
To broil my yak and scratch my back--
As long as she is trueski.

When honeymoons do glumly floom,
I treat her to a rideski,
Back to the merry swapping room
And get another brideski!

—From "Our Family Bulletin."

SMOKING ROOM STORIES

The Grateful Telegraph Operator.

By An Old Employee.

Diverging somewhat from his own experiences, my friend related an incident in the life of a man who today is probably one of the most prominent and successful railroad men in the country—whose experience is most unique in that he worked his way from the humblest position (that of messenger boy) to that of president of the same railroad, an experience probably not paralleled in the history of railroads in this country. A great many men have eventually risen to lofty positions in the railroad profession by changing from the service of one road to that of another, going a step higher with each change, but few, if any, have, through their own individual efforts and sheer force of will and ability been able to climb the ladder from a lowly job to the very highest position on the road without once leaving the service of that one road for a single day. Such is the experience of the man of whom a beautiful incident was told by my friend—an incident so beautiful and with such a lesson that I am going to repeat it for your benefit.

In the early days of railroading in the West, the agents at the larger stations were usually allowed to use their own judgment as to the employment of their assistant, and such was the case at one of the largest and most important stations of the road I refer to. The agent at that place was a man who had passed the meridian of life, most of which had been spent in the service of the company. Among his assistants he had employed a little lad as messenger boy. This lad came from sturdy, honest stock and into him the lesson of honesty and integrity had early been instilled. The family was large and the boys, of whom there were several, early assumed the responsibility of making their own living, this lad choosing the railroad business with a determination to make something of himself in his chosen vocation. During his leisure hours he learned the art of telegraphy and the agent, appreciating his ability and willingness, promptly promoted him to the position of telegraph oper-

ator. It was a proud day indeed for our young friend when he assumed the management of the little telegraph office. Time passed and our young operator grew steadily more efficient in the discharge of his duties, and incidentally found his way more deeply into the heart of his good friend, the agent: when one day the superintendent came along in his official car on one of his trips of inspection. It appears the superintendent had a young relative for whom he was quite anxious to find a place; the young man was a telegraph operator and the superintendent thought this particular station would be just the place for him, so he called upon the agent in his office and made it known that he desired to have his young friend given the place of operator at that station.

"Why," said the agent, "I would be very glad to accommodate you, but at present I have no place for him; the position of operator is filled by ———, a very capable and efficient young man."

"Oh, I know that," replied the superintendent; "but can't you give him something else and put my friend in his place?"

"Oh, no," said the agent; "I have no other place that is better than the operator's job, and I certainly would not put him back to the messenger's place."

The superintendent became somewhat impatient at what he thought was the agent's stubbornness and replied somewhat testily, "Well, I guess if I tell you to discharge your young operator and put this boy in his place, you'll do it, won't you?"

"Yes, sir," promptly replied the agent, his ire also rising somewhat. "But when you discharge my operator to put someone else in his place, you had better look for a new agent for my place also. If he goes, I go with him."

The superintendent, seeing that nothing could be done and realizing that the good of the service required the agent's continued employment, said, "Oh, well, if you feel like that about it, let the matter drop." And so the young operator was left undisturbed. No one ever knew it, but the young operator had been a silent and unseen

auditor of the little drama above related.

Time went on and his ability and attention to duty attracted the attention of the chief train dispatcher, who soon promoted him to the position of trick dispatcher. On and on he went as the years passed, becoming in turn chief dispatcher, trainmaster, assistant superintendent, division superintendent, assistant general superintendent, general superintendent. In the meantime the agent was getting old. The next step of our young operator was assistant general manager, and soon after that the general managership was reached. By this time the agent had reached an age when most railroad managers are inclined to drop such men from the service; but not so with this agent. He was given younger and more active assistants, but his position was always kept for him. His family was taken care of, his boys and girls given good positions, and very often a present (many times a financial one) would mysteriously come to him. To his dying day a helping hand was always extended to him and his. Of course, it is not hard to guess the source of this assistance. It was the little telegraph operator who never forgot the friendship and protection of his old employer.

No doubt many of the readers of this incident of his life will recognize in him the president of the great railroad system in whose service he, by his own efforts, rose from the position of messenger to that of president without having left the service for a single day.

Superintendent Rupp Retires.

N. P. Thurber, formerly superintendent of the Kansas City Division at Ottumwa, Iowa, has been appointed superintendent of the C. & M. and Northern divisions at Milwaukee, vice P. L. Rupp, who, at his own request, has been granted an indefinite leave of absence to recover from an injury received in a motor car accident about a year ago.

Mr. Rupp entered the service of this company on April 2, 1877, as a brakeman on the La Crosse Division and was later promoted to baggageman, freight conductor, passenger conductor, trainmaster, assistant superintendent and superintendent. Mr. Rupp had been in continuous service for forty-three years when his injury made it necessary for him to retire from active service for a time to fully recuperate. Mr. Rupp, we understand, will recuperate on his farm in Michigan. Before leaving the divisions, he was presented with a beautiful Masonic emblem ring by the assist-

ant general manager, general superintendent, division superintendents and trainmasters of the Middle District as a token of friendship and esteem. A farewell banquet was given in the Blatz Hotel at Milwaukee, July 1st, in honor of Mr. Rupp, which was attended by all officers and employees who could get away for the occasion.

Every employe on the C. & M. and Northern divisions regrets to have Mr. Rupp leave us even for a short time, as his broad-mindedness and fairness was appreciated by the employees in all departments, and we all hope that the time will not be far distant when Mr. Rupp will fully recover from his injury and be with us again.

N. P. Thurber is not a stranger to a good many of us and the employees who know him feel that no better man could have succeeded Mr. Rupp as superintendent of these divisions, and all employees of the C. & M. and Northern divisions join in welcoming Mr. Thurber to the divisions and assure him that everything in their power will be done to make the operation of the divisions under his jurisdiction a success.

Obituary.

Roadmaster John C. Burke died at his home in Cedar Rapids, Iowa, May 15th. He had been in the service of the company nearly forty years, commencing as a laborer at Vining, Iowa, June 1, 1883. He was employed in road work during the construction of the Cedar Rapids and Ottumwa line, and later was appointed section foreman at Williamsburg. In 1891 he was appointed roadmaster of the Kansas City Division under Superintendent H. R. Williams and in 1892 was transferred to Cedar Rapids, where he remained until his death. His long and faithful service earned for him the respect and confidence of his employers and associates, who unite in offering their sincere sympathy to the bereaved family.

A "Milwaukee veteran," in the truest sense of the word, was William Geske, who was familiarly called "Old Bill the Blacksmith" at the West Milwaukee Shops. His demise on February 16 made vacant a place that was unique in our shop forces, removing a true and tried worker of over forty years of loyal service. "Bill," a mechanic of exceptional skill and at all times relied upon when a difficult job was on hand, in all the time of his service never carried his head "high," but was proud of the distinction that "this is my job," and in this spirit he was the guide of many a man who rose to higher position in the service—numbers of whom will gratefully remember him for his interest.

"Blessed is the man who has found his work" found its exemplification in this veteran and if anywhere along the line of the Milwaukee this necrology finds some of "Bill's" erstwhile apprentices, they surely will join us in offering the bereaved family such measure of condolence as human expression may give. Wm. Geske reached an age of 76 years and in season and out, from the time the West Milwaukee shop crew numbered some hundreds until it grew to its enormous size, Bill Geske was at his post. Well may the Milwaukee hold him up as an example of the fidelity of its people, regardless of what rank they hold.

He has deserved well of us, a man who, with the consciousness of labor well done, peaceably closed his eyes when his final strength gave way in an illness that had crept upon him in his old age.

A Third Choice.

When by two evils I am faced,
I shall not choose the less,
But sit me down and without haste,
Or any undue press,
Just sit there tight until the light
Shall lead me to the road to right,
Assured that though the waiting be long,
That right will come to rout the wrong.
—Selected.

Special Commendation

R. & S. W. Conductor James H. Bane has received special commendation and credit for watchfulness, discovering about two feet of rail broken out on new passing track at Beloit as Extra 8064, east, May 3rd, was pulling in. The train was stopped immediately, thereby averting a serious derailment.

Dubuque Division Brakeman Carl Loible has been specially commended for discovery of a broken flange on Matx 711, loaded with lubricating oil at Harpers Ferry, May 3rd. Close attention to duty is one of the chief means of avoiding accidents and damage to property, and is greatly appreciated by the management.

Joe Giese, lampman, Sioux Falls, has received special commendation for his watchfulness of switches. Mr. Giese, on his daily lamp inspection, May 16th, found main line switch leading to new yards in Sioux Falls standing half open. He immediately closed the switch, thus in all probability averting a more or less serious wreck.

W. H. Blumentritt, custodian at Mound Prairie, has been commended for observing bridge Q-54, just east of Mound Prairie, on fire on the morning of June 12th and for taking prompt action to put out the fire before any damage was done.

The following train crew—George Stauffer, conductor; J. H. Bane and D. L. Mercer, brakemen; J. E. Dudley, engineer, and J. E. Schultz, fireman—are highly commended for their action taken on the morning of May 20th. Train No. 65, one of the most important runs on this railroad, pulled into Rockton with their coal supply exhausted and no coal man on duty. It is a known fact that it is not their duty to handle coal—it is not in their assignment; but they showed the proper spirit and loyalty to the carrier by coaling the engine and saving a serious delay, and by all means they should be awarded the highest credit for the co-operation manifested in this move.

La Crosse Division Conductor J. J. Welch has been specially commended for close watchfulness, discovering frame supporting an automobile on a flat car broken, allowing car to sag to outside of track in a dangerous position. He stopped train at Columbus, procured lumber from a local dealer, and had the automobile jacked up and put in condition to proceed without danger of incurring a large claim for damage.

Kansas City Division Brakeman W. F. Kern has been specially commended for meritorious action, May 17th, while dead-heading on No. 8 from Coburg to Polo; found extra west at Excelsior Springs without a fireman and volunteered to fire the engine into Coburg.

R. & S. W. Conductor George Stauffer, Engineer J. E. Dudley, Fireman John Schultz and Brakemen James H. Bane and David L. Mercer have been specially commended for meritorious action. On May 20th, No. 65 arrived at Rockton and found no coal men on duty. The train and engine crew then immediately arranged to coal the engine by shoveling coal from car to the chutes, completing the work in less than one hour, practically eliminating delay to this important run.

River Division Fireman Carl A. Brooks has been specially commended for close attention to duty, discovering sack of flour on adjacent track between Ridgewood and Sleby avenues, St. Paul, April 14th. He brought this to the attention of the conductor, who promptly took steps to report the matter to the yardmaster at St. Paul and to the city police department. As a result, three men who had broken into the car and thrown the flour out were arrested and the property was returned.

A Mother's Thanks.

The following letter is self-explanatory and is another evidence of the good "Milwaukee spirit":

"Mr. Herrick, "Fond du Lac, Wis.
"Milwaukee Depot, City.

"Dear Sir: This is a letter in which I wish you to accept my grateful thanks to the train crew to whom were entrusted my two little children—

Marguerite, aged 10 years, and Willard, aged 8½ years—at Seattle, Wash. They came through to Milwaukee all alone and they speak very highly of the kind treatment they received from everyone—conductor, porters, and all.

"At any time, I would gladly recommend your line for traveling, for children.

"Again thanking you,

"MRS. JAY SHERMAN."

Mrs. Sherman also thanks the passenger agent at Seattle, who had the children in charge, for introducing them to the conductor and porter and arranging for their comfort throughout their trip on the Milwaukee.

S. M. Conductors Granflatten, Killion, Coppin and Carr, also Brakemen Mathison, Raub, Martin and Hatch, assisted in maintaining the switching service in Chicago terminals during the recent labor disturbances there.

Iowa Division Conductor F. H. Winston, Engineer Alonzo Brown and Brakemen Webber and Rasmussen made a record for speed when called to go to Welton to pull some cars away from a fire at that point. At 10:30 p. m. Operator L. A. Huffman was called to get the crew and engine ready as soon as possible. Engine Watchman Ed Hunsawarten had the engine hot in twenty-five minutes and at 11:15 p. m. the train pulled out. At that hour of the night the fireman could not be found and Conductor Winston fired the engine.

This promptness and co-operation is most commendable and such spirit is greatly appreciated by the management.

Compliments the "Pioneer" Service.

General Passenger Agent, June 23, 1920.

C. M. & St. P. Ry.

Dear Sir:

For the last week I have been traveling on eastern railroads of which I had heard and read much.

This evening I boarded the Pioneer Limited at Chicago. I walked into my sleeper and it certainly looked like home, clean and comfortable and inviting. Through the beautiful club car into the diner it was the biggest surprise of all. The table was all set with snowy linen, bread, radishes and olives ready like a picture in the "Woman's Home Companion," and then a dandy meal, magnificently cooked and served by men who seem to be proud of their jobs. And then—in the first time since leaving Mrs. Kelley's cooking—real coffee, made out of coffee berries by a master hand. And all for about half what I had been paying for what was not half as good.

And at the bottom of the menu it said, "A second helping of any of the above courses will be served without extra charge."

I just want to congratulate you—and myself. I am certainly glad to get back to the land of the yellow cars.

Yours truly,

(Signed) GEO. W. KELLEY.

Editor Northwest Farmstead.

600 Onelda Bldg., Minneapolis.

Jest Fishin'.

Ralph Garner Coole.

"They's folks that keep hankerin' fer money,

An' some that go looney on wine,

But I don't need either to satisfy me

With this common ol' nature o' mine.

Jest give me a pole an' a big can o' worms.

An' a stream where they's pick'el or trout,

An' I'll have more durn fun than a circus—

Jest fishin'—day in an' day out.

When the gentle spring wind's softly blowin',

An' the lilac with blossom is bright,

I set on the bank jest a-fishin'

From morn till the shadders of night.

On trouble, an' sorrow, an' heartache

I up an' shet tight the door!

Jest give me a fish pole an' fixens,

An' I don't want a durn thing more.

Arc Welding In Railroad Repair Shops

Electric arc welding has thoroughly demonstrated its value as a method of making repairs to railway locomotives, both in regard to saving time and costs. There are certain classes of repairs in which it has been, and is, highly successful, a statement which is borne out by the lasting qualities of the work done.

Until recently one of the greatest benefits derived from its use has been the lengthening of the life of flues, and the elimination of possibly 90 per cent of flue failures, which has been made possible by welding the flue beads to the back flue sheet.

While many roads have adopted this practice with some success, others have claimed that it is impractical because the welds do not stand up in service. It can be said in all fairness, however, that the latter condition may be laid to either lack of proper preparation before welding, false economies in the purchase of welding electrodes, or indiscriminate selection of operators. With these conditions properly considered and met, there should be no trouble in obtaining highly satisfactory results in this particular class of work.

Another important operation that lends itself to arc welding is fire-box welding, that is to say, the welding of complete locomotive fire-boxes, half side sheets, crown sheets, as well as part flue heads. Some of the operations that have effected saving in a number of railroad shops are the repairing, with the electric arc, of locomotive fire-boxes

that needed second and third-class repairs, such as flue heads with a number of cracked bridges, and converting saturated locomotives to the super-heater type.

In the latter case only such portion of the head is renewed as is necessary to take care of the super-heater tubes, which saves the labor involved in flanging a new sheet.

Quite a saving is being effected and the number of failures, given proper preparation and experienced workmanship to start with, is reduced to a minimum.

An operation that is highly practical, but somewhat overlooked by some railroads, is the welding of outside and inside seams of mud ring corners. Also increased knowledge of the requirements to be met and improvements in the General Electric Company's arc welding equipment design, has made it practical to weld broken frames. For one thing, it costs less to do it electrically than it does by gas, and the frames have less liability to expand and contract when being welded electrically. Cases have been noted where frames and tram rods have been electrically welded with a resultant variation of less than 1/64th of an inch in the original dimensions.

Other parts that can be readily repaired with a great saving in time are broken cylinders, and it is even possible to effect temporary repairs to wheels, by filling in worn spots, broken flanges, etc.

On the Steel Trail

Black Hills Division News.

We are glad to see Conductor F. M. Penrose back to work after a couple of weeks on the sick list. Conductor Thomas Pfall handled 103 and 104 during Frank's absence.

General Manager J. T. Giblick, Assistant General Superintendent M. Sawyer and Trainmaster D. A. Gibson made a trip over the division May 26th.

Conductor M. G. Cary is back to work after a couple of weeks spent in Iowa on business.

We wish to extend thanks to all the men of the R. C. B. H. & W. Railway who helped repair the washouts of the flood of May 11-12-13. It was necessary to get a pile driver and engine to do the work.

Conductor W. H. Stewart and Engineer Ed Smith are all smiles these days, their respective sons, Clyde and Everett, each having taken unto themselves a wife.

The flood of May 11-12-13 washed out the approach to Creston and Cheyenne bridges, so the mail and passengers were handled by motor car service four miles under the supervision of Chief Carpenter Smoot and Traveling Engineer William Johnston.

Fred Tufley is back with us again after having been away a year.

Roadmaster James Farrell has two work trains working out of Oacoma pit, handling gravel on the East Division.

George Meiser is night roundhouse foreman at Murdo; John Guthrie is back as machinist.

Engineer Clifford has the way-freight run, with Sunday layover in Chamberlain, since work trains were put on.

Pebbles from the Musselshell.

F. L. Thomas.

Alex Dunlap, brakeman on this division, was very badly injured by falling from a car at Caldar. He was brought to Miles City on first train and is now in the hospital. His injuries will probably lay him up for some time. W. H. Ohmesage has been transferred from Othello, Wash., to Miles City, as general car foreman.

Thomas Grady has been transferred to Miles City from Harlo.

E. M. Groble, trainmaster, took his daughter to Spokane to receive medical attention account of an injury to her arm. We understand the little girl is getting along nicely.

W. L. Paus, former chief clerk at Miles City local freight office, is still on his vacation, fishing and sleeping in Iowa and Minnesota.

Crops around the Musselshell Division look pretty good at present and prospects are very good for bumper crops; are having plenty of rain and good growing weather.

Frank Rusch, SMP of Milwaukee at Tacoma, was a recent Miles City visitor.

J. H. Sasser was also a recent Miles City visitor.

Car Clerk Kelly has returned from his vacation visiting home folks in California.

