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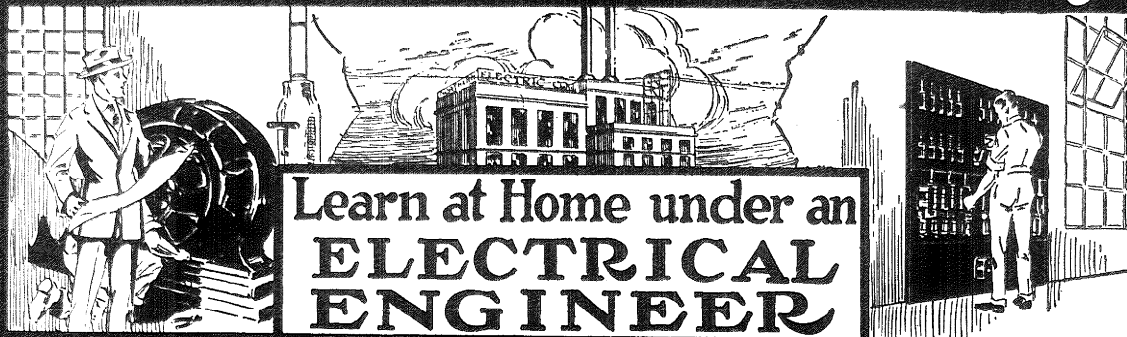
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Railway Exchange Building, Chicago

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The Exchange of Freight Cars

One of the serious difficulties with which the railroads of this country must contend in their efforts to give the public good service, is the prevailing practice of the Exchange of Freight Cars.

In a series of articles written for McClure's Syndicate by prominent railroad Presidents, Mr. H. E. Byram treats on the matter of the Exchange of Freight Cars as one of the serious phases of the so-called railroad problem. He says the success or failure of railroad operation under the plan which went into effect September 1, is to depend largely on the supply of freight cars. He deems the supply of passenger cars, while not abundant, will be sufficient for all who need to travel, but he believes that all who want to, or need to ship freight will not be able to get cars. In the matter of supplying grain cars, Mr. Byram says: "In the northwest there has been an almost continuous shortage of grain cars for several years, and this year, with probably the largest grain crop ever grown, now being harvested, the shortage is more acute than ever." For example, this company, on July 1, 1915, owned 37,951 box cars and had 26,661, or 70% of them on its own rails. On July 1, 1920, it owned 39,479 box cars and had only 6,746 or 16% on its own rails. There were in place of the cars owned by the company, 29,095 cars belonging to other

roads; but altogether, there were only 91% of the total number owned, with about 40% of those not fit for grain loading.

The freight car equipment of the whole country has become so generally mixed that the majority of cars are on roads which do not own them, the cars as a consequence not being kept in repair and are therefore not, as a rule, in condition fit for grain carrying. While railroads pay each other a daily rental on cars that are off the owners' lines, the sum is inadequate compensation to the owner for the loss of the use of his own cars; and when cars do finally come home, perhaps in two or ten years, they are in such a decrepit state as to need heroic treatment, with corresponding expense to put them in repair for use on his home line.

President Byram prescribes as a remedy the return to the former plan of recognizing the rights of the owning roads to have their cars returned, either loaded or empty, as soon as they have discharged their loads at their destinations.

The law requires that freight cars must go through to destination without transfer of their contents, but he says, "the law has performed only half its duty when the car is required to leave its owner's rails. It should complete the job and require the return of the car to its owner, loaded or empty.

Then there would be some encouragement to buy new cars to meet the needs of traffic, but there is not much inducement under the present circumstances to buy new cars at \$3,000 each and then load them but once to a distant part of the country and not get them home for several years." He thinks but few cars will be built under these conditions, or not until the daily return of the cars to the owners is assured. This, Mr. Byram asserts, is not going to be an easy task, because the misuse had become too deep-seated during Federal Administration of the Railroads—nor can the railroads accomplish the task alone; they must have the help of the governing bodies and of the shippers. This will have to be brought about, he contends, before adequate and satisfactory freight service can be rendered by the railroads of this country.

The Milwaukee in the Orient

G. E. Stolp.

An event of more than ordinary interest to the Chicago, Milwaukee & St. Paul Ry. was the dinner at the Blackstone Hotel, Chicago, October 4th, given by Vice President, R. M. Calkins, to K. Hori, president, and S. Murata, manager, Deep Sea Lines of the Osaka Shosen Kaisha, the Japanese Steamship Company, whose ships carry the Milwaukee Trademark, and give The Milwaukee an effective individuality in the far-off ports of the Orient. Messrs. Hori and Murata are returning to Japan from a trip around the world, having represented the interests of Japanese ship owners in the International Conference at Genoa, Italy, in July.

In response to addresses of welcome by Messrs. Calkins, Hiland and Greer, Mr. Hori spoke in Japanese, interpreted by Mr. Murata, reviewing briefly the history of the arrangement which has existed between the Osaka Shosen Kaisha and the Chicago, Milwaukee & St. Paul Ry., commenting especially upon the fact, that since the date the contract was signed and until the present time, it had not been necessary to bring into serious question any of the provisions of the contract, and that,

so far as he knew, it had been placed in the safe the day it was executed where it has remained until the present time, never having been taken out.