J. H. Lathrop, traveling accountant of Seattle, was a recent Miles City visitor.

Joseph Strassman, for the last year or so chief clerk to superintendent, has transferred to Chicago, where he is now located in the accounting department. His many friends regret to see him go, but know that it is in the nature of a promotion, and wish him the best of success.

Miss Elizabeth Coleman, stenographer in the superintendent's office at Miles City, was off a few days account illness.

Glenn Sarff, engineer on this division, was married to a Miss Irma Brewer recently. As we were not among those present, are unable to state what the groom wore.

Conductor John Richmond of Marmarth was a recent Miles City visitor.

C. M. Draughlaugh has been appointed chief clerk to Superintendent Bowen, vice Joseph Strassman.

Agent Randall and J. J. Foley, AFPA, took an overland trip to Broadus recently. They only missed a few mudholes.

Saturday afternoon, May 29, the carmen glanced at their torn and tattered flag that had done valiant service in defying the elements since the Liberty Loan campaign and decided that it should be retired with honors and a new flag should wave in its stead on Memorial Day. The time was short and something had to be done quickly, so they delegated two World War veterans to raise the required amount of money to purchase a new flag. After this was done (which was in a few minutes) they commandeered a waiting automobile and burned the pavement toward town with the motorcycle cops in pursuit; a flag was secured in time to raise same at the close of work that day, and promptly at 4 p. m. the entire force with bared heads stood to the raising of the new flag and the retirement of the old one.

Ameriennism and the American spirit, and the remembrance of those who made the supreme sacrifice, who gave that "last full measure of devotion," isn't dead among the employes of the car department.

Items from the H. & D. Division.

"Me."

Ralph Johnsrud has been employed as roadmaster's clerk at Montevideo, succeeding Ann Person, resigned.

Louise Munson, who has just resumed work after a couple weeks' vacation, spent about ten days in Minneapolis and a few days in Montevideo visiting friends.

Side Table Operator E. J. Ruehmer spent several days in Minneapolis, and also attended the wedding of his sister at Glencoe, June 1.

Walter Ustrick, lineman, is taking a couple of months' vacation, which he is spending in Milwaukee and its vicinity.

Engineer R. J. Starbeck, while washing shovel on the steam shovel in the Appleton gravel pit, June 13, was quite seriously scalded, and was taken to the hospital at Montevideo. We all sincerely hope that Bob will soon recover from his injuries and be with us again.

Gene Thompson spent Sunday at Big Stone Lake. Funny, is it not? I wonder if Stan knew that Gene was up there?

Conductors Bostwick and Bishop have a new profession. They are selling some sort of a mechanism called a "gas saver." When applied to any automobile it guarantees satisfaction. To be sure and see Ben and Ralph demonstrate it you would think that the use of gasoline for automobiles was something of the past. I received a postal card from them today which reads as follows:

"Gasoline is bound to go higher. You are using too much gasoline! Bostwick & Bishop will show you how to save gasoline by a demonstration. Ask us about it. This is a money proposition. We will not be able to buy it from you after you try it. (Signed) Bostwick & Bishop."

Conductor R. D. Fowler is spending a few weeks' vacation on the Pacific coast.

We expect very soon to see Jack Lally, Jary Sinclair and Paul Smith displaying new blue serge uniforms with brass buttons. Some class to the H&D passenger service when these gentlemen start running on passengers.

Stock Yard Superintendent M. S. Rasdall was "matrimonially hitched" on June 1. They boarded No. 18 for their trip to the east, informing us that they would soon return. We are awaiting their return, as Mart usually carries a good brand of cigars.

It is reported that Red Middlebrook, conductor on the East Division, will also have something to do with matrimony soon. We surely hope that "Red" does not get a faint heart, for such a man never won fair lady.

Conductor R. M. Nobles is a lucky boy. He frequents Big Stone quite often, but I wonder if she is wise to his numerous trips to Minneapolis? Be careful, Roy.

Why is First Trick Operator Putzier of Minnesota Falls ordering foreign transportation for himself and wife? It's a conundrum.

We are having a few rainy days at present and of course Ernie Young is laying off. We do hope it clears up, just for Ernie's sake.

East Wind.
Mild & Windy.

We can't miss the opportunity of telling our readers out on the line just how far "ahead of the time" we are in here. When you come to Chicago now, you will have to turn your watch ahead one whole hour to catch up to us. Some speed! (You tell 'em, Chicago, I'm chi.) With the changing of the time in the superintendent of transportation's office, there is a little confusion. Notices have been posted under the clocks reading, "This clock shows central time one hour slower than Chicago daylight saving time." Mr. Fowler says there need be no confusion, just ask him for the correct time. He has a new wrist watch.

John Phelps spent the Memorial Day holidays in St. Louis.

Alphild Larson has accepted a position in G. R. Morrison's office in place of Jessie Abrams. Miss Larson is a sister of Astrid Larson, in Mr. Yappert's office.

Tom Cargo of Mr. Greer's office, with the assistance of friend wife, entertained the Mason City superintendent's office force over the week end, June 13.

Granger Smith is enjoying his well earned vacation where?

Walter Dietz entertained the Elgin natives Sunday, the 13th, with a fine exhibition of "pasture pool." "Chick" Evans should beware of his laurels. Wonder what was the matter that WAD did not show up for three days afterwards? We also understand that WAD lost his coat at the Fullerton avenue dance and had to go home without any. Rather hard lines.

Mr. O'Toole, who has been at Western avenue coach yards prior to now, has accepted a position in the general manager's office, filling the place vacated by George Harder.

We understand that Alice Haun of the vice-president's office has the pleasure of riding home after work each evening in a Packard. Lucky girl.

James V. Kelly has acquired a new and important position as Mr. Smith's chief clerk. To the front, Jim.

The Misses Anna Anseher, Theresa Amundsen, Margaret Bergen, Adele Bartling and Gertrude Goldberg of the engineering department, and Edith Hand and Irene Moran of the treasury department, spent the Decoration day holidays at Niagara Falls. We had not learned of this trip at the issue of the last magazine. They report having had a delightful time, having and no mishaps with the exception of well, ask Adele.

Elizabeth Gregg recently did herself proud as bridesmaid at a friend's wedding.

Carl Kruger, Ed Lichtenstein and Ben Melgard went to Fox Lake over Decoration day.

We wonder what that ring on Adele Cordey's left hand means? We have a report that Irene Markwell of Mr. Sparrow's office has a new sparkler. And this is Leap Year.

Someone is due to buy a box of cigars. We are waiting for them to come across.

Gertrude Goldberg of the engineering department has been transferred from the Exchange to the Powers building, which accounts for her absence in the building. We all miss her, too.

Edith Carlson of the general manager's office has been absent because of sickness. We all hope for her speedy recovery.

Bud Prendergrast, purchasing department, went to Seattle, Wash., on a two weeks' vacation.

William Kane and John Roche, two well known young gentlemen, took in the "Sweatheart Shop" recently accompanied by -well, we were told, their sisters!

Alice Brown, one of our "hello" girls, has gone to Montreal for a short vacation.

Fairmont

**Ball
Bearing**
6 Horse Power

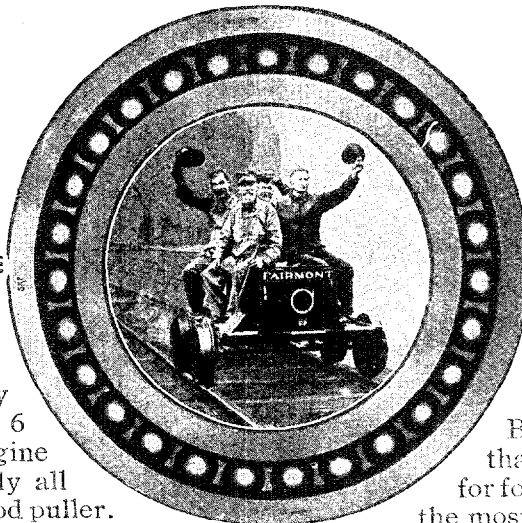
Roadmaster Reports

We recently bought of you a 6 horse power engine which is certainly all right. It is a good puller. I pulled a handcar and sixteen men with all their tools up a two and a half percent grade four miles long.

C. M. FRANCIS,
Roadmaster, Rapid City, S. Dak.

Address Dept. M., for Literature and Prices

Fairmont Gas Engine & Railway Motor Car Co.
FAIRMONT, MINNESOTA



Motors

**Ball
Bearing**
4 Horse Power

Section Fore- man Says

The new 4 horse power BALL BEARING Motor that I have tried out for forty days, is one of the most powerful motor car engines here on the C. C. & O. Ry. Have hauled on a two percent grade push car with twelve men and twenty-five ties at good speed.

A. J. BRYANT,
Foreman, Harris, N. C.

It has come to our notice that the men in the superintendent's office at Marion, Iowa, are beating the H. C. of L. by wearing overalls. We understand the experiment was to last for sixty days. We are anxious to know the result.

Mr. McKenna, Mr. Witt's stenographer, underwent an operation last month and has returned to the office feeling fine. We are glad to see him back.

All hopes of having Guy Miller again around the Exchange for at least some time, will have to be given up. He has decided to stay with Mr. Weidenbamer at Savanna, and has moved his family to Mt. Carroll, where he tells us he is going to have things pretty nice. We hope Mr. Miller and his family will like Mt. Carroll as well as they did Irving Park and that we will hear something of him through the Savanna column.

If you have a bit of news,
Send it in.
Or a joke that will amuse,
Send it in.
A story that is true,
An incident that's new,
We want to hear from you.
Send it in.
Will your story make us laugh?
Send it in.
Never mind about your style,
If the story is worth while
And may help or cause a smile,
Send it in.

—Kreolite News.

Items for this column will be received by addressing same to "Reporter, Employees' Magazine, Room 1215 Railway Exchange Building, Chicago."

Iowa Division.

Ruby Eckman.

Train Dispatcher Harry Ruswell of the Perry office force dislocated his wrist Sunday, June 13, when he dived into some shallow water while swimming at Beaver Creek. He will be off duty a few weeks.

Train Dispatcher Curtis Marchant and wife accompanied the Cedar Rapids Shriners on their pilgrimage to Portland in June. He is a member of that Shrine.

Iowa Division friends will regret to learn of the serious accident which befell Yardmaster M. Gallagher at Council Bluffs. He fell from a car June 12 and fractured his hip.

Conductor A. B. Cate, accompanied by his wife, son and daughter, went to Seattle in June to spend a couple of weeks with relatives and friends. It was Arthur's first trip out over the Western Line and he had the pleasure of seeing many old friends and acquaintances.

Switchman Scott Carhill's wife and daughters went to Seattle June 11, having been called there by the serious illness of Mrs. Carhill's mother, the widow of Engineer Charles Brown of the Iowa Division.

Master Mechanic Joe Bodenberger was out from Bensonville the middle of June and moved his family to their new home. Joe was appointed to the position of master mechanic at Bensonville some months ago, but the family remained here until the daughter finished her school work.

Brakeman A. E. Brooks and wife and Switchman B. Brooks went to Aberdeen, S. D., June 14, having been called there by the death of Mr. Brooks' mother.

Agent F. Doyle of Neola, accompanied by his wife and Mrs. E. L. Nunn, wife of the agent at Keystone, were in Perry June 10 to attend the wedding of Leo Doyle to Miss Helen Swift of Seattle, Wash. Mrs. C. R. Swift and daughter of Seattle also came east for the event. The groom is the son of Agent Doyle of Neola and the bride is the daughter of Engineer Dick Swift of Seattle. They will reside in Perry.

Engineer W. E. Bell and family expect to leave soon for California, to which place they go with the hope that the change of climate will be beneficial to Mrs. Bell's health. She has never fully recovered from a serious illness of last winter.

Chief Caller J. B. Cartwright was off duty for several days in June on account of the sickness and death of a relative. La Verne McLaughlin handled the work of chief caller at Perry during his absence.

June 29 promises to be a gala night for the Brotherhood of Locomotive Enginemen and Firemen. On that evening they will have as their guests the firemen who were in the army and navy during the World War and those who were members of the organization before their departure will be presented with medals which have been issued by the Grand Lodge to all World War veterans. They have arranged for a dance at the Hotel Pattee at Perry which will be followed by refreshments and a social time for all. Twenty firemen will be their guests.

W. N. Foster was appointed roundhouse foreman at Atkins on May 25.

Lucille Yotish of the master mechanic's office at Perry visited in Calumet, Mich., the latter part of May.

Perry roundhouse employees had the laugh on Thomas Beatty and a couple of other roundhouse men May 30, when they boarded a carnival train which was pulling out of the yard as they finished their work in the afternoon. The men expected to be able to get off when the train stopped at the depot, but they had their orders delivered at the yard office and when they passed the depot they had gained such speed the men were afraid to try to jump off. They were carried through to Madrid and returned home on the engine which took the train over, as it was delivered to the Des Moines Division at that place.

The Louisville Shriners passed through Perry June 11 on their way to Portland. The Perry men who were members of the Shrine held a reception for their brothers on the arrival of the train, having flowers for the ladies and smokes for the men. The Louisville Shrine band gave a concert at the depot and most of those on the train followed in a parade down through the business district. It was the first time they had had a chance to be off the train since leaving Louisville and enjoyed their outing. A Shrine train crew was in charge of the train and Roundhouse Foreman A. N. X. Jeffers and Machinists Arthur Yates and Frank Hoos, who are members of the Des Moines Shrine, had the outgoing engine shined and decorated for the occasion. With the assistance of Fred Cooper, the roundhouse painter, they had the engine properly decorated with Shrine emblems and the name of the Des Moines Shrine, to which the Perry shopmen belong, adorned each steam chest. The train was at Perry for a half hour during the cool of the evening and the members of the party had nothing but words of praise for the Milwaukee service.

Engineer Fred Peterson and Fireman Davis were quite badly scalded when a superheater flue blew out of an engine they were breaking in June 9.

Paul Tenkler of the Dubuque shops force has been appointed assistant car foreman at Perry temporarily while I. L. Kline is off duty on account of the condition of his wife's health.

Elwood Bennett of the roundhouse force at Perry spent a few days in Dubuque the forepart of June.

Gladys Lutze of the car department force at Perry was off duty a couple of weeks in June. She had an operation at the Kings Daughters' Hospital for the removal of her tonsils.

Switchman Fay Marsh and wife were called to Marion the fore part of June by the death of Mrs. Marsh's grandmother.

Conductors Fay Marsh and De Witt Maxey have transferred from road service to yard service in Perry yard.

The Perry roundhouse force have organized a baseball team and are offering challenges to any other local teams.

Conductor L. A. Hurlburt was in Fairbury, Neb., for Decoration day. He expects the body of his son, who was killed in France, to reach Fairbury some time in September.

Conductor Walter R. Widger, an employee of the Middle Division, was killed in an accident at Newhall on May 29. Burial was at Marion.

Through freight service has been established on the Des Moines Division between Perry and Des Moines by way of Madrid, eliminating the work of setting out and picking up cars by the two divisions. Conductor W. E. Rathman is the Iowa Division crew assigned to the service.

J. M. Losey, who has been acting as chief dispatcher at Savanna for the last two and one-half years, has returned to his old position in a similar capacity at Perry and started work

June 1. J. J. Kindig, who held the position during Mr. Losey's absence, returned to first trick on the Western Division.

Dispatcher C. L. Kinner drove to Delmar Junction in his car during his summer vacation in June.

Signal Department "Wig Wags"—Lines West.
"Slim."

Three more autos added to the department since last month. Supervisor Westermarck has a Maxwell, Foreman Wieberg a Reo and Scott McGaugh, helper at Piedmont, a Ford; also on May 10th the world's population was increased by the arrival of Scott McGaugh, Jr., and we should have a cigar coming.

Traveling Maintainer Ted Groth is off on a vacation and honeymoon trip, being somewhere in the United States around Milwaukee and Chicago.

O'Dore's crew moved the west head block signals out of the center of the new highway being constructed at Harlowton, Mont., and are now overhauling Huson interlocking plant.

C. K. Milns at Kittitas is still off, being relieved by F. M. Applegate.

C. M. Sweeney was a visitor at the Tacoma office, being in to argue rates and conditions for Montana electric zone.

Supervisor Allen, Traveling Maintainer Dill and Maintainers Ayres and Hart have been real busy since the motor wreck June 23d took signal 48-O just west of Garcia on the Coast Division. It was necessary to relocate this signal a few hundred feet west and it was put in service June 5th.

E. P. Allen, Jr. (he is the miniature son of E. P. Allen, Sr.), was laid up with the measles, but came through all O. K., and Ed has got over his worried look.

The Northwest Regional Committee Signal Division ARA meeting of May 8th was attended by twenty-five signal men. A very interesting and lengthy paper on BSCo battery was read by E. W. Newcomb, Pacific Coast manager of the Thomas A. Edison Co., also a paper on signal

maintenance efficiency was read by F. F. Seeburger. The meeting lasted five hours, covered a lot of discussion and made one recommendation to the A. R. A. The date of the next meeting has not been set.

Foreman Wade of the laboratory has been slightly ill, not enough to be off, but not feeling the best ever. The other day he sprang a brand new one. I said to him, "Thought you were going down to see the doctor," and he came back like this, "H—I, no; I feel too bad; may feel better tomorrow and I'll go then."

Jim Howell of the laboratory and Mr. Smith are getting their hard-boiled shirts and half-gallon hats fixed up for the big Shrine meeting at Portland in June.

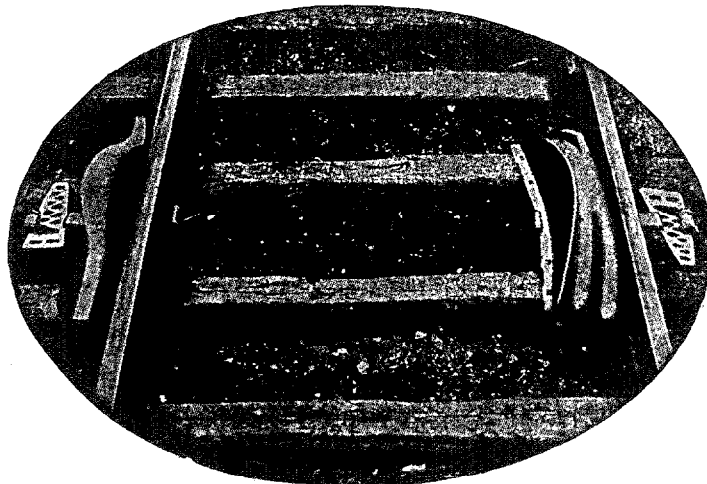
Steed is thinking some of trading his flivver for a truck, because he just gets his family moved and has to move again, because someone else bought the house.

We have in our midst (he is almost in the midst in using the top of my desk, half the drawers and all of my chair) one N. E. Simpson, a valuation engineer of "Wild Bill" Seemuth's crew. We haven't been able to determine just what he is trying to do, but he has worn out one pencil sharpener and used up a lot of paper, making figures, facts and other data on the valuation of signal department equipment as it was before the war. Aside from this, Simpson is a nice lad to have around and we are glad to make space for him. Think he has made quite a bit with the girls because he doesn't swear—that is, not around the office at least.

R. E. Townsend, who was helping F. C. Milns at Cle Elum, has gone to Josephine as substation operator, being relieved by Fred Schweighart.

Glenn DeGraves, helper at Renton, is coming to Tacoma shops as signal department material clerk. Understand that R. A. Long, chief clerk to Supervisor Mannanny, is going to take the same position at Deer Lodge as soon as he can be relieved.

READING CAR and ENGINE REPLACERS



For all heights rail and all weights of equipment
READING SPECIALTIES COMPANY

"Dept. R-9"

Main Office and Works: READING, PA.

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

To begin with, June surely is showing us that it is a hot month, and by the looks of the different ones, the hot weather doesn't agree with some. If only the crossing store were nearer so we could run down there for ice cream to cool us off a bit, it would be all right. However, if that were the case, we might be asking for CG's, too.

Not much news this month outside of the different employes going out of town for over Decoration Day. Several went to Omaha, a few to The Dells, a couple to Kansas City, Dubuque and Chicago. I wouldn't want to start mentioning the names of those who took these trips, for I might not mention all, and I don't want anybody to feel slighted for not putting his or her name in the "Jottings." I would only be too glad to put the names in if you would only give me the news.

We had some foreign visitors at the office the early part of the month, they being Messrs. A. Kawaguchi and M. Yamada, civil engineers for the Imperial Government Railways, Tokyo, Japan. They were taken through the different departments of the shops.

Harold Brantigan, formerly of Tacoma, but who has now been put on as general car foreman at Milwaukee, was in our office going over matters with Mr. Voth.

Andrew Schillhausl has been transferred to the office of the general supervisor freight car department. Andy was formerly in our MCB billing department. He seems to like his new position real well.

Bernice Kruse seems to be going to Chicago quite often. I just wonder what all the attraction is there. She can't say that it's the lake to go swimming in, for we have that here, too.

Talking about swimming, we have some mermaids. Lillian Skobie and Norma Luetzenberger are taking swimming lessons, and from the reports I received they are going to compete with some of our best swimmers over at the athletic club. When that happens we'll all be there with bells on.

Quite a few changes have been made in our office, as follows: L. K. Silcox, formerly master car builder, is now assistant general superintendent motive power, Chicago; C. G. Juneau is acting master car builder, J. A. Deppe taking charge of the duties of general supervisor freight car department; G. R. Voth is now assistant to the MCB, and Jos Holub, formerly MCB inspector, is chief clerk; John Bremser is going to handle the MCB inspector's work and Walter Stark will be chief clerk of the MCB billing department. During the first few days after notice of the changes had been issued it was rather difficult to get all the titles just right.

At the present time Acting Master Car Builder C. G. Juneau and J. A. Deppe, general supervisor freight car department, are attending the A. R. A. convention at Atlantic City. Undoubtedly Mr. Griggs will make note of Mr. Deppe's attendance, but just thought I would mention it, as long as Mr. Deppe was formerly connected with the MCB department.

F. P. Brock was an over Decoration Day visitor in Portage.

Quite a few new clerks have been added in our office, but ye scribe doesn't know the names of all of them. One we know is Mae Backus, Floyd Streeter's "girl," and now Floyd has to be real, real good.

Sioux City & Dakota Division.

H. B. Olsen.

Miss Elsie Brevik of the superintendent's office at Sioux City, having resigned from the service account of ill health, H. B. Olsen has been appointed division correspondent, which position Miss Brevik formerly held in the most satisfactory manner. It is with regret Miss Brevik was compelled to leave the service in which she has so successfully served the company for some time.

P. Morgan has been appointed section foreman at Chatsworth, vice J. I. Lewis, resigned.

G. H. Nance, agent at Fairview, has resigned and accepted a position with a local fruit company at Sioux Falls.

H. E. Bram, formerly agent at Colton, drew Fairview agency on bulletin.

P. J. Mason received the Colton (SD) agency on bulletin.

A new Hayes derailler has been installed on the east end of the coal track at Canton with a signpost marked "Derail" close to this safety device. However, some trainmen have made complaint that the post is too close to the rail. The matter should be reported to the chairman of the Safety First Committee, who will look into the matter and correct.

Conductor Archie Gamel has taken the passenger run between Tripp and Stickney. It's needless to say, "Archie" makes a fine specimen of a passenger conductor and no passengers need go wrong while in his charge.

H. G. Griffiths, city checker, freight house, at Sioux Falls, is on an extended and much needed vacation. He will visit Lake Crystal, Minn.; Mankato and Fargo, N. D.

Miss Mae Fleege of the car record desk, Sioux City, is spending her vacation in Portland, Ore., and later will visit at Grant Center, Iowa, before resuming work.

Miss Julia McManara has returned to work after a brief visit to Calliope and Hawarden.

O. F. Fagg, chief clerk Sioux Falls freight office, expects to take a trip east soon for a rest and recreation which is surely due him.

W. D. Griffiths, agent at Sioux Falls, made a short trip to Sioux City recently.

Conductor Earl A. Murphy drew the runs 75-76, Sioux City to Madison, and is on the job with the usual smile.

John Russell, who has been with the company continuously for some forty-five years right in Sioux Falls, has been transferred to the position of refrigerator car service inspector from city freight checker.

Miss Ester Itkin, assistant switch clerk of McCook, S. D., is planning a visit to Centerville, S. D., in the near future.

We understand there was a big dance given at Grant Center on May 24. For particulars ask J. Marvin Shook.

It looks rather suspicious the numerous trips the general assistant cashier at Sioux City is making to Perry, Iowa. Of course, this is June—

We understand there was a big dance given at Grant Center on May 24th. For particulars, ask J. Marvin Shook.

Miss Aileen Dillon, record clerk, Sioux City, was forty-five minutes early one morning last week. It is our candid opinion that the best regulated clocks sometimes need attention.

Yankee-Robinson's circus was on our division last week entertaining at various towns, which consumed most of Trainmaster Ingraham's time, as he accompanied the movements. The circus was handled in excellent shape.

Martin Noonan has challenged J. Marvin Shook to a 100-yard footrace to take place in the near future. This great athletic event is attracting much attention around the freight office at Sioux City and will no doubt be witnessed by a large crowd.

Jack O'Brien, outbound rate clerk, Sioux City, is some baseball pitcher. We understand several of the Western League clubs have bid for his services during the present season.

M. M. Noonan, night yardmaster, Sioux City, paid us a visit a couple of days ago. M. M. is a candidate for county treasurer. Go to it, Mike, we are all for you.

Mrs. P. J. Mason, wife of the agent at Colton, S. D., is visiting at Elk Point.

High water caused by the continued heavy rains recently, has been a menace on various parts of the division. However, at this writing we are glad to say all train service has gotten back to normal and the public is being served in the usual way.

Yankton's loss is Sioux Falls' gain in Mrs. Hazel Weyand's transfer to the latter freight office as expense clerk. While we do not have the particulars, it is learned Mr. and Mrs. Weyand were married on May 1, and the force at Yankton, as well as Sioux Falls, wish to extend congratulations and very best wishes.

Everyone should read carefully the minutes of various Safety First Committee meetings held on the system. One will greatly benefit by the suggestions and rulings, as the "best safety device is

a careful man." The magazine publishes in each issue pictures of how accidents happen and at the same time how they may be prevented. Watch these and remember them.

Mr. and Mrs. Ded broke request your presence at their dinner table to discuss the high cost of foodstuffs. R. S. V. P.

To represent the division each month through the magazine. I wish to make an urgent appeal to each and every one of you to send me not later than the last day of each month notes which come to your attention: any suggestions—acts of employees entitled to meritorious mention; how to prevent and save claims, and any other items you can gather up. Mail them to the division correspondent at Sioux Falls any time before the last of the month if you wish, then they will not be overlooked.

Our chief dispatcher, W. C. Givens, has been in Chicago the past few days, Night Chief C. L. Jacobs relieving, while Trick Dispatcher H. L. Hoskins relieved Night Chief Jacobs.

Dispatcher E. Gilbertson is away on his annual "fishing" vacation for two weeks. Woe unto the funny tribe.

Miss Josephine Herndon, chief clerk at Geddes, is away on leave of absence visiting old sweethearts and others at her old home in Osceola, Iowa, relieved by Miss Ruby Seitel, an old-time railroader from sunny California.

The fishing season at Lake Andes started with a rush May 30. Lake Andes bass are said to be exceptionally large this season and some big catches are being made. Many lovers of the funny tribe are coming from adjoining states. Lake Andes has lowered itself and the tracks are no longer in danger from washing.

Conductor Dave Stuart recently brought 29 waycars from Wagner to Platte, working every car, making a night run of it with practically no station men on duty, and, best of all, this freight "checked" with practically no shortages. We claim this is a good record for the Platte line.

Thanks to the contributors of notes this month. There is a keen interest taken, which goes to show this magazine is popular and the S. C. & D. wants representation.

Heat Has No Terrors

When hot, sultry days of summer arrive to keep you in a state of worry and discomfort, remember that the electric fan is ready and willing to alleviate your sufferings.

What an advantage we have over the kings and rulers of the olden days. The same heat and same distress came to them summer after summer, and they could depend only on mere man to fan their fevered brows in an almost vain grasp for comfort.

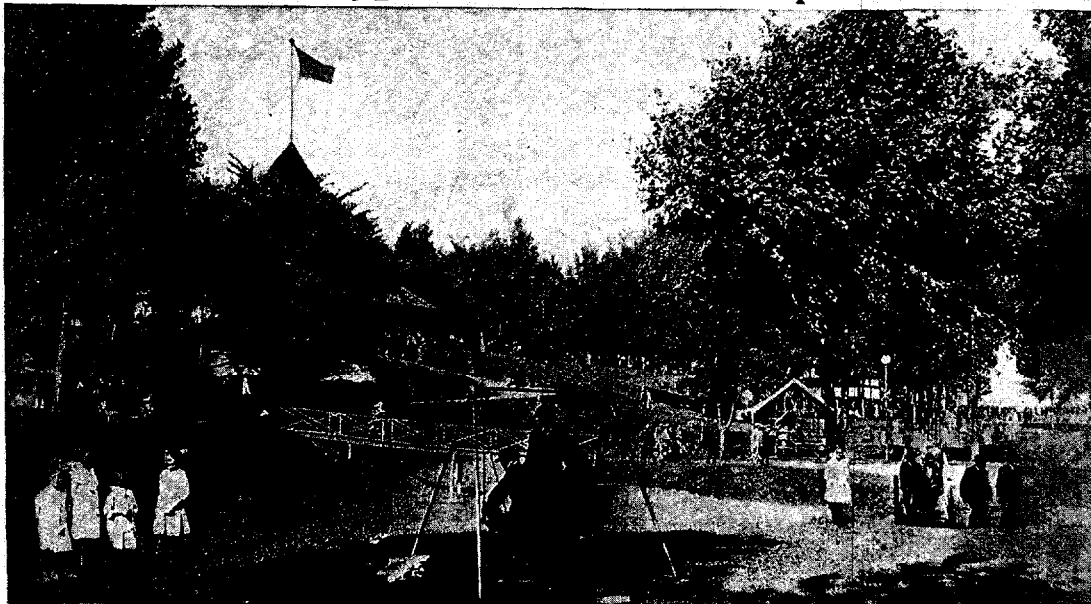
But what a difference the changing years have made. The greatest servant of them all, electricity, with its many forms of service is waiting your beck and call. A touch of the hand and one of these servants, the electric fan, sends forth cool, refreshing breezes. Breezes for which His Highness in bygone days would almost have given a kingdom.

In the home there is a multitude of uses to which an electric fan can be adapted. The kitchen can be kept cool and comfortable as well as free from flies, while in the dining room your meals will be much more enjoyable with an electric fan to keep the temperature at a comfortable point. Sleeping will no longer be a series of nightmares, but will be a pleasure even in the hottest weather.

Electric fans are regarded as a necessity in the office and workshop. Why not in the home, where there are many more ways of realizing on the investment?

(Editor's Note:—If you are interested in Electric Fans, write our service department for literature.)

A Playground for All the People



Ideal Park, Endicott, N. Y., has every known form of attraction for young and old.
EVERYTHING FREE—EVERYBODY WELCOME—EVERYWHERE

ENDICOTT-JOHNSON

ENDICOTT, N. Y.

Shoes for Workers and their Boys and Girls

JOHNSON CITY, N. Y.

Iowa (Eastern) Division and Calmar Line.

J. T. Raymond.

Miss Bessie Kent and Conductor Ernest Golden were married at Marion Thursday evening, June 10. The bride has lived in Marion the past seven years and graduated from the Marion high school. Mr. Golden is a popular freight conductor on the Eastern Iowa Division. They went to Chicago on their honeymoon and on their return will make their home in Marion. Congratulations are heartily extended.

Conductor Steve A. Parmenter was laid up several days on account of one of his feet being injured. Pen Craig relieved him on the service train.

Mrs. Mary E. Newman, mother of Dave Newman of the water supply department, passed away June 8 at Cedar Rapids. The funeral services were held at the Presbyterian Church at Marion. We extend sympathy on behalf of the employees to the bereaved family.

Glen Lake has been appointed division storekeeper at Savanna. Don O'Heron succeeds Mr. Lake as storekeeper at Atkins.

Roadmaster George Barnoske has taken an extended leave of absence and is succeeded by John Flannigan. G. B. is in the best of health and is prosperous. May he continue so for many years is our earnest wish.

Mrs. L. A. Turner spent several weeks visiting at Excelsior Springs.

Mr. and Mrs. B. F. Hoehn spent several days visiting Marion friends early in June. They were en route from Excelsior Springs to Milwaukee, where Mr. Hoehn is located as superintendent of terminals. Mr. Hoehn is feeling all right again.

L. R. Curtis is slowly recovering from a severe illness and we hope he may be on duty again before many days.

H. M. Brousseau has been appointed agent at Spragueville.

Agent J. B. Howe of Onida Junction has been on the sick list, G. E. Madsen relieving.

Agent C. S. Morton of Hopkinton was away on leave of absence visiting his son at Garner. D. D. Devore relieving.

Operator Mac Stewart, Oxford Junction, was away several days recuperating, J. I. McGuire working his trick.

Agent H. L. Steen, Delmar Junction, represented the Delmar Junction Masons at Iowa Grand Lodge, whose sessions were held at Fort Dodge early in June. E. W. Harrington acted as relief agent.

Conductor and Mrs. Ed. Templeton are making an extended visit in California. Mr. Templeton's mother is a resident of that state. Conductor W. A. Brubaker has Mr. Templeton's run.

Conductor H. Higgins was away for a couple of weeks, Conductor C. L. Tucker relieving.

Brakeman J. A. Neff was laid up several weeks on account of being ill with appendicitis.

Baggageman W. R. Pollard visited in Adel for several weeks.

Conductor J. R. Pulley, W. Pulley, B. J. Pulley and D. L. Pulley attended a family reunion recently, the occasion being their father's 85th birthday.

Walter Widger, extra conductor, was killed May 29th in a derailment between Van Horne and Newhall, his death being instant. Walter had been a freight conductor for eight years but was acting as brakeman on this trip. He was 36 years of age and there survives him his widow, a son Walter Robert, age 3½ years, and a stepson, Harry Montgomery, his parents, a brother and two sisters. Walter was well liked and his untimely death comes as a great shock to many friends. He was a member of the Order of Railway Conductors and of the Marion Lodge, No. 6, A. F. & A. M. The funeral services were held June 3 at the Masonic Temple, Marion, and were in charge of the lodge assisted by Rev. W. L. Barth of Cedar Rapids and Rev. A. W. Higby of the Christian Church of Marion. The bereaved family have the sympathy of all the employees.

Paul McElheney, son of Former Engineer William D. McElheney, was instantly killed at Oxford Junction, 2:30 p. m., May 29. He was braking on Nos. 97 and 90 between Oxford and Davenport and while switching he stepped in between the cars to uncouple them. His foot

caught in the guard rail and he was thrown under the car, one pair of trucks passing over his body. Mr. McElheney was a sterling young man, ever faithful to duty, and will be greatly missed by a large number of fellow employees. We extend deepest sympathy on behalf of all to the bereaved family. The funeral was held at Savanna from the home of the parents, conducted by Rev. Ostema, pastor of the Baptist Church. The remains were taken to Mt. Carroll and placed in a mausoleum.

May 20 the following named passed the time card examination and have been promoted to locomotive engineers: F. S. Sprague, B. Sprague, L. E. Johnson, Robert Clemons, Wm. E. Lutz, Louis Luke, Chas. E. Lucas, Geo. C. Becker, Warren Thompson, Floyd C. Osborn, Reuben C. Wagner and Raymond Follett.

Engineer Len Lowe and family have gone to Spirit Lake for their annual summer outing.

Mrs. H. S. Scampton has returned from a visit with her sister at Salt Lake City.

Mrs. J. H. Dignan has returned from an all winter's sojourn greatly improved in health.

Engineer Gerald Gordon received word May 31 of the death of his mother at Galveston, Texas. She had been seriously ill for some time and Mr. Gordon had returned home only a few days from visiting her. The funeral was held at Victoria, Texas, where she resided. We extend sympathy to Engineer Gerald Gordon and family in their sorrow.