Mr. Hori dwelt upon the fact that when the arrangement was originally consummated, Mr. Hiland had stated to him the position of the Chicago, Milwaukee & St. Paul Ry., namely, that the contract was based upon "Integrity, Equity and Justice;" that all subsequent proceedings of the Osaka Shosen Kaisha in their relations with the Chicago, Milwaukee & St. Paul Ry., had been conducted strictly upon the principle outlined, which in every case and under all circumstances, had been reciprocated by the railway company. This is a record of which every employe of either company may well be proud of; and demonstrates not only the sound principles upon which the contract was originally negotiated and adopted, but also the faithful and intelligent manner in which the principles have been observed and carried out by both parties.

It is difficult to imagine parties dealing together under such principles, ever being obliged to resort to force to protect their just, rights and privileges. At this time, when there is so much being said about the possibility of war with other nations, the forces of the great organizations of the Chicago, Milwaukee & St. Paul Ry., and the Osaka Shosen Kaisha, may set an example of mutual respect and fair dealing, which will exert a powerful influence for the preservation of peace and the continuation of pleasant and profitable relations between the United States and Japan.

Since August, 1909, the Chicago, Milwaukee & St. Paul Ry., and the Osaka Shosen Kaisha, have been closely associated in the transportation and development of traffic between the United States and Japan, China, Siberia, Hongkong, the Philippine Islands, the Straits Settlements and beyond. There is hardly a place of importance in the territory described, to which it is not possible to forward a shipment from any part of the United States, under a joint through bill of lading, with as little trouble as

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is required to forward a similar shipment from Boston, for example, to San Francisco. This has been made possible by the wisdom and foresight of the officials of the Chicago, Milwaukee & St. Paul Ry., and the Osaka Shosen Kaisha, who, at a time when through service by rail and water via Pacific ports to and from the far east was practically abandoned, entered into a joint arrangement for the handling of such traffic under through bills of lading, and as one line from point of origin to final destination, in some cases a distance of 12,000 miles, or half way around the world. In fact, if rate conditions permitted, it would be possible to handle a shipment under one bill of lading from New York, via the Pacific Coast, through the Indian ocean, and the Suez canal to London, Liverpool, Havre or other European ports.

The present occasion marks the close of what may appropriately be termed the second period of this joint arrangement and the beginning of a new era.

From the opening of the Chicago, Milwaukee & St. Paul Ry. to the Puget Sound, and the establishment of a through line with the Osaka Shosen Kaisha in 1909 to the end of July 1914, our respective companies were busily engaged, and with gratifying success, in bringing to the overland route a share of the business which had for many years been moving via Atlantic ports and through the Suez canal. The opening of the Panama canal made it much more difficult to hold what had been gained; but from the beginning of hostilities in Europe, early in August, 1914, the Suez canal was practically closed to merchandise traffic, and the use of the Panama canal became more and more restricted. The demand for vessels to supply war necessities became more and more urgent, until finally, the only practical gateway open to the far east was via the Pacific coast.

The beginning of the war in Europe marks the opening of the second era in the history of this business. Shippers in this country and in the Orient have reason to thank the Chicago, Milwaukee & St. Paul Ry., and the Osaka Shosen Kaisha, for the important part played by them in times of peace,

against great odds and under many discouraging conditions in establishing a through service to and from the far east, which was not seriously disturbed by the submarine menace, the congestion at Atlantic ports and in the Suez and Panama canals, but which, on the contrary, was constantly augmented by additional steamers of larger and better type placed in the trans-Pacific trade not only by the Osaka Shosen Kaisha, but by other lines, principally Japanese, both to and from Puget Sound and California ports. It is well that we remember the very important part played by Japan, not only in furnishing shipping to carry enormous quantities of freight, much of, it so-called necessities of war, to and from the United States, but also in the construction of ships for the use of the United States government in a time of great emergency.

The second period of the arrangement between the Chicago, Milwaukee & St. Paul Railway and the Osaka Shosen Kaisha, based upon war conditions, has closed and we are entering upon a new era which holds out great inducements for the future, but which also imposes upon us a task more difficult and exacting than at any time in the past, because of the intensified competition through the Suez and Panama canals as well as the activity of competing lines through Pacific coast ports. It is, therefore, of the utmost importance that every employe, and particularly those directly interested in the handling of this traffic, renew their efforts to provide the prompt, intelligent and efficient service which is necessary in the conduct of this business. Judging the future by the unfailing and cheerful co-operation of all employes in the past, there can be no doubt as to our ability to achieve better results than have been possible heretofore, because of our improved service, enlarged and more abundant wharfage and steamship facilities, and the co-operation and friendship of a host of shippers who do not overlook the benefits which have come to them through the establishment and maintenance of a shorter and more efficient means of transportation to and from the Orient for the marketing of their goods.

Sugar Beets and Beet Sugar

There may be a ray of comfort to the harassed housewife and to father and the kids (each for different reasons, however) in the knowledge that there will be a large output of beet sugar this year. And here, it is pertinent to state for the benefit of the womenfolks, that beet sugar **will** "jell" and **will** make good frosting for cake—just as good as the cane variety. I have it on the authority of a noted chemist.