Chief Dispatcher Harry C. Van Wormer is away on his vacation and expects to visit in Minnesota, where the fishing is good and where there are no engine failures. Mrs. Van Wormer accompanied him.

Willis Jordan is acting chief during H. C. V.'s absence; R. L. Leamon night chief, Lawrence Dove relief dispatcher, H. E. Ramsey second trick, R. C. Merrill third trick, and Earl E. Edwards Calmar line. Ed Mullaley is holding down the clerical job in the dispatcher's office.

A big Shrine special went over the division June 11 en route Louisville to Portland, Ore., 13 cars, handled by Conductor George VanTassel, brakemen John Cone and Ralph Kendall, all Shriners.

Mike Souhrada, the section foreman at Oxford Junction, has been laid up for a few days with a badly sprained back, same being done when Mike tried to lift a rail alone.

The branch line tramp extra has been pulled off from the branch and Standish and crew have been placed in the pool on the main line.

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

Nora B. Sill.

It's time to stop talking when there isn't anything to say, I guess, but the editor says come through, and this is the eleventh hour, so here goes; but there isn't enough happens on the R. M. Division nowadays to fill half a column, and what in the world can we fill in with? Let's see.

Mrs. Wilson, wife of Conductor Earl Wilson, left for Kansas City, Mo., May 28, called there by the sudden illness of her brother. She expects to remain some time and Earl will join her last of June for a visit with home folks in Kansas.

Mrs. Hamp, wife of Conductor Harry Hamp, and Mrs. Hamp's sister left evening of May 28 for Hastings, Minn., for a few weeks' visit with friends and relatives there. Harry took the work train while they are gone and the crew has tied up in Three Forks every night since then. He stays home and plays the "Naughty Waltz" on the phonograph though, so Mrs. Harry should worry not.

Mrs. McKenna and daughters and Mrs. Spaulding left first of the month for a visit with Iowa folks, expecting to be away all summer.

John Rice is with us again, having been off since last December. He is glad to be back to work again and all are glad to see him back. He spent a few weeks visiting with relatives in Dubuque, Iowa, before reporting for duty and is completely recovered from the injuries received last winter at Piedmont.

Harold Jorgenson was operated on at the lo-

cal hospital first of the month but is back home again. He and Mrs. Jorgensen expect to spend the summer with friends in Chicago and Andy is beginning to look like he was doing his own cooking already.

Joe Daniels is back running again and I don't have to send his tie-up any more. Soon as he gave up the job of traveling engineer Mrs. Daniels left to spend the summer at Tomah, Wis. Mr. Maxwell from the Missoula Division takes Mr. Daniels' place.

Mrs. Shaddock, wife of Engineer Shaddock, was called suddenly home by the illness of her mother in Clinton, Iowa. She expects to return the last of June.

Mrs. Wright, wife of conductor Joe Wright, is visiting her mother in Washington, expecting to be away some time yet. If I find any more of the ladies are gone I will suggest their husbands go together and fix up a general batching headquarters—sort of a community affair—and take life easy. This is worrying me; they are all so hard to get along with and holler at me all the time over most nothing.

Yes—here is another. Mrs. R. C. Daniels has gone east for the summer and Mrs. Frank Lyons left first of the month for Albany, N. Y., and will be gone several months.

However, George Brentnall is visiting with his relatives in Kansas.

H. C. Kearby, agent at Lombard, is back again on the R. M. Division. He expects to do a little dry land farming this summer and if it's anything like it was last summer it's going to be awful dry. He was accompanied by Mr. Brown and Mr. Derrickson over the division, Sunday, the 13th, and after a telegraphers' meeting held in Butte Sunday morning, went west to Seattle.

Roadmaster Walsh is smiling again, as his wife and two daughters arrived from Minnesota last week, and they are housekeeping again now.

Mrs. H. C. Rector expects to leave soon for Alaska and will return some time in the late summer. H. C. Rector took a flying trip over to Roundup, but things looked too oily there to be safe, so he came right back again.

The Division extends congratulations to New-

ton Crane and Miss Elizabeth Finnigan, who were quietly married the last of May in Three Forks, and it was so very quiet they were housekeeping before any one even knew it. Mr. Crane has been an R. M. fireman for some time and his wife was a popular Van Noy employe at this station for several months. The best wishes of all for a long and happy life.

Mr. and Mrs. Walter Shector are visiting Mrs. Shector's father at Miles City for a couple of weeks. You see, she has a brand-new husband and she takes him right along with her. She has the right idea.

Word was received here of the sudden death of Ted O'Connell, yardman at Butte yard, in Iron Mountain, Mich., May 28. He was well known here and sympathy is extended by the division to the wife, mother and father, who survive him.

Minneapolis Shop Happenings. James Nellins.

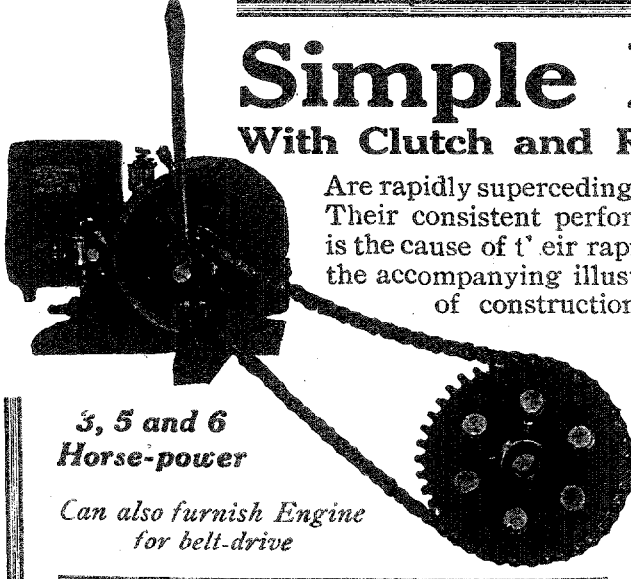
Expert Accountant Whitney of Chicago made a business call at the shops on May 12 and again on June 2.

We have the pleasure of having Robert A. Anderson, representing the Edgar Allen Steel Company, with us for a few days, June 7, 8 and 9. He is good company and never seems to be in the blues or dumps and it is to be hoped that the goods he represents is made of as good stuff as he appears to be made of.

Sympathy and condolence is being extended to Harold H. Rupp, motor car inspector, account death of his wife, the sad event occurring on May 14, and remains taken to Milwaukee for burial on May 15.

Assistant General Superintendent Motive Power George Martin was in Minneapolis on May 17, burying his mother, and Mr. Martin, being well known at those shops and popular with the shop forces, expressions of sympathy were liberal and sincere.

General and District Boiler Inspectors Edward H. Young, Henry J. Wandberg and Albert W. Novack drifted into Minneapolis to be present at the annual convention of Master Boiler Makers, held here May 24 to 28. They called



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6 Horse-power.....	weighs 330 pounds

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at the shops and received and extended the glad hand to all their friends and acquaintances, and when they called to bid us good-bye they looked as though they stood the ordeal well and with no bad effects.

The shop officials, and particularly the car department officials, were highly praised by the manager of the Pollock Carnival Shows that exhibited in Minneapolis and near the shop grounds recently. The show people made the statement that it was the best treatment and courtesy extended them since they departed on their tour from Jacksonville, Fla., last February.

Renewed expressions of sympathy and condolence is extended to Traveling Engineer W. E. Blase and family account death of their son Herbert, whose remains recently reached here from France. The young man joined the A. E. F. and died and was buried at Brest, France, but later his body was sent to his home in Minneapolis and reinterred in Lakewood Cemetery on May 27.

Assistant Foreman of Boiler Shop Charles Hopple is taking a brief vacation after an almost continuous service of thirty-five years. This is the first time he has been off the premises in his long career at a boilermaker and foreman of the shop. To the old timers it surely does seem strange not to see this familiar person about the place.

Gang Foreman August Bremer, machine shop, has given up the position and resumed his former place as a machinist, he no longer desiring the honorable position as a foreman. His place is filled by Wm. A. French, transferred from the roundhouse, and Machinist Alvah Neese has gathered up sufficient courage and nerve to take the position as a shift foreman in place of Mr. French.

It sure does look good to see Gang Foreman Joseph Nicholson back on the job after an enforced absence due to sickness. The gang looks quite like its former self with friend Joseph back in his old place.

We have a new addition to our office staff in the mechanical department, Miss Ethel Johnson, coming in to fill the place made vacant by the advancement of Miss Florence MacCurdy, the latter young lady being advanced to the position formerly held by who is now Mrs. Dewey Siming. Misses Johnson and MacCurdy look as though the places agree with them and trust the same with our Edith who has left us.

Our draftsman, John Kline, is being congratulated by his friends on account of his marriage, the happy event occurring on May 20. He appears smiling but that is his general appearance.

J. W. Taylor, assistant to the president, was a business caller at the shop on May 15. Although his visit was a purely business one, yet he took time to give "us" the glad hand and a few minutes' chat.

Noting the item in the May issue where Brother Griggs mentions George Nellins as holding his own, this is gratifying news to this correspondent, but now can friend Griggs say something as to how "Pardner" Joseph Amann is holding on? The fellow that is always on the job. If this reaches the eye of Joe it will advise him that his former stonecutter friend, William Powers, wishes to be remembered to him.

Another good sight for bad eyes is to see Wm. A. Tuttle back on the job after an absence due to illness. He has taken an outside job, thinking such will be more agreeable to him than one where he is confined to the office, and guess that is where his head is level. In any event it looks good to the old employes to see him back.

There is a lonesomeness in the office of the car department due to Miss Wava Miller resigning, she now being Mrs. West, having dropped the office work and gone to housekeeping, which will surely agree with her.

Where is that store department correspondent that showed up in the April issue of this magazine? It was hoped that he would show a nice column or two of store department news. Prick up your ears there and get back into those columns with news of that department.

Safety First Man Guy Danforth has been here a couple of times this month and held a Safety First meeting in the sandhouse, drawing a good attendance.

Gratifying to note that Donald Tuttle received an appointment to a position that calls for some talent to fill, but as he appears to be a regular chip off the old block, it is a sure go with him.

The world has heard of men running their automobiles into houses and over houses but who ever heard of an automobile being run under a house? Well, that is what was done by Ray Holloran, car department clerk. The house was in the middle of the street and if Ray couldn't jump over or get around it, he would not turn back so just ducked under. We haven't heard how the machine stood it, but Ray looks all right.

Our boiler shop horseshoe throwers are showing some improvement since Michael Hesick got in the game and put some pep in it, and when Mike and his partner, Axel Anderson, get going, the opposing side are generally notified "this way out."

John Hatton is rounding into form, he now having the range of the stakes, but he requires a caddy to pick up the shoes. Sometimes the shoes take a notion to land on edge and roll a couple of yards more, and we have been told that such is called a fowl. If it is a fowl, we wonder how Jimmie Cooley and Jimmie Lyness can look a chicken in the face. It is hard to get the best of Tony Schindler, as all he has to do is to throw himself full length on the ground and place the shoe on the further stake forty feet away.

Alex, MacCallum looks good filling the place of assistant foreman boilermaker during the temporary absence of Charles Hoppe.

News received that our old time friend and fellow servant, John Dick, has resigned after a service of close up to fifty years, and maybe more. Our veteran friend filled the position of roundhouse foreman at Hastings for many years and prior to that time was roundhouse foreman at Milbank, during the days when blizzards and small dinky engines tried men's souls. It was often wondered how he could be a roundhouse foreman when there was no roundhouse there to be a foreman of.

Well, friend Johnny, both of us have seen many changes and to my own knowledge you have served under seven master mechanics, as many more superintendents, and your big list of old friends and fellow workers wish you all the peace there is in this old world.

I. & D. Division.

L. I. W.

The company is installing thirteen treating plants on this division and the work is well under way, in an effort to overcome difficulties we have always experienced with the bad water on the west end.

We understand our West Division is to be graveled this year. Even now the boys are debating the preference between the pit and hauling jobs. It is understood some twenty engineers have been asked for.

We thank the section foreman of the Garner section, west, who called our conductor's attention to a brake beam down in our train on June 3. The conductor immediately stopped the

train and a serious accident was undoubtedly prevented. Safety First!

We understand Pete McGuire, conductor, who took an extended leave of absence this spring and is farming in Wisconsin, is doing well. The boys are all glad to hear it, Pete.

R. D. Jones, our trainmaster, is back on the job again after an absence of several weeks in Chicago, where he has been assisting during the strike there.

Miss Nina Trevett, roundhouse foreman's clerk, has been enjoying a holiday at Spirit Lake. Hope you had a good time, Nina; we missed you here at home.

Our Safety First meeting held May 20 was well attended despite the heavy rain, and many progressive suggestions were tendered. The committee expressed themselves as well satisfied with the action taken on suggestions of previous meetings. Mr. Sullivan entertained us with statistics on the loss and damage claims filed, and illustrated several instances where more careful loading and handling would avoid loss. Let us see if by all helping each in our own way we cannot reduce this frightful loss each month. In looking about for means to reduce the high cost of living, I believe no more fertile field could be found for our endeavors than this.

W. H. McClintock ("Possum") and family are confined to the house under quarantine. Our sympathies are extended to yourself and family.

We note Fred Nelson, engineer, and Walter Sandberg are again able to be around after the accident in Fred's automobile (pardon).

Miss Bernice Connel, clerk at the roundhouse at Sanborn, celebrated her (?) birthday May 28, 1920.

Glenn Groff, baggageman at Sheldon, Iowa, made a trip to Mitchell to attend to some business last week. Wonder what the business could have been. You know, this is June.

Miles McArthur, warehouseman, and wife also went to Mitchell from Sheldon to attend the carnival that is in full swing this week.

Irma Wilhelm, clerk at the storeroom at Mason City, spent Decoration day with a girl friend at Sioux Falls.

We saw Traveling Engineer Hughes at Canton, S. D., the other day trying to help untangle the many passenger trains that pass there. We appreciate your assistance, Mr. Hughes.

Kansas City Terminals.

L. E.

Mrs. Watkins, comptometer operator at Liberty Station, left May 15. Miss Sue Conwell took her place. Somebody's glad.

The Union Pacific Railroad has a temporary ticket quarters in our ticket office at 723 Walnut street.

Jay C. Tobin, assistant car clerk at Liberty Station, left the service this month. He graduated from Miss Brown's school of dramatic art. Friends of Miss Muller will be interested to know that she also graduated from this school. We all hope these former Milwaukee employees will meet with success in their new work.

C. O. Bradshaw visited the terminals on May 7.



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RAILROAD DEPARTMENT

H. C. CONLEY, Supt.

Harold Harding is one of the new clerks at the local office.

Neille McGraw and Katherine Hamman spent Decoration day in Chicago.

On May 19 H. J. Vail officiated and delivered a little speech at the laying of the cornerstone for the new H. C. Krumpf public school out on the south side.

Miss Reeks is our new abstract clerk at Liberty Station.

Mr. Bridges, messenger, has accepted a position with a commercial firm in town. Henry Gillespie has taken his place.

Does Don Devol like pansies? Ask him. He wears 'em for five days at a time, sometimes—he likes them that well.

J. F. Etter, TPA, and wife will leave on the 15th from Chicago to accompany a train of Shriners to Portland. They will spend several days there sight-seeing.

B. C. White, traveling freight agent in general agent's office for io these many years, left for Savanna on the 10th to assist in rerouting cars.

Mrs. Studt, wife of Harry Studt, assistant cashier at the local office, passed away at their home in Kansas City, Mo., May 23.

Miss Sebyl M. Clifford is stenographer to the agent at the local office.

Dorothy Kaupholz is filling the position of clerk-stenographer in Mr. Adsit's office.

Can girls keep secrets? Ask Evelyn Williams. We heard that she changed her name a long, long time before she told us all about it. Congratulations, Brownie.

Milwaukee Shop Items.

H. W. G.

The latest from the general superintendent, motive power office, as to the health of Mr. Warnock is that he is much on the gain, and that they are going to take him down to his farm in Maryland for a good rest-up, which we hope will be the means of hurrying up his speedy recovery.

The other latest is that our M. C. B., Mr. Sillcox, is now the assistant general superintendent of motive power, where his voice still sounds familiar over the long distance phone. Mr. Juneau is acting M. C. B. Mr. Deppe is in Juneau's place. Mr. Voth is in Deppe's place and Mr. Holub in Voth's place as chief clerk. Mr. Sillcox met the boys in the "white house" (fresco painter's shop) and gave them a good speech and send-off handshake. This whirl around is enough to take one's breath.

Mr. Juneau of the car department is at the convention at Atlantic City, as also is R. W. Anderson of the locomotive department.

The veteran pass business is about all straightened out. H. W. Griggs has been commissioned by Mr. Brennan, superintendent motive power, to handle the veteran's pass bureau for the entire lines east. This, however, does not include the engineers and firemen any more than we will try and help them out in any failure to be provided with the card.

We called on Veteran Ed Moran two weeks ago and found him only fairly well. We all hope to hear better news from his home next time. Ed is within three of the oldest employe on the Milwaukee System.

Veterans Fred Dubuy and H. Lemkuhl are back to work at their places in the machine shop after a two months' sickness. We miss such familiar faces.

The sympathy of the entire shop plant goes out to Hugo Justman of the store department, who recently lost his wife, who died suddenly May 24. The funeral was held the 27th, attended by nearly the entire clerical force of the shops.

Veteran Wilde of the foundry returned after a three weeks' lay-up with sickness.

Al Klumb was in the hospital two weeks and out two weeks, visited the office once and a trip to Chicago, and we are pained to hear he is down sick again at his home, 56th and Wells streets; possibly out around too soon, but we hope you will speedily recover, Al, and take it a little more slow and easy on the start. (We called on Al later, the 13th, and found him some better.)

Nick Schneider of the boiler shop is back at his place after a two months' sickness.

Charles H. Bilty, it seems, was booked for a good position with Harley-Davidson Company June 1. The Railway Exchange have set it back one month. Hold on, Charlie, hold on; hope you will change your mind. Mr. Bilty goes to Washington to help close up the mechanical part of the government control methods.

Chief Clerk James McCormack has been up and down the lines of late; was in Kansas City recently.

When the two big transfer cranes of the west repair yards come together the British sparrows, having a nest in each crane, begin to pour out and meet with a pitch battle. Foreman Tyler frequently has to order the cranes to move apart to stop the squabble.