The acres planted to beet root having given a good account of themselves, now the saccharine beauties are on their way over the railroad to the different sugar beet mills located in various parts of this section of the country. When one speaks of "saccharine beauty" in connection with sugar beets, I want to say that it is figurative quite exclusively, because sugar beets are not beautiful to look at—they resemble parsnips grown to super-size, and they look, on closer inspection, like big, warted turnips. For a number of years, until this crop came to be known for what it was, it was not uncommon to hear travelers on the trains speculating on the possible use for so many turnips; and where in the world "they" were taking so many parsnips. But knowledge has widened, and since sugar got onto the top shelf of the luxury class, the more carloads of sugar beets seen in passing freight trains, the more encouraging for the ultimate joy of nations. This has grown into an important industry on our lines. The beet sugar mills are all in action now, and the tons of beets that daily go sluicing down the big troughs at one end of these factories are coming out in a couple of days or so at the other end transformed into glistening sugar granules packed in white-paper-lined barrels, and on their way again to the marts of trade.

The process of making sugar from the beet root differs only in a few details from the cane sugar process, but because we now may see the hundreds

of cars of sugar beets en route to the mills, and because most of us, perhaps, give a moment to wondering how such queer looking specimens of the root family can produce fine granulated sugar, it will possibly be interesting to know, in a general way, how this is done.

The making of sugar is a demonstration in chemistry, the exhaustive expounding of which would lead into mazes of science where the lay-reader, and certainly the lay-writer, would be hopelessly entangled.

When the cars of beets arrive at the factory, they are unloaded by a steam crane onto a huge concrete floor—an acre or more in extent—through which are big trenches of running water. As the beets are wanted in the mill, they are shoved in stated quantity off into the trenches and the force of the water carries them down, tossing as they go, through a sluiceway in which is a large iron cage containing revolving arms, which not only keep the beets astir, but pick up weeds and other light foreign matter and cast it out on the ground. They are carried from this to the washing tank, then to the picking table, where they are freed from stems and other impurities. They are then taken up to the top of the building by means of a beet elevator, having troughs for the roots, which dumps them onto automatic scales that register the weight, and when they register the required number of pounds, the scales close and the beets are dumped into a hopper, which has sets of knives at the bottom. The knives slice the beets into "chips" which, as they come from the hopper on an endless belt, look like strings of macaroni. From the belt the chips are shot into big receptacles called diffusion cells, located on the bottom floor. These cells look like big batteries and as they work in series, they are known as such. The cells are built to contain about three tons of beets each. In these the chips are subjected to hot water

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treatment and the juice taken off is called diffusion juice. The diffusion juice is black in color, full of impurities and acid in quality. The spent chips are drawn off from the cells, carried by means of pipes to another building into a dryer, and when dried, are pressed, sacked and sold for cattle feed.

After the diffusion juice is drawn off, it is measured and subjected for a short period to intense heat, which gathers up and hardens a certain albuminous content that it contains, after which it is sent into what is known as defacator tanks and treated with milk of lime, making the juice alkaline and throwing out more impurities; then to carbonation tanks, treated with carbon dioxide gas, which frees any sugar that may have combined with the lime, reduces alkalinity and further purifies the juice, while the lime escapes as insoluble carbonate of lime. The juice is then pumped upstairs into a filter press, which contains many layers of a specially woven cloth, through which it passes into troughs that carry it back into a second carbonation tank, where it is again treated with carbon dioxide gas to further reduce alkalinity and removes impurities. It is then pumped back into another filter press similar to the first one, after which the clear juice goes to a tank, where it receives treatment of sulphur dioxide gas to relieve it of all remaining alkalinity and impurity and to bleach it. After this it is filtered again, and then taken into the evaporators. In the evaporators, the juice, which is thin and watery, is reduced to syrup and then passed back for re-treatment with sulphur dioxide gas in the same manner as before, then filtered again. It is then stored in tanks until ready for boiling down in the white vacuum pan. In this, it is boiled down to a thick mass, called masseuite. This consists of white sugar crystals and "high-green" syrup. The masseuite is passed down from the pans in troughs, to the white centrifugal machines; the crystals and the mother-liquor or "high green" are separated. The crystals then pass up into a huge bin, and from there, through a big revolving granulator, where it is thoroughly dried, whence it issues

through a chute into the barrels, ready for the market. The process from beet to barrel takes somewhere about fifty hours.

The "high green" syrup is taken into what is called the brown vacuum pan, boiled down to produce brown sugar crystals and low green molasses. From the brown pan this also goes to centrifugals, where the crystals are separated from the molasses. The low green molasses is stored in tanks and sold to be used in the manufacture of denatured alcohol, or in cattle food. The brown sugar crystals are dissolved in water and sent back to the mill to be treated for second quality white sugar.

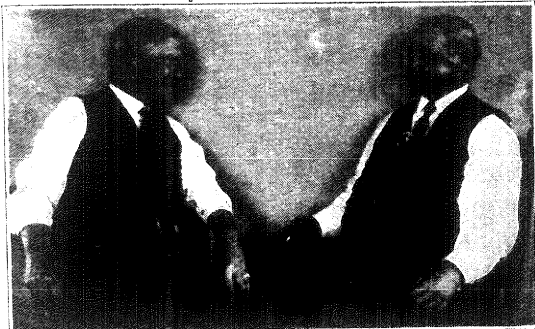
In another building are the kilns, where limestone and coke are burned to produce the gases used in purification of the beet juices. Also, the pulp driers, where the exhausted beet pulp is pressed to eliminate the water, and dried down in a kiln or oven. This produces an excellent cattle food, and one of which the bovines are very fond.

A sugar factory is rated according to the number of tons of beets sliced every twenty-four hours. The one located at Janesville, Wisconsin, for example, has a capacity of 600 tons for that period. Also, each evacuation of masseuite from the boiling pan is called a "strike," and the "strike" in this same factory yields approximately 33,000 pounds of granulated sugar; and there are four "strikes" each twenty-four hours.

This, superficially, is the passing of the beet root from the railroad to the factory, from the factory back to the railroad and thence to the market and humankind. The business, in this section of the United States, has grown up within the past two decades, although beet sugar has been made in Canada for a longer time. Its history, however, goes back to the eighteenth century, when a German apothecary obtained sugar from beets, both the white and red varieties. The industry grew and flourished in Germany and France. In the latter country, it had attained a remarkable degree of perfection before the world war. England also has engaged to some extent in the manufacture of beet sugar, and Canada has been in the business for a long period.

The sugar season is short, commencing when the beets are ripe, usually about October 15th, and generally closing by the end of December. The season this year will be pushed with all possible speed, because of the mild weather, which rots the beets after they have been piled on the receiving platforms at the mills. Cold weather does not hurt them, nor does freezing impair the sugar content.

From the transportation of the beets to the mills, and carrying out the finished product, this is an important industry on our railroad. Large factories are located at Janesville, Madison and Menomonee Falls, Wisconsin, at Menominee, Michigan, and Chaska, Minnesota. These serve a very large and a growing acreage of beet roots, the cultivation of which has progressed to a real science. Each sugar mill has an agriculturist on its staff, a man expert in the culture of sugar beets, and the preparation of the soil. The seed is generally imported from Russia and the Balkan States. Some steps have been taken, with considerable success, toward raising sugar beet seed in this country. Special climatic conditions are requisite for maturing the seed, and these have been found in certain parts of Washington and Montana, where the beet root is fast becoming one of the principal crops. To obtain a good crop of sugar beets, about fifteen pounds of seed is required to the acre, and the factories generally undertake to supply this seed, as well as to send their experts onto the land to assist the farmers. The best beet growing sections tributary to our railroad are on the R. & S. W., C. & M., Prairie du Chien, Superior, Northern, and H. & D. Divisions.



Two Old-Timers
John M. Horan and Jos. Opie Talking Things Over

The Business of Transportation.

By Jos. French Johnson, Dean of New York University School of Accounts, Finance and Commerce.

The business of transportation is one of increasing importance and difficulty. Many of our railroad managers have worked up from the bottom merely by the knowledge they have gained in the service. In the future this working up will doubtless be more difficult unless the ambitious employe does a lot of hard studying and thinking in his leisure hours. The successful management of a great railroad, while demanding great executive ability, also calls for a profound knowledge of economic and industrial conditions.

My New Stenographer

I have a new stenographer—she came to work today.

She told me that she wrote Graham system; Two hundred words a minute seemed to her, she said, like play:

And word for word at that—she never missed 'em.

I gave her some dictation—a letter to a man—And as I recall it, this is how the letter ran:

"Dear Sir:—I have your favor, and in reply would state

That I accept the offer in yours of recent date. I wish to state, however, that under no condition Can I afford to entertain your free-lance proposition.

I shall begin tomorrow to turn the matter out; The copy will be ready by April 10, about.

Material of this nature should not be rushed unduly.

Thanking you for the favor, I am, Yours very truly."

She took it down in shorthand, and with apparent ease and grace;

At last, I thought, I have a girl worth having 'round the place.

She didn't ask me to repeat, nor jump up in a flurry.

I said, "Now go write it out; but don't be in a hurry."

The Underwood she tackled—now and then she hit a key,

And after thirty minutes, this is what she handed me:

"Dear Sir:—I have the fever, and on the fly I sit, And I except the offer as you have reasoned it.

I wish to say, however, that under no condition Can I for to take your free lunch proposition.

I shall be in tomorrow to turn the mother out. The cap it will be red, and cost ten dollars about.

Material of the nation should not rust. N. Dooley. Thinking you have the fever, I am, Yours very

truly."—Exchange.

Not Crazy About Her.

When his mother had finished giving her three-year-old son a switching, she asked him if he "loved mother." "No! No!" yelled the young hopeful, whereupon he was promptly switched again. Then the question was repeated. "Ye-es," sobbed the child, "I loves you, but I ain't one bit crazy about you."—Harper's Magazine.

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Why Liberty Bonds Are Down and Why You Should Hold On To Them

John C. Partridge, Secretary-Treasurer, First Wisconsin Company, Milwaukee, Wis.

More than twenty million people in the United States have bought Liberty Bonds during the drives which this government conducted to finance its operations in the world war. With five persons as the average family, it appears that in this land of one hundred million people nearly every family bought. Probably all those who read these lines bought bonds of one or more of the five issues offered. Many felt that it was a patriotic duty to "do their bit" with their dollars while so many thousands of young men were offering their lives on the battlefields.