Two stenos in the S. M. P. office had birthdays May 24th. One was 17 and the other 28, and the joke of it is, that one cannot tell which is which.

The scrubwoman's soapsuds continues to spoil our dinner every little while, getting worse and worse. Much of the mixture settles in the floor cracks and comes forth with every wetting down.

Regular meeting of the Veterans' Association June 2. Next meeting, August 4.

Alex Young was a familiar caller the 9th. Looking natural.

Staff meeting of the Eastern Lines boiler inspectors the 10th, at the SMP office.

The hot weather set in good and solid the 9th, as also did the west wind and the round-house smoke for the benefit of the office. Not enough fans to go round, so one of the steno girls had to come in and be near mine. Hot weather is not so bad after all.

Not one of the daily paper boys at the north crossing the other afternoon knew who put that 2-inch nut on the track, and not one of them offered to take it off—which none could help seeing.

June 12 was the fiftieth anniversary of the death of Master Mechanic Ed Hall, when the Milwaukee Sentinel mentioned about the locomotives being draped. Mr. Hall died in the east on business for the "Milwaukee and St. Paul Company."

Mr. Harvey, from the Railway Exchange, at present checking up over at the accounting department, who lives at Elgin, had the recent cyclone strike near home, his wife being in the church where the upper story fell in, and killed some and injured others.

The Memorial Day parade finally panned out very good after all, a dozen bands in line. The Milwaukee shops band was in line, but much smaller than in the war-time drives.

The 15th and no magazines here yet. Most likely short of paper and help. The upstairs machine shop and foundry are getting only a dozen or so.

Three oil tank cars blocked up on wrecking trucks in the yard show the effects of the wreck near Union Grove recently.

A fellow was figuring the other day on taking out the rear spring of his auto and take it down to the spring company in the auto and go after it in like manner. This is like Councilman (Statesman) O'Brien's resolution from the Third ward some years ago to build a new jail: "Resolved, that we build a new jail. Resolved, that the brick in the old jail be used in the new. And, be it further resolved, that we occupy the old jail while building the new."

We came across one of the old-time railroad employes the other day, Johnny Howell, formerly passenger and ticket agent at Madison, Wis. Johnny is looking well and still familiar, holding his years well.

Recently a fellow said if he could get someone to invest a thousand dollars in a scheme, he could make some money. Asked how much would you make, he said, "Why, a thousand dollars." Sounds like Milwaukee real estate and rent deals. Things will go over the peak with a thud one of these days.

Welcome Charles Bilty back to the fold, "general mechanical engineer," with office at Milwaukee shops, and takes over the chemical department.

Vice-President Greer and Assistant General Superintendent Motive Power Silcox made a visit to the entire plant the 16th.

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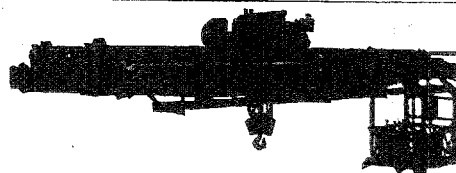
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The Baldwin Locomotive Works
Philadelphia

LOCOMOTIVES

H. E. Brownell has been back on the job for the last two weeks looking thinner but feeling better than he did a month ago.

Miss Bernice Collins handles the steno work in Brownell's office. Joe Bartlein has to toe the mark.

The much needed rains came with a bang on the 13th., causing some washouts; another heavy downpour on the 15th.

It seems that Harry Hurst over in the test department is about to get married. We are somewhat shy about asking her name.

William Luebke and two other of the test boys are at the Baldwin Works, Philadelphia. The new converted compounds are half received. The other big new engines are expected to start about August 1.

Miss Norma Grosskopf and Myrtle French are recent steno arrivals in the SMP office.

Some old parlor cars converted into coaches is an innovation that is being photographed in the Sixth street yards.

The roar of the different factory whistles all hours up to midnight from 4 a. m. is not a pleasant experience coupled with the valley smoke and gas tank smudge.

Too busy for more items this time. Hope to fill the page next time.

Signal Department Bubbles—Lines East.

"Suds."

Steve Warren came in off his farm long enough to say hello. Steve has all his crops in and is looking for a big year.

Otto Olsen took a two weeks' leave of absence to put in his crop. He came back pretty well tanned.

Neal Simpson is out on the west end in connection with valuation department work. Better hurry back, Neal, the girls are getting lonesome for you. You promised to send cards to some of them, but not a "peep" out of you so far. Slim, please take care of Neal while he is out there; they say there are about eight men for every girl out there and here there seems to be more girls than fellows and we can't afford to lose as good a one as Neal.

F. D. Morehart attended a meeting of signalmen in New York recently and stopped off at Cleveland for a day.

Philip Lindereth has a new way of making his tires last. He takes the car out and leaves his extra tires in the garage—result, a blow-out.

The sympathy of the signal department is extended to Gene Forster and family in the loss of their sister and daughter through death.

Frank Leahy was home sick for a few days nursing a bad cold.

H. B. Crawford was in recently. H. B. now has his family comfortably located in Chicago.

We noticed a newcomer in the Magazine by name of Renay, located in the Union Depot. Your notes are very snappy, Renay, and hope we'll hear from you every month.

Slim, you kick about not getting any notes from the road. If I waited for notes from the road there would be little of anything in each month and you have to be a diplomat to get it over so as to make everybody happy.

Quite a number of crossing signals have been authorized lately to be installed in automatic signal territory.

Bill Seemuth says you haven't any argument, Slim, regarding introductions you didn't get while here in the east. Bill claims you took him all around and introduced him to all the male part of the west and signal department, but can't remember meeting any of the fair sex at that end.

C. Schroer is the new clerk in I. F. Gillan's office. We forgot to mention him last month.

Through an oversight Marie Burkhardt was not mentioned in the last magazine. Marie is a new clerk in W. F. Seemuth's office.

It is rumored that L. B. Porter has a new Overland, but no one around the depot has seen it nor can they verify the rumor.

Ask George Pfannerstil if he has that "winning feeling" lately. If he has that "winning feeling" much longer he'll be a pauper if Tendler comes to Milwaukee any more.

Thought we'd give Margaret, Mildred, Martha and the rest of them a vacation this month and not mention their names for a change.

Wisconsin Valley Division Notes.

Lilly Ann.

Mrs. B. Nelson and family of New Lisbon visited at the J. Campbell home in Wausau recently.

Mr. and Mrs. Frank Bunker returned from an extended trip through California. They report a very delightful time and hope to be able to make another trip through that country next season.

Fireman N. O'Bev purchased a rooming house at Wausau, and expects to move his family down here soon.

Mae McCulloch, assistant division accountant, is taking a vacation for an indefinite period on account of poor health. We hope to see her back with us before very long.

Douglas Griffith, son of A. Griffith, engineer, is ill with scarlet fever. His condition has improved considerably and it is reported that he is now on the road to recovery.

The young lady employees in the superintendent's office enjoyed a picnic supper at "Jim Moore's" place. Needless to say that the outing was much enjoyed by all, and we expect to participate in several such outings before the close of the season.

Present indications point toward a bumper crop of potatoes. Can't make us mad that way.

Katherine Gorman has been added to the office force in the superintendent's office as bill and voucher clerk.

Mr. and Mrs. M. M. Harrington were called to Ontonagon, Mich., on account of the death of Mr. Harrington's father. Sympathy extended to Mr. and Mrs. M. M. H. by all.

Mildred Conklin and Katherine Gorman motored to White Lake to spend Decoration Day.

Mrs. J. Linehan and daughter Mary left for a trip to the coast and will be joined by J. Linehan at a later date.

Roadmaster H. Redlich has purchased a new Overland and together with his family is enjoying trips through the country and elsewhere.

Helen Conklin, timekeeper, attended the graduation exercises of the Tomah high school. Howard O'Leary was a graduate of the class of 1920.

Machinist Roger Kershaw and a machinist helper, Steve Schultz, have been added to the force at Tomahawk. Art Kraft has taken the third shift as engine handler helper.

The little daughter of Joseph Voilett, stationary fireman at Tomahawk, passed away. The entire force extend sympathy to the Voilett family.

Among the delegates sent to the Farmer-Labor convention at Rhinelander June 1 were A. B. C. Dunham, Louis Schultz, Karl Kropla, Walter Rush and Steve Schultz.

We understand that congratulations will soon be in order, as Thomas Murphy has decided to take a life-long position.

Perhaps some more wedding invitations will soon be sent out. How about you, Mabel?

Machinist Frank Bame, who was recently injured in a motor car accident, left for a visit to the coast. P. A. Stoff, another member of a long remembered fishing trip, has returned to his duties, but looks the worse for wear.

We had the pleasure of seeing Flora Emerich, who visited at Tomahawk over Sunday, June 6.

Mr. and Mrs. E. Morin spent Decoration Day with relatives at Tomahawk.

Mr. and Mrs. J. Horn are spending the week end at Milwaukee with friends.

Mr. Harris, extra dispatcher, went to Minneapolis a short time ago to meet his nephew, who expects to spend the summer at the Harris home at Merrill.

John Brown, Frank Voeltzke and Peter Akey were fishing at Tomahawk over Sunday. No, they didn't not a one.

Scraps from the West End.

R. W.

Well, of all the exciting news! Everything was peaceful and serene around the vice president's office this morning—you know, same old humdrum—when along comes the good old mail man with his morning contribution. And in that mail came the announcement from Mrs. Emma Bath of the marriage of her daughter Iryema Alice to Thomas Foley, on May 26, at Los Angeles. Miss Bath ("L.A.B.") has been with the Milwaukee for a number of years and has a wide circle of friends among Milwaukee folk who wish her every happiness. "Nuthin' too good for our Iryema." The young couple will make their home in San Francisco.

And Cupid is still busy. This time it's none other than Mildred Fiedler, of the Oriental freight department. The lucky man is Richard Martin Einar of Seattle. The wedding will take place at the home of the bride-to-be on June 19, and the young lady will wear white georgette trimmed with duchess lace. Congratulations, Miss Fiedler.

A number of Milwaukee Masons, from Seattle and Tacoma, took the opportunity of visiting Arcana Lodge No. 87, Seattle, on the evening of June 7 to witness the conferring of the third degree, the victim being one of our real pioneers on the Puget Sound Lines, Arthur E. Barkley, of the vice-president's office, Seattle. The vice-president honored them with his presence, together with a number of other Milwaukee officers and employees. A. H. B. reported on the job next morning as usual, without visible signs of rough treatment.

P. A. Warrick, formerly chief clerk in H. Schroeder's office, has been appointed city freight agent in the general agent's office. Mr. Warrick is succeeded by Mr. Hamill.

Freda Major entertained a number of the girls of the traffic department at a luncheon May 29. They all report a dandy time, although they were sorry the party didn't include our genial friend O. P. Kellogg. Never mind, Mr. Kellogg, better luck next time, maybe.

Suppose you all know the Pioneer convention is to be held at Seattle, August 19 and 20. E. D. Kennedy has been appointed chairman of the refreshment committee. Of course he says the eats are going to be fine.

Miss Lucile Maricle is leaving for South Dakota June 19, on a two weeks' vacation trip. Hope you have a good time, Lucile.

Miss Shea of the electrification department has been transferred to the general manager's office, relieving Miss Alice Bayley. Miss Bayley has

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secured a three months' leave of absence and expects to spend most of her time in California.

R. J. Middleton moved into his new home some time ago and has just recently bought a huge pair of garden shears. This would rather indicate he contemplates doing considerable "cutting up" around the premises. Eh, what?

J. A. Chapman, chief clerk of the engineering department, has for some time been spending the early morning hours, commencing at daybreak, in intensive gardening—for the twofold purpose of reducing himself and the high cost of living. Fear is entertained that if he persists in such a strenuous life he will soon be a mere shadow of his former plumpness.

Miss Mildred McIntyre is back at work again after a week's "rest." She wants you all to know she was away on account of ill health. (Can you imagine it?) I'll bet the week of May 24 to 29 was a busy one for Mildred.

Last week we were favored with a visit from our new assistant superintendent at Othello, E. L. Cleveland. Glad to see you, Mr. Cleveland. Come again.

The girls of the assistant superintendent of transportation's office gave a miscellaneous shower on Wednesday evening, June 2, at the home of Miss Esther Schwind, in honor of Miss Marion Traynor. A very pleasant evening was spent, and Miss Traynor was the recipient of many pretty and useful gifts.

Mrs. Murphy of the assistant superintendent of transportation's office, has been transferred to J. P. Richards' office, handling passes. Wish you luck, Mrs. Murphy, but what a trial those passes can be! Mrs. Murphy has been succeeded by Miss Augur.

Guess that's all.

The Home Terminal at Dubuque.

Punch and Judy.

Whoa!!!

Just a moment, please, while we blanket the team.

This being our initial appearance, we will begin at the beginning. The mystery of the hour is, "Who stole Cletus' shoes?" For he advertises as follows: "Somebody purloined my shoes from the roundhouse office locker (which is the lowest thing a man can stoop to), and if they do not fit, I am asking that they be returned; but if they do, I have some old socks and shoestrings that I will give also. Worthy brother, listen to my plea and bring my shoes back to me."

There's an awful void in Walter's car,

In the place, where Mary sat.

For Mary got contrary,

Now she walks around with Matt.

We at Dubuque, with our esthetic tastes, are planning a beautiful floral garden on the Garfield avenue side of the offices. Our Willie Mason, who used to weed 'em in France, has been appointed la directeur grandioso, and has dispatched Mildred Schuster to Seattle to gather seaweed and spittoonias, while "Red Neck" Teeling is returning from Detroit and Windsor, Canada, in his high powered Dodge with a cargo of whiskeyrias, and the garden threatens to be a success.

Our little Eva, protegee of Mme. Lagomarcino-Grupe, has Galli-Curci looking like a scrubwoman and is coming into her own, entertaining them from the mezzanine floor of the Hotel Julien Dubuque, which, among other things, is America's most beautiful hotel.

Our plain little Peggy, with frowns and curls, But somehow "different" from other girls, Is pleasingly different, we should say. We wish there were others just that way.

Will some kind soul enlighten us as to what or who "employees" are? We notice that the word has been adopted for general use in all correspondence, and while we believe that it is something like "employees," we admit that we are a bunch of hicks and would like to get "wised up" on it. Who's the company lexicographer?

The social season was officially ushered in on the night of May 15, when Miss Lucile Miller entertained the bunch at a week-end house party at their beautiful summer home on Lake Peosta, complimenting Miss Olive Romig, a June bride. The hours were pleasantly passed at golf, tennis and dancing, Mr. Neuman and Miss O'Brien taking the honors at golf and tennis respectively. After witnessing the swimming exhibition given by Miss Romig we all agree that she has Annette Kellerman tied to a tree. Music was furnished by the shop's symphony orchestra, under the able direction of Adam Hoefer, and must be complimented for their excellent rendition of the difficult numbers, especially when accompanying Miss Gerard, who favored us with some esthetic dancing. The party was brought to a close with a sumptuous banquet given at 8 p. m., Sunday evening, Harold Mattheisen acting as toastmaster. Responses were made by A. B. Tschudi, who spoke on "The Responsibilities of Married Life," and Hon. C. E. Brophy, of St. Donatus, who spoke on the "Idiosyncracies of the Inhabitants of the Narrow Gauge Region," both gentlemen handling their subjects admirably. Miss Romig was then presented with a magnificent chest of silver, Mr. Cletus Reilly making the presentation speech. After extending a vote of thanks to our charming hostess the guests left for their respective homes. The party was chaperoned by General Foreman and Mrs. T. H. Bell. And, believe us, brothers and sisters, it was some party!

Have you seen Lucille's snappy raincoat? Looks kinda' Lady Duff Gordon.

If you like our column,

We'll call again,

And contribute "nothings"

Now and then.

Cool Breezes from the Accounting and Time Department, Minneapolis.

"Chuck."

A funny thing about this office of ours nowadays is the "pep" and vigor of all the inmates; it is so cool (?) up here that everyone thinks they are at the seaside, and Mr. Nickey smiles and let's 'em all think so.

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CHICAGO, ILLINOIS

Jane Williams and Violette Loffert passed several pleasant days in Milwaukee last week. Much to the delight of Jane and Violette, they were met not only by Harry Bevington, but his swell "near" Revere four wheeled gas propelled "ice wagon." Harry maneuvered them around to Mr. Brand's office to visit Eddie Pricker, and Eddie enjoyed it, too. A warm welcome was given the girls here and they passed a very pleasant afternoon with Eddie and his friends.

Henry Gray must still be studying the last circular of the Safety Commission. He will not cross the tracks. Emil has lost his job of conductor and protector, for Henry says that Emil is too darn reckless. That's right, "Goff."

Foreman Hughes of the wood mill placed a larger support under the office and he placed it right under Miss Conroy, Mrs. Osterwind and Mrs. Vreezyk. He said the Safety First Commission ordered it, as they did not want to take a chance on that part of the office caving in.

Lucy Callahan, one of our most popular time-keepers, spent a few days at the "old home town" in Wisconsin. "The crops look fine," was all she would say. Now, I wonder!

Katherine Duffy says she is going in for racing, as she is arriving to that proficient stage of driving that she is able to pass a street car with the gates open, and when that "noiseless (?) jumping" gas eater stops, why, she just leaves it right there.

Joe Cook seems troubled these fine days. Joe's been trying to figure out why he is working when he ought to be out swimming.

Ray Hollarn, Clara Zinn and Cora Kolstad report all is well at their end of the office. I wish some one would give me some dope on this outfit.

"Buck" George Irwin nearly got elected a delegate to the Chicago Convention. "Buck" kinda hesitated when asked about the party. "Buck's" platform is "For the people and against the public," and "More work and less of it."

Mike Powers, Allen Templeton, Irene Thorne and Dorothy Olsen are planning to start a circus, having the office inmates for the attraction. I'll be the wild man. Now I wonder who will be the — woman!

Howells, M. J., is the new man in the office. I'll get you next month, M. J.

Elmer Peterson is the only "multi" in the office. He leaves us each night for his cottage at the lake and his shoes are wearing out from stepping on the brakes of his new bus.

This increase in wages we hear about is just like the meal question in the army—"when do we get it?"