It is likely that the patriotic fervor of many of these bond purchasers caused them to buy more such securities than they could conveniently carry. When the armistice was signed, and the war spirit cooled, they began to look about for ways and means to sell their bonds because they needed the money for other purposes. Prices of all necessities continued to rise, so that it cost more to support the family. Selling Liberty Bonds seemed to offer the quickest way out of the difficulty.

This is just what many people did. The result was that there were more bonds offered for sale than people were willing to buy at their face value, and the price naturally went down just as it does with any commodity when the supply exceeds the demand. During ordinary years coal is cheaper early in the summer than after the snow begins to fly, because then everybody wants it and is willing to pay almost any reasonable price for it.

After every great war in every country in the world there has been a great demand for money. This has been accompanied by a low price on outstanding bonds, and a higher interest rate on all new issues. Government bonds follow the course of the general bond market. If everyone could have retained all the Liberty Bonds he bought, the price would have remained up. Heavy holders of bonds in need of money for industrial growth, placed their holdings on the market. This was done on a considerable scale, which further increased the supply and brought down the price.

And, with the price down, there are a good many wise investors who are now quietly buying all the Liberty Bonds their savings will purchase. They realize that the bonds are at bargain prices and the buyer of today will reap a harvest at a not far distant date. Every one of those bonds is worth a hundred cents on the dollar. When they fall due, the United States government will return dollar for dollar to Liberty Bond holders—besides the regular semi-annual interest. All the wealth of this country, which was one hundred eighty-seven billions of dollars in 1912—when the latest governmental figures were available—stands back of these bonds. The bonds stand as a first lien against all the land, and all the factories,

and all the railroads, and all the homes, and all the other property held by the people of this broad and prosperous land.

If you sell your Liberty Bonds now, you get less than you paid for them. That is one loss. You spend your money and cease drawing interest, which is another loss. And that loss will grow in the years to come, because in the course of time prices will go down and the dollar, which now buys about as much as fifty cents did before the war, will again buy nearly what it did then.

The soundness of bonds is shown by the wide-spread use made of them to finance business and industry in this country. The plant you work in issues bonds, the street cars you ride in are bought by bonds, the railroads that ship your beef and flour and produce are financed by bond issues. Even the schools which your children attend are built by the issuance of bonds, to say nothing of the other activities carried on by the city—the purchase of parks, the building of bridges and many other projects.

Hold on to your Liberty Bonds—they are the best securities in the world, and they will become more valuable with each succeeding year as they approach maturity. If anybody tells you to sell them, you may be sure that he hopes to make some profit from the transaction or else he does not know the facts and is giving you bad advice.



James Gorst

Mr. James Gorst, flagman at Charter Street Crossing, Madison, Wis., has been mentioned by Superintendent J. A. Macdonald as having one of the neatest flagmen's shanties on the Prairie du Chien & Mineral Point Divisions.

Mr. Gorst entered the service of the Company as Section Laborer for Foreman William Schultz in 1904. He worked in that capacity until Jan. 8, 1915, at which time he was injured while loading sand in the pit between Arena and Mazomanie. Mr. Gorst was taking a load of sand across a plank to a car, when he stepped backwards off the plank and fell on a frozen chunk of clay eight feet below. Had the accident occurred ten minutes later, he probably would have frozen to death, as it was the intention of the foreman to leave him alone with the job. The weather was extremely cold and he was unable to move, as his hip had been broken.

After about a year, during which time he was unable to work, he was given the job as Flagman at the Charter Street Crossing, where he has worked about five years.

Loyalty to Our Employer.*A. M. Marciner*

I was greatly impressed with the letter from our President, Mr. Byram, of July 21 in regard to the award of the United States Railroad Labor Board.

In reviewing the award Mr. Byram stated that we believe the public has a right to and will expect the utmost efficiency in operation of the railroads and that the officers and employees of the Chicago, Milwaukee and St. Paul Railway Company will respond promptly and effectively to the situation and co-operate with the public and with each other to immediately secure and maintain the highest possible efficiency in our operation.

The financing, building, operating and maintaining of a railroad is a great undertaking. This meeting is called to discuss the receiving, handling, loading, billing of freight, sealing cars, switching, hauling and delivering freight to our patrons.

If we are loyal to our employer we will do everything within our power to see that its business is properly handled. Our car foreman will furnish suitable equipment, the receiving clerk will carefully check and weigh all freight which is offered for transportation, the trucker will see that local freight is taken to the proper car, the car packer will see that it is properly stored, the rate clerk that proper charges are assessed, the bill clerk that every item is enumerated, and when the car is closed the foreman will see that the merchandise is broken down in the car, so that in handling the car the switchman will not cause the packages to be broken; the mechanical department to furnish good power, the chief dispatcher to run local freight trains with light enough tonnage so the conductor can get over his division in daylight, check the merchandise to the various stations, see that the cars after being worked are reconditioned so that the freight will ride without breakage until the last consignment is unloaded.

We have a good railroad and we are particularly proud of the Northern Montana Division. Perhaps we think we have the best running division on the system, but eleven inches do not make a foot and a good record on a division cannot be maintained without the greatest of co-operation. We must extend ourselves and let us all feel the personal responsibility of our various positions. The more interest we take in our work the lighter our labor will be—the success of this railroad depends upon individual effort. The officers who are with us today are dependent upon us for their success in their positions. They are with us today to help solve the most perplexing questions of the railroad, and that is the efficient handling of the business with the minimum of loss. This cannot be done without the sincere co-operation of all employees. The Milwaukee needs all of us and we need the Milwaukee.

HINTS ON CLAIM PROTECTION.**Two Sacked Commodities Which in One Year Cost Company \$72,000.***By T. G. Fagan, Assistant Freight Claim Agent, Southern Pacific Railway.*

(Reprinted from Southern Pacific Bulletin.)

Claim prevention involves the best service possible to our patrons and the protection of the company's interests, and calls for the whole-hearted and intelligent co-operation of all concerned. In these days of abnormal costs and scarcity of material the subject becomes one of unusual importance. We have in mind, particularly, reports which show that during the twelve months ending June 30, 1920, the company paid out nearly \$72,000 because of loss and damage to shipments of dried beans and peas, which was 55 per cent of the estimated freight earnings for the same period.

The claim payments on these commodities were selected for the reason that virtually the entire bean and pea tonnage is transported in carload shipments—the loading was done by the shipper, the unloading by the consignee, and the carrier's handling confined to the movement of the car. Compared with the handling of other traffic involving greater risk, it would seem that claim payments on the commodities mentioned are unusually large.

Surprise may well be expressed that we have any claims at all on commodities put up in sacks and shipped in carload lots, and which are not involved in any train accident. Perhaps some explanation may aid us in stopping this drain on the company's resources.

First, the railroad company has to contend not infrequently with shipments that are delivered to it in a condition that makes for risk in handling. Shipments reach the company's hands with the commodities entrusted to second-hand sacks, sacks that have been rotted or weakened from sunburn, sacks that are far too full, with no allowance for expansion or stress, improperly sewed and fastened, flimsy sacking which will not withstand normal handling, and in short containers that for one reason or another are obviously worn out and unsuitable.

Again we have improper loading of sacked commodities in the car with no protection from contact with door posts and with no doorway stripping. Also, at this point it would be well to mention that the carriers themselves sometimes furnish equipment which because of protruding nails, bolts, etc., is unsuitable for sack produce and which are not waterproof, either because of a defective car roof or crevices around the car doors.

Agents should urge shippers for their own protection to meet what are properly their obligations by using a uniform size sack made of twelve-ounce burlap to hold 100 pounds. Sacks that for one reason or another are defective will prove costly in the long run. Stowing in the car should be done by starting the load in each end of car, with the first three sacks on car floor across and one lengthwise, alternating the position of sacks in each layer so that the load is built

up with the sacks lapped or cross-tied over those beneath. Sacks loaded in the doorway of the car should be stowed in a pyramid fashion and drawn in from the car door posts. This binds that portion of the load in each end of the car, clearing any projections likely to tear the sacks and preventing the sacks in the doorway from toppling. To safeguard the contents of any sacks that may burst a 1x12-inch board should be placed hard down against the car floor across doorways and fastened to the door posts flush with the inside of car and without projection at the ends. Correct loading is the obvious duty of the shipper.

On the other hand, carriers have the obligation of furnishing suitable equipment, clean cars free from protruding nails, etc., and equipment that will give reasonable protection from moisture.

The problem calls for protective measures that require the earnest consideration of all. It has been suggested that the best way to meet the situation would be to make the rates contingent upon standard packing and loading requirements, with renewed efforts on the part of the carriers to meet their own obligations. Certainly the fact that the two commodities mentioned cost the company in one year nearly \$72,000 is sufficient evidence that we cannot be too careful in doing all we can to see to it that wherever possible we do our part toward claim prevention.

Notice to Agents.

The Stationery Supply Department has placed in stock a supply of the new postal card notices to consignees of freight received, Form 66. These postal cards are designed not only for notifying consignees of the arrival of freight, but may also be used to notify the shipper where freight remains on hand, unclaimed or refused, and it is suggested that station agents not now supplied with this postal card form, make requisition for a supply.

(Signed) C. H. DIETRICH,
Freight Claim Agent.

Three Words

There are three words, the sweetest words,
In all of human speech—

More sweet than are all songs of birds,

Or pages poets preach.

This life may be a vale of tears,

A sad and dreary thing—

Three words, and trouble disappears

And birds begin to sing;

Three words, and all the roses bloom,

The sun begins to shine;

Three words will dissipate the gloom

And water turn to wine.

Three words will cheer the saddest days—

'I love you?' Wrong, by heck!

It is another, sweeter phrase,

'Enclosed find check.'

—Phoenix Rotarzonian.

Promotion of Employees.

The correspondence which follows was called forth by Vice-President Greer's Circular Letter to Employees in the September Magazine, concerning the formation of Committees on Standards:

Mr. H. E. Byram
Pres. C. M. & St. P. Ry.
Chicago Ills.

Dear Sir:

Referring to inclosed clipping from the Sept. Milwaukee monthly Bull (regret the expression, however, when gossips given precedence over educational topics I hold said term is appropriate) in particular the part underlined relating to promotions from the ranks, kindly excuse my impertinence for calling your attention to the fact that said version does not coincide with opinions expressed by employees I chanced to hear on the subject.