**S. M., East.
O. J. B.**

Even as the musician whom the poet has made famous for allowing his fingers to wander idly over the keys of his instrument until they began to form the expression of the thoughts organizing themselves within the creative brain; even as certain ones of our correspondents allow their agile pen free rein to ramble amongst the verbiage until it gets down to business and gives us some real stuff—so must I in this rare day in June, so rare that you become rare or done to a turn with the heat, resort to a prelude.

M. J. Crandall, who claims a war record as a private under Colonel Cootie, has spent several weeks with us along the lines of his work as field accountant. Hurry back, Mike, if that is your first name. No, I guess it is Murray. Well then, hurry Murray.

We were glad to hear it announced by Fred Dexter that he saw a robin on the morning of May 29.

We have the pleasure of recording a pleasant visit with C. A. Berg of the S. M. West dispatcher force, en route to his old home at Rushford, for a vacation with father and sister.

Bridge Carpenter Hoas had the misfortune to leave a good pair of shoes behind in moving from one stand to another. Whether the man that found them was honest or whether the shoes did not fit has not been learned. The under must be thanked for sending the missing shoes to their rightful owner by freight a few days

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Liniment
Keep it handy

later. He was given carload rates on account of the space occupied in the car excluding any other freight.

Credit should be handed to the boys of the store department and the yardmaster and his forces for quick handling of bridge material for washouts during the recent storms. Upon telegraphic orders received late in the afternoon on two occasions cars were loaded and sent out by 10 o'clock the same night.

Miss Mary Craig was called home on account of her mother's illness.

Agent G. A. Wright, who adopted the strenuous life of track hand in order to get outdoors and first aid for his health, is back on the job feeling much better. Glad to hear it, George.

H. S. Lewis has taken care of Easton station during the absence of Agent Wright.

St. Johnson shows real good judgment when he takes his vacation quietly at home in beautiful Austin. He will come back to work fresh and free from that tired feeling after traveling. Agent Stephenson of Ramsey is acting as relief dispatcher, while A. L. Byers does the heavy at Ramsey.

Operator Otis H. Carr is married. Yes, she is good looking.

Owen Theophilus is at present vacationing and C. L. Day is handling the trick.

Seeing that it rains every Tuesday, C. M. Aughey says there must be something wrong with the timer. No fun hoeing weeds in the rain.

Conductor Grant Elben has been called to Chicago on account of illness.

Chief Dispatcher S. C. Sorenson has been to Chicago on company business.

Brakeman George Schrader is back on the passenger trains again. He says the fishing was great, and the weather fine. He was just starting to tell us about one awful big fish that—but the conductor shouted "board," so by the time I see him again the fish and the story will be too big to tell in this truth loving journal.

One does not always have to go and catch the fish, either. Sometimes, as in Elmer Houghton's case, a fellow will give you a batch. Then when his kind heart thinks of his many friends along the line who will be glad to share them with him, he places them where they will be cool, and even goes to put ice on them. But when he arrived with the ice he had no use for it. They had been swiped. A good deed, however, is never thwarted, for the fish were soon brought back and if he had not promised them all away I would have had a fish dinner myself that day.

Northern Montana Division.

A. B. G.

Pearl Royce has returned to our city after a month's visit to the coast. Why not "linger longer," Pearl?

A. L. Hans, L. J. Stevens, H. C. Cooke and Ted Praitenlachner, from the Chicago office, are working in the superintendent's office on Account 9, Circular 101.

Frank Rusch, Superintendent of motive power, paid a brief visit on June 8th.

Owing to the fact that the ticket office force has been reduced one, our genial friend Perry Swansey is no longer with us in an official capacity, though we are glad to see his smiling face each morning, en route to "the beanery."

Mrs. C. L. Whiting, wife of Supt. Whiting, of Moberge, was here for a few days, on business.

Lucille: "When it comes to A.F.E.'s, you're a nut."

Craig: "Yes, my father was a 'Kurnel.'"
Sadie Washburn, who was stenographer to the chief clerk in the superintendent's office for two years, was married at the home of her parents in Heyworth, Illinois, June 5, 1920, to C. J. Heinig, of Milwaukee, Wis. Our office force were all recipients of invitations to the wedding, and all join in wishing her happiness. Mr. and Mrs. Heinig will be at home to their friends at 227 13th St., Milwaukee.

TO SADIE

"Honey"—fed on honey,
Happiness galore;
Money—lots of money,
Surprises by the score.

Wished—of all the wishes,
To yourself and "hubby" dear,

There back in old Milwaukee,
Where there is no beer.

N. B. L.

Alura Gough, stenographer in D. M. M. office, has left for Chicago, for a couple of weeks' vacation.

Frank Barnes, baggageman, and Mrs. Jane Thorsen, were united in marriage on June 10. Congratulations, Frank, and we wish you much happiness.

J. M. Colaw, special accountant, who has been located here for some time past, has been experiencing some difficulty in convincing the game warden that he is a charter member in the Ananias Club. The bunch have asked to see his next catch. (The game warden, too.)

Division Accountant O. S. Porter, and Assistant Division Accountant M. G. Allen, spent Memorial Day at Sixteen Mile Canyon, fishing. And, believe me, they brought home some trout. About everybody in the building had some of them, and will testify that they brought home something beside stories.

Mark Allen is real peeved because the last issue of the magazine didn't carry an account of the increase in his family on April 16th. It was an 8¼-pound boy, and to say that Dad is proud is putting it too mildly. He had quite a hard time getting a hat to fit him.

Mrs. A. M. Maxeiner, clerk in Lewistown freight office, has taken a leave of absence. O. L. Painter is relieving her.

Traveling Demurrage Inspector C. P. Preihs was in town a few days.

Fred Swanson, chief clerk in D. F. & P. agent's office at Great Falls, was in town on business.

Chief Clerk Tom Gilmour made a flying trip out to his homestead, near Mosby, Mont., going out one day and returning the following day.

H. S. Jackson, houseman in Lewistown freight house, was called to Tacoma on account of the sudden illness of his father.

C. W. Wilson, formerly agent at Hanover, Mont., is now agent at Denton, Mont. Jack Gavin is relieving him at Hanover.

Mrs. C. M. Brown, wife of Cashied Brown, in Lewistown freight department, spent a few days visiting friends in Butte, Mont. She was accompanied by her sister, Mrs. W. F. McGrath, wife of the roundhouse foreman, Harlowton, Mont.

Mrs. Mary Retallick Irwin, formerly clerk in the car department, is the proud mother of a nine-pound baby boy. Both mother and son are doing nicely.

Brotherhood of Railway Clerks gave their second June festival dance June 2d. This dance was a great success.

Assistant Division Accountant Mark Allen says he is going to cast his vote for Wilson this year, as he is a strong advocate of preparedness. We believe it, "Mark," after seeing you start on that fishing trip down the canyon with that sack of charcoal to start your camp fire.

Johnny Kuzara says, "Keep your old sympathy. Karanza was no blood relation of mine."

We hope Mr. Hans will leave our fair city with happy (?) memories of a pleasant hour spent at midnight, eating one of Evoy's famous lunches, after the B. of R. C. June festival dance. My, what appetites these Lewistown girls have!

The other day, while passing a certain cigar store, the writer saw Charlie Koch buying a package of cigarettes. We don't know what it is all coming to, but if Charlie's wife doesn't return soon, Charlie will take to chewing gum and going to movies, and riding a bicycle, to say nothing of walking down Fifth avenue with a girl. Ease up, Charlie, you are getting rather old to "go wrong." It's rather late to start down the primrose path now, you know!

Johnny Kuzara, the erstwhile "ladies' man" of the accounting department, spent Memorial Day in Helena, adding a few more broken hearts to his already long list. We understand that since returning he has indefinitely postponed his proposed trip to France, at which time he was intending to bring home a blushing Bordeaux bride.

Ben Goggins has completed his studies at Mount St. Charles College, Helena, and returned home this week for summer vacation.

Supt. H. M. Gillick has gone to Minneapolis on a business trip, and expects to be gone about two weeks. E. B. Cornwell, chief dispatcher, is acting superintendent during his absence. T. J. Hanson is acting chief. L. C. Searle, W. J. Thompson and



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A Blow at Profiteering



\$2.48 for a pair of real honest built work shoes. Sounds impossible but it is true and the best part of it is that you do not have to send any money to prove it. Let us tell you how we can do this.

You know that shoes are going up every day, also you know that when you buy thousands of pairs of shoes at one time the prices are considerably lower.

The dress shoe we are offering at \$4.89, just think of it, \$4.89 for a dress shoe. This in itself is the greatest bargain of the season, but in addition with every pair of dress shoes sold we will sell a pair of these work shoes for \$2.48. A price that sounds like the days before the war. Imagine for a total expenditure of \$7.37 actually less than the value of the dress shoes you will have two pairs of shoes.



Men's fine dress shoe of high grade black leather. This is a wide, high comfort shoe.

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and pay your postman \$7.37 and postage when the package arrives. You take no risk as the shoes will be sent to you under our iron clad guarantee of money back including postage if you are not fully satisfied.

We Positively Cannot Sell Either Pair of Shoes Separately

When ordering be sure to mention the size required on each pair of shoes.

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My internal method of treatment is the correct one, and is sanctioned by the best informed physicians and surgeons. Ointments, salves and other local applications give only temporary relief.

If you have piles in any form write for a FREE sample of PAGE'S PILE TABLETS and you will bless the day that you read this. Write today.

E. R. PAGE, 307 Page Bldg., Marshall, Mich.

C. H. Mitchell are on first, second and third trick, respectively, and H. L. Crandall is doing the extra dispatching.

"Card of Thanks." We wish to extend to a certain member of the "bad order" department our heartiest appreciation and thanks for the beautiful corsage bouton. (The dandelions were duly admired.) Revenge may be sweet, but we think roses would be sweeter.

Trafficmen and engineers, please, pretty please. A. B. G. wants some notes from you. And we'd all love to hear the interesting news from your department.

R. & S. W. Division. M. J. Cecay.

Conductor Jake Myers has gone to Winnipeg to visit his brother. Conductor Kinney running the branch during his absence.

Agent George H. Heinen of Durand died suddenly, Friday, June 11th. Funeral took place at Durand, June 15th.

Extra S110 West, in charge of Conductor Chas. Dobbert and Engineer Heidrick, June 3d, was derailed near Union Grove at about 12.30 p. m. Eleven loaded and five empties, seventeen car lengths from the caboose and ten from the engine were badly wrecked. The damage estimated at \$100,000; cause unknown.

Side Wire Operator Wallace Wellington Stubbs of Beloit and Miss Lenore Lillian Wilde of Milwaukee signed up a contract in that city June 9th, to share each other's joys and sorrows through life. We wish the young couple the best of luck. They will be at home after July 15th, at Beloit, Wis.

Born to Mr. and Mrs. H. H. Spear, a daughter, June 6th.

R. & S. W. Division No. 9 ran into a wash-out, caused by a cloudburst, one mile east of Shannon, at 5:35 p. m., June 1st; tipped engine 3126 over on side; milk car, baggage car and smoker nearly tipped over. Baggage man L. H. Lyons was injured about body, Section Foreman Riley on head and leg. No one seriously injured, and the train was carrying about fifty passengers. Engineer Tyler had his hand caught in the reverse lever, but not injured. Fireman George also escaped injury; brakeman Homer Artlip ruined a new uniform. Conductor Stiles was in the baggage car and was covered with milk cans and express, but not injured. Two mail clerks in mail car, DuGood and Bolles, not hurt. It was surely a lucky derailment.

On account of C. B. & Q. No. 1 going in the ditch between Chancey and Clinton, Iowa, R. & S. W. No. 30 had to detour over to Rock Island, then over our line to Fulton and the C. & N. W. to Clinton, Ia., May 29th.

G. H. Pietsch returned to his duties as chief dispatcher at Beloit, May 24th, after spending several days down in the strike district at Chicago.

A Third Shift Breeze—Machine Shop, Minneapolis. "Chuck."

The several hundreds of men employed at the machine shop, working the third shift, which constitutes and makes necessary hard labor (?) from 3 p. m. to 11 p. m., are all in deep thought and much mental confusion confronts them. This intricate state of mind has been going on for a period of several months, due to the fact of "Mac" McGarry's inability to secure a man to look after and take care of the belts. This position has been vacant for many months, and it seems that "Mac" has used up all his persuasive powers in his past endeavors to secure a man fitted for this job, hence all the mental worry.

It seems hardly possible to believe this statement, as most of these men have confronted grave danger while serving Uncle Sam a few years ago. Then again we recall the bloody battlefields of the foreign soils, and our minds picture how gallantly and bravely, without thought of fear or danger, these same men faced the whistling bullets and blood-stained bayonets of the Huns with determination and victory in their eyes. Is it possible that this job is greater danger and risk than the flying shrapnel and hated tricks of the Huns?

Now who among you men will volunteer for this work, or have my endeavors gone astray?

Sound Like Claims Against the Railroad.

The following paragraphs are said to be extracts from letters received by the Bureau of War Risk Insurance at Washington:

I ain't got no book learning and I hope I am writing for information.

Just a line to let you know I am a widow and four children.

He was indicted into the surface.

I have a four months baby and he is my only support.

I was discharged from the Army for a Goitre which I was sent home for.

I am left with a child seven months old and one is a baby and can't work and he is my best supporter.

I am his wife and only air.

You have asked for my allotment number, well I have four boys and two girls.

Please correct my name as I could not and would not go under a consumed name.

From a soldier to his mother, "I am writing in YMCA with a piano playing in my uniform."

I am pleading for a little more time.

Please return my marriage certificate. Baby hasn't eaten in three days.

I need him to bee after me.

Both sides of my parents are old and poor.

Please send me a wives form.

I have been in bed with a Doctor for thirteen years and I intend to try another.

Dear Mr. Wilson—I have already wrote to one headquarters and received no reply, and if I don't get one I am going to write Uncle Sam himself.

I am a poor widow and all I have is in the front.

I ain't received no pay since my husband has gone to nowhere.

Please let me know if John has put in an application for a wife and child.

You have taken away my man to fight and he is the best fighter I ever had.

My son is in Co. 158 inf. Please tell me if he is dead or alive and if so what is his address.

Disposition of Railroad Earnings.

An interesting computation has been made by the "Railway Age" showing how the earnings of the railroads by days of the month are disposed of. On the basis of 1919 earnings, it says:

"The earnings of 17½ days of each month were paid to labor in wages.

"The earnings of 3 days were paid for fuel.

"The earnings of 5 days were paid out for materials and supplies.

"The earnings of 1½ days were paid out for taxes and equipment and facility rents.

"This consumed the earnings of 27 days of each month.

"The earnings of the remaining 3 days went to net operating income and were used by the government to pay the guaranteed standard return to the companies. The net operating income was insufficient for this purpose and in consequence there was incurred a deficit which had to be paid from taxes."

Cupid, I mean a switchman, told me something. Rooney is going to get married. It does look suspicious, all right. Our agent, Mr. Butler, has just lost a perfectly good stenographer and they do say that Olga and Howard have been chums.

Wendell Schlott died from wounds received when he was crushed between an engine tank and the roundhouse door while performing his duties as an engine hostler helper.

We are pleased to learn that Dining Car Steward Enright will soon be able to resume his duties again, after being layed up with a broken ankle.

Local Storekeeper Morgan and his force have been very busy lately with taking inventory. They have my sympathy.

J. F. Kane of the safety first department was a pleasant visitor on March 4th.

Notes from Milwaukee.
"O'Malley."

It is an old saying that a woman is as old as she looks, and a man is as old as he acts, but what we wanted to say is that Barney Oldfield had better be careful or he will lose his reputation as a speed demon. We understand that our friend, W. B. Heinrichs, station-master at Milwaukee, is soon going to smash all records between Milwaukee and Madison. Mr. Heinrichs has never started after anything yet and failed to get it, so we are only waiting for a report of the time consumed. We know that it will be below the two-hour mark.

W. L. Hibbard has been appointed yardmaster at Burnham Bridge. W. L. H. has always delivered the goods wherever placed. "Nuff sed."

It was with mingled regret and pleasure that we shook hands and bid good-bye and good luck to B. F. Hoehn, on the 12th of June. Our regrets are at losing an officer who was fair in his decisions, who was never too busy to give a few minutes to an employee who was in trouble in any way. He was zealous in the cause of safety first, and many unsafe conditions were corrected while he was here. He was a good officer for the company, BUT HE WAS HUMAN, and recognized his fellow employees as HUMAN. While we regret to lose him as our superintendent it is with pleasure that we see him advance to the position of superintendent of the Kansas City Division, and our sincere wish is that this is only one more step up the LADDER, and may the succeeding steps come in rapid succession. To the boys on the Kansas City Division: Treat B. F. Hoehn as A MAN and you will not be disappointed.

During the recent illness of B. F. Hoehn, E. F. Rummell has been acting superintendent. General Yardmaster A. J. Knerien is away on a vacation. Where? Nobody knows. He always has some place to go and he says that it takes the sound of an engine whistle four days to reach him.

F. Stubbe is acting as general yardmaster during the absence of Mr. Knerien. Did you notice that Frank is getting rather PLUMP?

Our little friend, Freddie Hansen, is growing a moustache. Reason: He is now acting as first trick train director at Muskego yard.

J. E. Dumphy has been appointed as yardmaster at Cutt-Off. Jim can handle the job.

During the absence of Yardmaster J. J. Zeust ("North Avenue District"), R. R. Lewis is filling the chair with credit to himself and in a manner looking to the best interest of the company.

Well, "Tony and Ted," stew-bad, stew-bad; but still you know that the big ones always get away, but we understand that these old knights of the "Rod and Reel" recently went after bass and returned empty-handed (or with an empty stomach). Perhaps the wind was not right, or you did not have the right kind of chewing tobacco. We know there was something wrong.

Justin V. Cavey has moved to Waukesha. He says that Milwaukee is too crowded for his son, Patrick Henry, who is growing very rapidly.

T. J. Heaton is contemplating a trip east in the near future. He wants to renew old friendships and visit relatives, with just enough business thrown in to make things interesting.

Miss Mabel Braun is, during her vacation, going to Wyoming to inspect a farm. She will be accompanied by her mother. Guess Mabel is going to be a farmerette.

Miss Helen Eck "that was" is now a permanent resident of Kenosha.