As to myself, the length of my service is too limited to justify an expression, however may conscientiously say I haven't observed a single case agreeable with said statement, but at least one at variance therewith, have also heard several expressing themselves as leaving the company's service explicitly for lack of such policy.

May I assert, every one but the average efficiency expert knows that such sentiment is bound to react detrimental to corporation interest, a ton of printed bull is just that much paper wasted, the customary way to dispel such sentiment by promptly firing the afflicted may be time honored, ingenious, shrewd etc. however it does not prove that Abe. Lincoln was a fool nor even wrong in his famous statement.

I realize the hazards usually incurred by criticizing superiors or corporation ethics, however a judicious analysis will prove that those that subserviently endorse every act of their superiors, often to the point of vile flattery, rarely do so for the sake of such superior or for that of the corporation, while the "contemptible knocker" is invariably responsible for progress made.

Satisfied that non but an idiot is above criticism I have no apology to offer for this missile.

October 18, 1920.

Dear Sir:

I have received your letter of October 11th in regard to a circular to employees which was reproduced in the Milwaukee Employees Magazine with reference to the organization of Committees on Standards, and particularly with reference to the promotion of employees, and in reply I can assure you that the sincerity of the officers of this Company in the matter of promotions is unquestionable.

I have had long experience in the direction of railroad employees, and always have found that the employee who was most capable and at the same time industrious and performed his work most satisfactorily gained promotion. I suppose no one can realize his own shortcomings, and, therefore, many employees who think themselves competent for promotion are not advanced, because they have not been able, by the superior performance of their duties, to convince their superior officer of their fitness for promotion. An employee to make progress in the railroad as well as other service necessarily must perform his duties so much better than his associates that he will thereby become conspicuous, but this may often mean more hours of work and more close application to duty than many employees are willing to give.

Yours truly,
(Signed) H. E. BYRAM,
President.

The foregoing is published without comment from The Magazine except to supplement a trifle the point made by President Byram—a little constructive ability can always find room at the top; the opposite element of that quality, or the lack of it altogether, seeking to pull itself up by breaking down the good work of others, rarely makes much headway.

Report of Treasurer V. E. A., Year Ending Sept. 24th, 1920.

Cash Balance August 27th, 1919.....	\$2,964.43	
Fees and dues, 8-27-19 to 9-24-20 and overpayments refunded	3,221.00	
Minneapolis Meeting banquet.....	499.00	
Interest.....	212.50	
Sale of Replacement Buttons.....	12.50	
Exchange.....	.25	
Minneapolis Meeting, Aug. 27th and 28th, 1919.....		\$1,310.24
Membership Buttons		157.50
Overpayments refunded		34.00
Clerical services		151.75
Postage and Stationery.....		102.10
Printing		36.00
Secretary's Salary		200.00
Balance Cash on hand.....		4,918.09
	\$6,909.68	\$6,909.68

ASSETS AND LIABILITIES

Third Liberty Loan Bonds.....	\$2,000.00
Fourth Liberty Loan Bonds.....	2,000.00
Typewriter	45.00
Cash Balance	4,918.09
	\$8,963.09

Following are the statistics of Membership:

Total Active	3195
Honorary	27
Total Membership	3222
In Memoriam—	
Since Aug. 27th, 1919.....	34
Previous to August 27th, 1919.....	78
Total	112
Resigned	6

Since the meeting of August 27th, 1919, 423 new members have been enrolled.

Current News of the Railroad.

As of October 15th, there were but 21,521 freight cars of our ownership, out of 61,915, on our lines. We had, however, 43,967 freight cars of foreign ownership.

Much favorable comment has been made upon the reopening of our individual city ticket offices, the public generally seeming to be of the opinion that separate ticket offices are superior to the consolidated offices.

On October 6th, fire practically destroyed the company's material yard at McLaughlin, S. D.

Governor Cox again used our line, September 28th, from Sioux City to Sioux Falls, via Mitchell. We also handled Vice-President Marshall and party from Sioux City to Rapid City, October 3rd.

During the first six months of 1920, the Osaka Shosen Kaisha and the Chicago, Milwaukee & St. Paul Railway handled 30 per cent of the silk business from Japan to the United States. We carried 24,000 bales, or approximately 3,218,000 pounds.

During the seven months—January to July, 1920—statistics show 85 persons killed and 2,774 injured on this railroad. This compares with 93 killed and 3,215 injured during similar period last year.

Oil development in the Cat Creek territory is progressing. With two pipe lines in operation, we are handling twenty cars per day. There are now four producing wells and many more in process of being drilled.

During the week ending October 21st, the average miles per car per day for the entire system was 38.25, as compared with 35.79 one month ago.