Miss Thelma Heaton spends her week-end with friends in Madison Wis.

Prairie du Chien Division Notes.
C. A. Mir.

News doesn't seem to be growing very well on the Prairie du Chien Division, as we did not make a showing at all in the June magazine, but have managed to gather some news this time.

James Connelly, conductor PDC Div., seems very much rejoiced over the arrival of a seven-pound boy on June 8th. Accept our congratulations, Mr. and Mrs. Connelly.

The wind has been whispering something about the approaching marriage of Emil Medenwald. Are we hearing right, Emil?

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A work shoe and a dress shoe at practically the price of one pair. Sent to you without one penny down. All you have to do is pay your postman \$7.37 and postage when the package arrives. It's a money-back proposition, too. Of course, you don't expect full details of an amazing offer such as this in such small space, and you are right. If you look for our big six and a half inch illustrated ad in this issue, you will get full particulars. Wolpers, Dept. 61 at 1201 W. Van Buren Street, Chicago.

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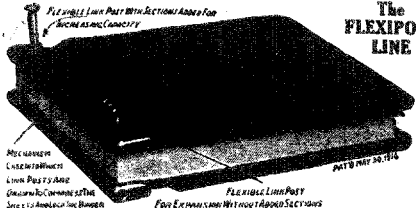
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Lester Showers, fireman on PDC Division, joined the "Happily Married Club" on June 9th. We do not know who the lucky one is, but they surely have our best wishes for the future.

Edna Schroeder, first trick yardmaster's clerk at Janesville, has taken a three months' leave of absence. Hazel Gregory of Janesville has been appointed to take her place.

Leslie Lawton of Richland Center has been appointed to fill the position of clerk vacated by the resignation of Robert Brewer.

The position of first trick ticket clerk in West Madison ticket office, vacated by the resignation of Walter H. Hoffman, has been filled by John C. Ibenthal, who was formerly an operator on PDC Division.

The railroad men at Janesville have organized a very speedy and A1 baseball team, under the name of the C., M. & St. P. Rails. This team takes this opportunity to challenge any baseball team on the C., M. & St. P. Railroad for dates and games. Any persons interested may write to William McAuliffe, manager, 903 Center street, or care of the C., M. & St. P. roundhouse, Janesville, Wis.

We have noticed that "John" has been handing bouquets to a certain young lady employed in one of the offices at Madison, Wis. This bouquet was later worn by the young lady in question. Don't be partial, John; there are a few more that I am sure would accept flowers.

D. C. Crummy has taken switch job, Stoughton-Edgerton, back again, and according to eye-witnesses keeps the towns cleaned up. We hope the good work will continue. Leave it to Doc.

Conductor Ed Wheeler, who has been off for a long time, account accident, has resumed work at Waukesha.

Palmyra is getting ready for the home-coming, and expects the Prairie du Chien Division to be well represented.

Conductor Bernard Marsh is reported not much improved. Here are good wishes, Brother Marsh, for a speedy recovery.

John Derivan, first trick operator at Waukesha, is enjoying his new \$2,000 car. It is a peach, girls, and John is single.

Attention, Percy! We understand there is something doing at North Prairie each month. Why not let the others know what it is? Why so selfish?

The Order of Railway Clerks will give a supper at their local hall at Waukesha, July 4th.

River Division Nothings.

"Bell."

The Fourth of July begins on the fourth and lasts until the eighth—for some people—and as it happens to fall on a Sunday this year, making a two-day celebration, we won't expect some folks to get over it for at least a week. July 4th is the birthday of American independence, and as she grows older, she sure do grow bolder, and the bolder she is the more independent. The United States used to be the land of the free and the home of the brave; now it's the land of the graft and the home of the trusts. Graft is a skin game which you can't beat with five aces. If you hold five aces the grafter holds six. A grafter is a man who's in luck, if he's not in jail. A trust is something that makes money by the sweat of other people's brows. As a money-maker a trust beats counterfeiting. We would advise people not to put too much trust in a trust. The farmer harvests his hay this month—if the weather is favorable and bumble-bees not too numerous. A bunch of bumble-bees make harvesting hot work. Speaking of hay suggests a grass widow. A grass widow is not so green as she looks. Keep off the grass unless you have long green to burn—long green is her long suit. During July the iceman will heave a chunk of ice at the back door every morning about 5 o'clock. When you get up at 8 there will be nothing there but a cold, wet spot. You pay for the wet spot at the rate of so much per. To keep the ice from melting, let the iceman keep it.

The following letter was received from an applicant for the position of brakeman recently:

"Trainmaster:

"I have you any Brakem going on: I have work for the Zoo; as (Tee) and would like to

get on your R. R. as (Brek) If you have any vacation: How long do a fellow work! how many fellow is there on Extra Board: I would (perf) Passenger (Brak). If you have any thing open, would like to hear from soon."

If any readers can send me a correct translation to the above, will much appreciate it.

Recently Brakeman William Manion was absent from duty so long that we wrote to him inquiring the reason. He replied: "I am working on two wonderful inventions, which, when placed upon the market, will, I believe, fill a couple of long-felt wants that have been long felt. The first is a 'Skidless Banana Peel,' for which there is a great demand. One little, measly empty banana lying innocently on the sidewalk will bring low a big 250-pound man; while two banana peels, doing teamwork on the sidewalk, constitute the greatest 'pair of slippers' on earth. Now a pedestrian could step on a skidless banana peel with both feet and all his impunity, knowing that his foot would not slip.

"The second invention is a 'Flea Comb for Goldfish.' I have been told that goldfish frequently get fleas, which annoy and irritate them a good deal, since the poor goldfish have no feet with which to scratch themselves. Now with a goldfish flea comb it would be a simple matter to take a goldfish out of the bowl, give it a thorough combing to remove its fleas, then return it to the water. The goldfish flea comb will be a great improvement on the goldfish flea soap on the market. Soap frequently gets into the eyes of the goldfish, and they don't like the feel of it very well, either.

"In view of the fact that my inventions are for the benefit of humanity and animals, I think you will see your way clear to authorizing my absentmindedness."

Lost—One ring, initialed S. H. S. on the outside and H. J. M. on the inside. Finder please pay for the ring and return this advertisement to Room 8, Milwaukee Station, Minneapolis.

Trouble and twins sure travel together. Now, there's Louis and Lyman Gregg, both aged 18, and both sons of Conductor Gregg. They are working as extra passenger brakemen between Minneapolis and La Crosse. When Lyman is called and doesn't feel like responding, he wakes up brother Louis and says: "Say, Lyman, you're wanted for No. 16 tonight," and Louis, looking at his brother and not being able to tell which twin he is, needs must accept the situation and fare forth to work. Now tell me how are we going to tell which is which when they can't themselves? Recently Louis bumped into a colored woman, she having darkened the passage on the train. He hurriedly said: "That wasn't me—that was my brother. He looks just like me, lady."

Bill Ryan and Jerry Walsh are humdingers when they get started. Recently they went down to Winona with the idea of giving that town an extra coat of red. First they wandered into the midst of a Polish dancing party, and you should have seen Jerry polish up when asking the girls for a dance. Two more dance halls followed in quick succession, for they weren't going to miss anything, not if they knew it. They were nearing collapse from too much whirl on their light fantastic toes by the time they were ousted from their last dance, account lights out and doors locked. But they were not yet satisfied. They meandered further and stuck their feet under a table and sat in on a game of penny ante, but here fortune did not favor them. They came away with their pockets emptied of all except their return passes. So they sat themselves down by the railroad tracks until No. 1 came along, picked them up, and deposited them back in their home town.

Passengers on the River Division are cautioned not to get frightened when they see a cannon ball or two going up and down the aisles of trains. Look twice and you'll notice the enlarged billiard balls have two arms, two legs and a body pasted on. Look again and you may recognize Brakemen Lindstad and Peterson, and it didn't happen in a cyclone, either.

Notes from the Aberdeen Division.

W. H. Murphy.

Machinist Apprentice Louis Lockington, who was recently sent to Minneapolis shops to com-

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NEW YORK. If you are feeling run-down, weak, nervous, tired-in-the-morning, and generally ailing, these are the symptoms that should warn you to take care of your health.

Four persons in every ten are needing more phosphorus in their bodies. When you see thin and fretful people; or those who are anaemic, pale, frail, oft despondent or lacking in energy, you may look for the need of certain elements that make for a strong constitution.

Some people, after relying upon preparations composed chiefly of salts, quinine, drastic drugs, iron, calomel, cod-liver oil, etc., wonder why they find no benefit. That is easily explained by the fact that such persons need the phosphoric element, which is a most potent essential to health, and contained in BITRO-PHOSPHATE, the famous health preparation. Now obtainable everywhere.

The right thing for you to do is make a trial of BITRO-PHOSPHATE beginning at once. It is not a patent medicine; the formula is prescribed by many physicians for the ailments and weaknesses mentioned above.

With every box of BITRO-PHOSPHATE are a few simple health rules and a \$300 guarantee. Buy a box of BITRO-PHOSPHATE. It is sold and recommended by all good druggists everywhere, or write to Arrow Chemical Co., 3165 Union Square, New York City, for descriptive booklet about nerve ease.



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No craving for tobacco in any form when you begin taking Tobacco Redeemer.

Don't try to quit the tobacco habit unaided. It's a losing fight against heavy odds and means a serious shock to the nervous system. Let the tobacco habit quit YOU. It will quit you, if you will just take Tobacco Redeemer, according to directions for two or three days. It is a most marvelously quick and thoroughly reliable remedy for the tobacco habit.

Not a Substitute

Tobacco Redeemer contains no habit-forming drugs of any kind. It is in no sense a substitute for tobacco. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It makes not a particle of difference how long you have been using tobacco, how much you use or in what form you use it—whether you smoke cigars, cigarettes, pipe, chew plug or fine cut or use snuff. Tobacco Redeemer will positively banish every trace of desire in from 48 to 72 hours. This we absolutely guarantee in every case or money refunded.

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plete his apprenticeship, spent Sunday in Aberdeen.

Joe White, machinist apprentice at South Minneapolis shops, has been sent to Aberdeen to obtain his roundhouse experience.

Machinists George Deming and Arthur Frank, who recently completed their time at South Minneapolis shops, are at present employed at this point.

William Berg has been appointed chief clerk at the local freight house, filling the vacancy caused by the resignation of Mr. Fuller. Leo Luggen, former assistant cashier, has been promoted to cashier, in vacancy caused by the promotion of Mr. Berg.

August Rueland, clerk in the traffic department at Aberdeen, recently spent a few days visiting his folks at Parkston, S. D.

Oscar Amundson, formerly employed as chief clerk at the local yard office, has accepted a position as chief clerk in the roadmaster's office at Aberdeen, succeeding Miss Edna Anderson, who was forced to take a rest, due to ill-health.

Wendal Smith has accepted the position of chief clerk at the yard office on the second shift.

Mr. Glenney, traveling storekeeper, was a recent visitor at Aberdeen, and noting the write-up recently given Mr. Glenney, in the *Employees' Magazine*, by some correspondent at Minneapolis, we certainly wish to second the motion, as we are of the same sentiments.

K. E. Morrison's mother was a recent visitor at Aberdeen from her home in Beloit, Wis.

G. Lamberg, division master mechanic at Aberdeen, attended a meeting of the master mechanics in J. E. Bjorkholm's office at South Minneapolis shops, Wednesday, May 19th.

Henry Wanus, operator at Aberdeen, is taking a few days' vacation.

Sam Tony, janitor in the Aberdeen passenger station, after sowing grass seed, putting up the "Keep Off the Grass" signs, weeding out the dandelions, hauling out the old rubber hose, sharpening the lawn-mower in preparation for the arrival of the overdue spring, has taken a few days off and gone to Eureka to visit friends. We trust that spring will be here by the time Sam gets back on the job.

Mr. Abel, stoker supervisor, was a recent visitor at Aberdeen.

Fireman C. A. Bishop has taken a furlough and gone to Milwaukee to visit friends.

Miss Doris Healy says it is too cold to go to Wylie Park.

Louis Faeth is said to be some pool shark. August Rueland is authority on this.

Miss Link, stenographer at the local freight office, said "Aw shucks, that goat don't kick."

Fred Hulse of the local freight is seen burning up the pavement with his Overland after the day's work is done, and he says there is not a clink in 'er, and for speed, oh, boy!

After buying seed potatoes at \$6.50 and \$7.00 per bushel, paying some husky with his noble steeds a couple of Vs to plow the land, weeding out the unsought for crop of dandelions, wire grass, weeds, etc., worrying about the overabundance of rain and cold weather, oh, boy, ain't it a grand and glorious feeling when the sprouts push through and prospects of a big crop of "Murphys" are in sight?

W. L. Kelley and family are leaving for Los Angeles and points west in the near future. Now, girls, see what you have done. Well, Herb Luck will have to take Walt's place, that's all, that's all.

We understand that John Klein, draftsman in the South Minneapolis shops, is going to take a trip west on his vacation this year, and when he comes back he won't be single. Good luck, Johnnie.

Mrs. R. H. Taylor has returned to work, after an absence of a few days, on account of sickness in the family.

William Rittenberg, who has spent the winter in Portland, Ore., advises he has had a wonderful time, but will be back to Aberdeen in the near future.

It is with regret that we hear of the illness of the wife of Engineer Rasmus Lovesteen.

Vivian Samuelson, caller at the local roundhouse, has deserted the ship.

Des Moines Division.
"Frenchy."

Conductor Caskey returned recently from a short vacation.

Brakeman Alfonso Wood, while uncoupling cars at Madrid recently, was injured in such a way that Dr. Martin was obliged to amputate four toes.

The accident occurred just before the departure of train 138 from Madrid, and Mr. Wood was brought to Des Moines, accompanied by Dr. Shaw and Trainmaster Dutton, together with Conductor Appleby and Engineer Ewald. Arrangements had been made to have an ambulance waiting in Des Moines, and immediately upon arrival of 139, "Al" was rushed to the Luthern hospital, where Dr. Martin was waiting and immediately performed a successful operation. "Al's" friends on the division are all awaiting his speedy recovery and return to his old job.

Fireman Joseph Gressinger was run over by an auto on the evening of May 22d as he was going home from his run, and injured so that he died on the way to hospital. "Joe" had been with the company thirty-one years and had many friends among the boys on the road. We wish to extend our heartfelt sympathy to the bereaved widow and children.

Mr. and Mrs. Clyde Kinney spent Decoration Day visiting friends in Nobleman, Wis., and in Chicago.

Mrs. Clara McMullen, chief dispatcher's clerk, spent Decoration Day at Sanborn, Iowa.

Miss Thelma German has been appointed R. & M. clerk, succeeding Miss Vera Mason, resigned. Miss Mason has accepted a position with the Des Moines Union Railway.

J. M. McDermott, E. & F. timekeeper, was called home recently by the serious illness of his mother. All of his friends are hoping for her speedy recovery.

Engineer Ward Ewald was slightly injured in an auto accident Saturday, June 12th. The injury was not so serious as to necessitate his absence from his run, however.

Engineer Bill Chase is reported to be the crack first baseman for the new Rockwell City ball team—that is, from the amount of noise he is reported to make about it.

We regret to report the illness and death of Mrs. Bellman, mother of Conductors H. C. and H. M. Bellman, and Mrs. C. E. Elliott. They have the sympathy of the employees on the division.

Conductor "Mike" Hollett has taken to playing ball since the "school marms" have left Rockwell City for the summer. He is reported to be as good at playing ball as he was at rushing "school marms."

Ray Morse and Bob Hartshorn spent all one Saturday night catching fish at Storm Lake, and came home with a surprisingly large catch. Yea, verily, the fish were seen by an eye-witness. While on the trip, "Dutch" Newell went to sleep on the dock and when he awakened he had a big fish, which he sent to the roundhouse foreman at Des Moines as proof of his skill.

Operator Joe Pope, Conductor Mike Hollett and two of Rockwell City's fairest school teachers, with "Dad" Allard acting as chaperon, spent all one Sunday traveling the country roads around Ft. Dodge trying to find the far-famed wild cat cave. But wild cats seemed to be as elusive as the fountain of youth, and the best that can be said of the trip was that it was a wild goose chase.

Miss Florence Fosdick, former accountant, spent about ten days recently visiting R. P. Edson and family. Miss Fosdick is now connected with the county treasurer's office at Mitchell, S. D. Her many friends were glad to see her looking so well.

Miss Thelma German, R. & M. clerk, spent Sunday, June 12th, visiting friends in Boone. She reports a fine time, notwithstanding the heat.

Miss Maude French, timekeeper, accompanied by her mother, spent Sunday, June 5th, visiting friends in Ames.

Leo McGovern, chief clerk, was called to Dubuque, June 5th, by the serious illness of his father. He reports that his father is not much improved in health.

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We have a new method that controls Asthma, and we want you to try it at our expense. No matter whether your case is of long standing or recent development, whether it is present as Hay Fever or chronic Asthma, you should send for a free trial of our method. No matter in what climate you live, no matter what your age or occupation, if you are troubled with asthma, our method should relieve you promptly.

We especially want to send it to those apparently hopeless cases, where all form of inhalers, douches, opium preparations, fumes, "patent smokes," etc., have failed. We want to show everyone at our expense, that this new method is designed to end all difficult breathing, all wheezing, and all those terrible paroxysms at once.

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**Iron Is Red-Blood Food—Nuxated Iron
Helps Put Roses into the Cheeks of
Women and Gives Strength and Energy to
Men.**

If you were to go without eating until you become weak, thin and emaciated, you could not do a more serious harm to yourself than when you let your blood literally starve for want of iron—iron that gives it strength and power to change food into living tissue, muscle and brain. Without plenty of iron in the blood, no matter how much or what you eat, your food simply passes through you without doing you any good—you don't get the strength out of it and instead of being filled with youthful strength and energy you are weak, nervous and all run-down. If you are not strong or well you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary Nuxated Iron three times per day after meals for two weeks, then test your strength again and see how much you have gained. Numbers of nervous, run-down people who were ailing all the while have most astonishingly increased their strength and endurance simply by taking iron in the proper form. But don't take the old kinds of iron simply to save a few cents. You must take iron in a form that can be easily absorbed and assimilated like Nuxated Iron if you want it to do you any good, otherwise it may prove worse than useless. You can procure Nuxated Iron from your druggist on an absolute guarantee of satisfaction or your money will be refunded.

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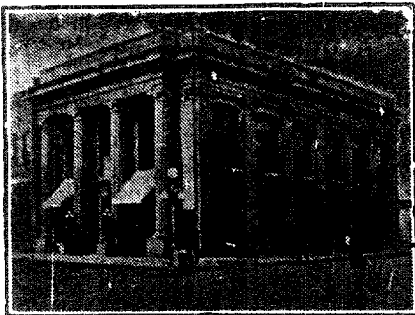
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MILES CITY, MONT.

The Sorrowful C. Y. A.

A C. Y. A. sat on a fence,
Watching a train go by.
When he thought of the good job he had left
A tear came in his eye.
He thought of the boys who stayed at home
And earned their daily bread;
He thought of the pay check, fat and plump,
And he wished that he was dead;
He thought of his wife who was left at home.
Not a moment did she shirk,
While he with his grip, many miles away,
Was looking for easier work.
He traveled near, he traveled far,
And bummed every foot of the way,
At last came back, hired out again,
Saying, "To hell with the C. Y. A."

* * * * *
We are the boys from off the line,
Who came to the rescue just in time.
We take in cars and send them away
In better shape than the C. Y. A.
We are here because the cause is just,
And protect our contract we feel we must
So C. Y. A., take this from me,
The best friend you had was the B. R. T.

"Chief Shop Accountant's Ink Blots."

Stubbs.

Well, here we are once more, right back in line with the rest of the bunch. Here goes for a few happenings:

Mr. Braun and Mr. Kozurek spent a few days in Dubuque, where they attended a very important meeting.

Bess Fitzgerald left the office, and everyone misses her. A nice young lady by the name of Eleanor Reddemann has taken her place. Deloris Peck, Bob Trowbridge, Joey Macht, Clara Rupp, Louis Hummel, are also newcomers.

I guess everyone had some place to go over Decoration Day. Eddie Horning and Rudy Placek seemed to like the capital pretty well, according to the pictures they brought back. W. DeSoete and Eddie R. went to Detroit, where they thought they could get some real stuff across the border in Canada. Joey and Happy said they had a SWELL time at the dance they went to up north. Mrs. Brockman surely had a good time at Portage. Margie don't think St. Louis is a bad town. I don't know where the others went, but I guess they made use of the holidays.

Eddie Rintleman has a new FLIV. Look out for the speed laws, Ed!

By the looks of Eddie Widish the morning after the boxing match at the K. C.'s everyone should have known he won.

Everyone is wondering where Cecile Green got that 26c from the other day. We all thought Harriet Boyle looked as though she lost her last friend. Harriett Boyle, can't you play genny ante better than that?

Bern VanLanen is to take unto herself a husband the 14th of June. All the office joins in extending their best wishes and lots of good luck to Bern and Magnus.

Mr. Badger is back from his fruit farm in Florida well and happy.

Eddie Wentworth gets some funny jokes once in a while, but the funny part of it is he has to go to the Palace to get them.

W. M. Harvey, our friend, is still with us. When is the next boxing show, Mr. Harvey?

News Items from the Northern Division.

Hazel E. Whitty.

No news items appeared in the June number of the magazine, which fact is regretted very much, as we always want the Northern Division on the top.

"Father," said the proud mama, "Our boy is writing for a hundred dollars. He wants to take a course in Latin." "All right, send him two hundred, and tell him to take a course in plastering at the same time."

Fred Theil of Hartford has had his hair clipped. "Oh, would I were a boy again," says Fred.

Miss Olga Linde of the Beaver Dam clerical force is taking an extended trip through the west.

Conductor Francis is on a six months' vacation. Conductor Brady filling his place. Mr. Francis will visit Seattle and Portland, Ore.

There are at the present time six extra gangs on the Northern Division. It makes lots more work, but it will sure make a great improvement in the tracks.

William Buchda, who for many years served as section foreman at Picketts, has resigned as foreman and is now crossing flagman at Beaver Dam. Mr. Buchda has bought a nice home in Beaver Dam and now expects to let "the rest of the world go by."

Mr. Shea, general roadmaster, made an inspection trip over the division and made many favorable comments on the work of the extra gangs.

Don Pierce is back at Horicon again, having been appointed yardmaster, to succeed John Bramer, better known as "Farmer John."

Our well-known agent, August Heuer, of Beaver Dam has resigned there and taken the position of agent at Omro. E. Hawtrey of Omro will take the position at Beaver Dam.

We assumed that with the coming of Leap Year the girls would get busy. Mae Meager was the first to take advantage of it. She was married the early part of May at Kenosha. We were not able to secure the name of the victim, but we know that their boat on the sea of matrimony ought to run smooth with Mae at the helm.

William Steinert, OS&D clerk at Oshkosh, was appointed cashier by J. T. Armstrong, agent, and checked in by Traveling Auditor W. J. Quinn. Mr. Steinert takes the position formerly held by H. R. Reem, deceased.

John Ryan and Elsie Merkey were married at Berlin about the last of April. We offer condolence—no, no, congratulations!

Arnold Weiss of Iron Ridge suffered a painful accident recently. He hurt his foot by striking it with an adz.

Jess Taylor was laid up for a time on account of hurting his back. Micque Bartch worked in his place.

Paul Buorbeil is sure raising some dust with that new Ford of his. Paul says he forgets sometimes and hollers "whoa," but the darn thing won't stop.

We are pleased to report that Agent Englis is completely cured, as he no longer goes to see his trained nurse at Oshkosh.

Guy Alexander, sometimes called "T-Bone," went to Wautoma recently. He promised all the boys on the 0526 a fine trout dinner if he could catch any in father-in-law's brook.

Jed Taylor is rejoicing over the arrival of five little toy Boston puppies. Jed says he will get rich raising dogs after he gets broke in.

Conductor W. F. Schultz of Horicon is the proudest man on the division these days. Reason: Eight-pound baby girl, born May 23d. Will be stepping high, wide and handsome.

James T. Armstrong is no longer agent of the Chicago, Milwaukee & St. Paul Railway Co. He relinquished that position recently to accept a promotion in the form of an appointment as traveling freight representative for the same company, under J. M. Davis, assistant general freight agent, whose headquarters are at Milwaukee. Mr. Armstrong's territory will include a part of the Fox River Valley and a considerable section of the southern and southeastern portion of the state. He will continue to reside in Oshkosh, having recently purchased a home there. He has held the position of agent for the Chicago, Milwaukee & St. Paul Road at Oshkosh for about four years, coming to Oshkosh from Fond du Lac, where he was the local agent for more than six years. During his agency the local business of the road has steadily increased. Mr. Armstrong's successor is Edward F. Baar, who has been promoted from the chief clerkship. Mr. Baar has been with the road about eight years.

Among the bodies of our dead heroes that arrived at different points on the Northern Division, was that of Conductor Luker's brother, who died in France about two years ago. Mr. Luker was able to identify his brother through the fact that two toes on his left foot were gone since a child.

Milton Barnish is taking a vacation of about six weeks, and during that time will assist in the Fourth of July celebration at Pardeeville. He

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5 Mines in Illinois

5 Mines in Indiana

On the Main Line

The transcontinental flyer will never reach its destination on time if it wastes precious minutes puffing away idly on the siding. It needs the main line and an open throttle. A man who deposits part of his income regularly in the bank is on the main line and going full speed ahead.

First Wisconsin National Bank
Milwaukee

Saint Paulograms

No. 8

Saint Paul is the largest manufacturing center of paper box board and paper boxes between Chicago and the Pacific coast.

Approximately 750,000,000 paper boxes are made here annually, valued at more than \$6,000,000. The industry employs a thousand people and has an annual pay roll in excess of \$1,000,000.

Paper boxes and paper products made in Saint Paul have a distribution which includes the entire United States and Canada.

Thruout nearly half a century of continuous progress Saint Paul and its industries have felt the helpful influence of—



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NATIONAL BANK**

"For Saint Paul and
The Great Northwest"

says he will ride in the parade on a load of hay and do acrobatic stunts on the top. You'll have to limber up a little more than you are now. Joe, D. C. Williams is tickling the keys while he is off.

George Kuckuk, section foreman at Schleisingerville was "serving time" as a witness recently. He is wondering how he is going to spend the huge sum of money he will receive at the end of the sitting.

Conductor Brady has a cherry-red nose these days. What causes this?

By the way R. Whitty and W. Armstrong, roadmasters, are worrying about their shipments. I am inclined to believe that they contain something else than track material.

John Gorman took a little lay-off last Saturday afternoon. His wife called up and said that the potatoes were all cut and ready to plant. John is Irish and he sure likes his "Murphys."

Miss Flora Yorgey of Mr. Rupp's office spent the Decoration Day week-end in Minneapolis.

Agent Heuer of Beaver Dam went on a little fishing tour to Winneconne one week-end. He carried a large grip, which he claimed contained fishing tackle, but from the weight of it and the sign, "handle with care," we claim that instead of fishing tackle it contained something good to tackle. You tell 'em, Heuer, we've lost our spirits.

Adolph Kammermeyer claims that the reason he is so crazy is because when he was little his mother always used to wrap him in a crazy quilt.

Recently we had a special over the division consisting of our trainmaster and Mr. McNaney, who was at one time superintendent of the terminals, trainmaster, and is now on the examination board, and finds out how little we know and how much we think we know and all that. The object of the special was to get some of the Northern Division huskies to go to Chicago and do the switching in the terminal. They secured about twenty-five boys on the division, and someone said that if the band had been out they would have thought that there was another war. Mr. McNaney is still as jolly as ever, and managed to tell one or two stories. If time would permit I would tell you a few of them. Must tell this one, anyway. Mr. McNaney said that he was to deliver a speech one night and there was an old friend of his came to the door pretty well "teed up." The policeman in attendance tried to stop him and said, "You can't go in here, you're drunk." The party replied, "Do you think I'd go to hear McNaney talk if I wasn't drunk?"

News items from any section of the division will be very much appreciated.

I. & M. Division.

Parson Schultz.

Everything running as per schedule on the I. & M. Division this month. Nothing unusual occurred, unless it be that Operator Popejoy of Rosemount has had five different girls during the last week. Leap year sure works a hardship on that boy.

We have heard of faithful dogs going to meet their masters, but never heard of pigs (hog) being so faithful that they would break through a woven wire fence, get on the right-of-way and grunt a greeting to their master. Engineer Alex Ward will hereafter paint his porkers, red, white and blue, to distinguish them from the common variety.

We are glad to report that I. & D. Conductor M. T. Olson is steadily gaining, and no doubt before long M. T. will be back on the job.

There be diamonds in the sky and diamonds on credit, but the diamond on Leonard Boody's finger has anything beat that ever graced the hand of a buck nigger—and it only cost \$6 at a sale at Akron, Ohio.

Parson Schultz visited his mother over Sunday and some mother's daughter.

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

A. D. Moe.

Let's see—before we proceed with this we want to say that Mrs. Boutellier of the roundhouse clerical force attended a meeting at Austin and listened to a lecture on revolving statistics.

Dispatcher Leo Schendel made a hurried trip to

Fairmont, where he visited home folks between trains.

Faye Crabbs has been appointed baggage agent at Madison.

Tom Johannesen, section foreman at Erwin, was a Madison caller a few days ago. Tom has been absent from duty for several months, suffering from the effects of a paralytic stroke, and not much improvement is as yet noted in his condition. Mr. Johannesen is very thankful to those who contributed so generously to the purse by which \$616 was realized and presented to him by employees of the S. M. and other citizens, and wishes to thank you, one and all.

Brakeman Al Brakke has been laid up for some time on account of injuries received when he fell from a car at Wentworth, but is able to be about at this writing.

Brakeman Amil Kuchenbecker, who was operated on for appendicitis at the local hospital and then received a setback by contracting pneumonia, is about again and will soon be back to usual good health, we sincerely hope.

Agent J. C. Whalen of Bryant was a Madison visitor recently.

Assistant General Superintendent Sawyer passed over the S. M. West on an inspection trip a short time ago. He also attended a meeting of the Madison Economy and Efficiency Club, where he gave a very interesting talk to employees.

George Drown has been appointed section foreman at Forestburg, S. D.

Pump Repairer Powell is reported on the sick list at this time, caused by an injury received while placing a meter at Madison pump station.

Heard Around the Union Depot. *Renay.*

No, we haven't dropped off the earth entirely, as some folks think, but, golly, we have been so busy working, honest, and then little bits of "nonsense" from the outer world are so few and far between that we haven't had a chance to let our friends in on some of the secrets of our little world, but here goes for just a wee bit of gossip.

For Sale—One pair of bowling shoes; practically new. Inquire E. Marsh.

Hank, just who are you intending to serenade with the new "Uke"? Oh, for a big moon, a nice girl and the "Uke." Careful, Hank; it's Leap Year.

Girls, have you been talking to Walter since he got back from his California trip? He says he has lots of addresses for any one going that way—but just for the girls. He won't give the boys the addresses. You know charity begins at home, eh, Walter?

Our soldier, Oscar Klein, is back again. Oh, he's just great, girls, but claims he's "immune." We are all just "wonderin'". There are a couple others we know of that claimed the same thing, but who now need Eddie to rush a car of sand down to keep them from slipping.

Well, if we aren't the lucky little ducks. Guess who moved into the depot just recently? None other than our "Car Record Eddie" and Florence. We are glad you are with us, but, Eddie, who in the world can we "pick" on now? Come on, Marie, I guess you're picked.

For the love o' Mike, Miss Mac, where are you keeping yourself? Have you sworn off "ham and—"

Mary, just what do you carry in that little "bucket" each day? Are you sure it is coffee? We are a wee bit suspicious.

Iron Rule at Sleepy Hollow.

Listen! Did you know that we were loading hay at Waukau Station? Well, we are, and with it a lot of grief also, according to the Daily News of a recent date. It really seems that some of these hay seeds who conduct a large portion of this line of business at Waukau Station, or as the Daily News would have it, "Sleepy Hollow," actually tried to impose on the very good nature of our agent there by grabbing off a car that was consigned to a native and actually had

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

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loaded part of his load of hay therein when our agent got her eagle eye on his miserable form. Needless to say, the battle was on, and right here we wish to say that while our agent don't weigh much, her word had some effect, but the lawless bird would not remove the hay.

Well, now this did not baffle our May at all, for she dug right down deep in the old wallet and out came the long green. At first we thought it was her hair ribbon, but the native that grabbed it knew better, for almost immediately said hay was on the ground. Not until then did our May return to the office, where we heard the door close with a bang, and we noticed a little later one of these birds actually stopped and rapped at the door of the agent's private office to ask information. We really held our breath until we saw the man return safe. Quit your laughing, fellows, this is a serious matter, and we also wish to state that our reporter approached May and asked her how she would like a seat in the Senate, but May only smiled and said not until she had cleaned up "Sleepy Hollow," and, believe me, those roughnecks there are reforming fast, for the last time we were in we saw a fresh bunch of flowers on the agent's private desk. Off with those hats, boys, when you hit Waukau, and don't you spit on the floor either, for we have been there and know the ground.

For the Lack of Punch in a Pinch.

Who cares if he's stalwart and able and fit?
Who cares if he's clever a bit of a wit?
When there's someone on bases we want him to hit—

That's a cinch.

He may be a jolly companion at lunch,
Or good at a bargain—but still I've a hunch
It's back to the minors if he lacks the punch
In the pinch.

Who cares if he's forty years in the game
And knows all the ins and the outs of the same?

There are times when the business needs
more than a name—

That's a cinch.

We want, not a man who can holler and
bellow,
And not a good jokester and jolly good
fellow

When it comes to the pinch.

What odds does it make that he owns a wad
of money?

What odds that the man's disposition is
sunny,

If he tries now and then to pull off some-
thing funny?

It's a cinch

We want no fourflusher, whose courage is
cracked—

And many a guy on the job has been sacked
'Cause when needed the most we found that
he lacked

The punch in the pinch.

—Selected.

Appointments.

Effective June, 15th.

N. P. Thurber was appointed superintendent of the Chicago and Milwaukee and the Northern Divisions, vice P. L. Rupp.

P. L. Rupp, after forty-three years' continuous service, has at his own request been granted an extended leave of absence.

R. F. Hoehn has been appointed superintendent of the Kansas City Division, vice N. P. Thurber, transferred.

C. L. Whiting has been appointed superintendent of Milwaukee terminals, vice B. F. Hoehn, transferred.

N. M. Fuller has been appointed superintendent of the Trans-Missouri Division, vice C. L. Whiting, transferred.

C. H. Bilty was appointed mechanical engineer in charge of mechanical design, with jurisdiction over physical and chemical tests, including shop engineers and test departments, with headquarters at Milwaukee Shops, succeeding H. K. Fox, transferred.

H. K. Fox was appointed engineer of tests, with headquarters Milwaukee shops, due to the return from the U. S. R. R. A. of C. H. Bilty to his former position.

G. Lamberg was appointed superintendent of shops at Minneapolis.

E. W. Hopp was appointed division master mechanic of the Aberdeen Division, succeeding G. Lamberg, promoted.

J. E. Bjorkholm was appointed assistant superintendent of motive power, in charge of engine performance, lines east of Mobridge, including jurisdiction over traveling engineers and road work of fuel supervisors, with headquarters at Milwaukee shops.

R. W. Anderson was appointed superintendent of motive power, lines east of Mobridge, with headquarters at Milwaukee shops, succeeding E. J. Brennan, resigned, due to retiring from railroad service to engage in private business.

W. J. Hughes is appointed master mechanic of the R. & S. W. Division, with headquarters at Milwaukee, Wis., succeeding E. W. Hopp, transferred.

Lest We Have Forgotten.

The object for which a railway exists is to secure freight and passenger traffic at remunerative rates and to transport it with economy and dispatch. To obtain such results, the traffic, operating and accounting departments have been created, and are mutually dependent. The station agent is the recognized representative of the traffic, operating and accounting departments, and is necessarily subject to the instructions of those in charge of the securing, handling and accounting for traffic. His services, according to their merit, will be duly recognized by all who are in authority.

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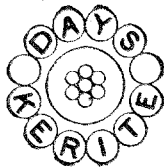
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