Guy E. Sampson, Night Yardmaster R. P. Hayes, Day Yardmaster

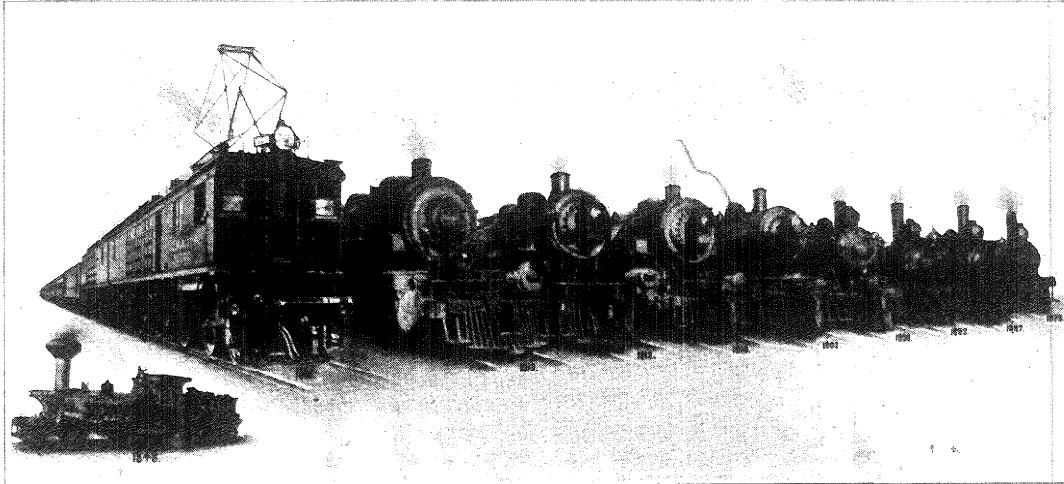
The two photos are those of Yardmasters Hayes and Sampson who have charge of the South Hump yard, which is a part of our Godfrey yards west of Chicago. These two men superintend the handling of over a thousand cars per day over the hump. Both men with years of experience in the railroad game and are striving to give the Milwaukee the benefit of that experience. Our terminals can boast of a large number of yardmasters of the same kind and if we can manage to get a snap shot of some of them as we did this pair we will be pleased to send them in. So if anyone asks you to look pleasant for a minute, just do so, for it may be for the magazine.

Appointments.

Effective November 1:

Lee W. Spratlin has been appointed assistant to the president, with duties to be assigned.

W. V. Wilson has been appointed comptroller, vice J. G. Bunting, resigned. He will report to W. K. Sparrow, assistant to the president, who will have general charge of the accounting department.



The Story of Motive Power on the C., M. & St. P.

The Story of the Chicago, Milwaukee & St. Paul Railway

CARPENTER KENDALL

Written for, and reprinted by request from Transportation World, September, 1920

Sufficient time now lies back of "early days" in that large section of the United States, which has come to be known by name as the Middle West, to give it a perspective of value and to lend to the doings of those times an atmosphere of interesting local color.

The story of railroad building in the Middle Western States takes on the importance of history, because it so intimately involves the development of a vast area from conditions primeval to a state of high civilization; and that story, in its relation to the progressive steps of the Chicago, Milwaukee & St. Paul Railway, is, in a more than ordinary degree, a thoroughly realistic narrative of the general advancement of the entire territory which its rails serve, because, ever since its inception, "The Milwaukee" has been distinguished by its enterprise in penetrating new countries, and seeking out new resources to develop.

The opening scenes of its operations were in southeastern Wisconsin, at a time when the first settlers were straggling in and the rich and fertile prairies were virgin soil. Extending gradually north and westward year by year, it played a very vital part in the development of the northern Mississippi Valley; and then reaching out farther to where the Missouri river country was practically unknown, except as the resort of predatory bands of Indians, it did notable pioneer work for the plains and prairies, which it helped to transform into the richest grain-bearing land in the world.

The Chicago, Milwaukee & St. Paul Railway Company is a corporation of the state of Wisconsin, receiving its charter at Madi-

son, Wis., in 1863, under the title of the Milwaukee & St. Paul Railway Company. This company was the purchaser, under foreclosure sale, of a small railroad known as the La Crosse & Milwaukee Railroad, 105 miles in length, extending from Portage, on the Wisconsin river, to La Crosse, on the Mississippi. It, however, had no direct connection with the city of Milwaukee, the state metropolis, and even at that time a very active lake port. The company, therefore, proceeded to acquire various other pieces of track that were being operated, or were in the course of construction under various corporate titles, thereby gaining an entrance to Milwaukee and access to the eastern markets by way of Lake Michigan.

The first annual meeting of this company was held in Milwaukee on the 28th of June, 1865, at which Alexander Mitchell of Milwaukee was elected the corporation president, and S. S. Merrill, recently from New Hampshire, the general manager. These men headed the executive and operating departments of the road for many years, and brought the property from a small beginning to the dignity and proportions of a trunk line railway.

For several years after its incorporation the Milwaukee & St. Paul Railway operated wholly within the state of Wisconsin, but its ambition, as the title indicated, was to gain entrance to Minnesota's twin cities, which were rapidly looming as important distributing centers for the great Northwest Territory and the regions of the upper Great Lakes.

On August 7, 1867, the Milwaukee & St. Paul acquired through purchase two rail-



Along the Upper Mississippi Thirty Years Ago

roads under construction from McGregor, Iowa, by way of Austin, Minn., to St. Paul, contracting also for a ferry connection on the Mississippi river, between McGregor, Iowa, and Prairie du Chien, Wis., one of the Milwaukee's river terminals. The line through to St. Paul was completed without delay, and in November, 1867, it was opened for business, giving the first rail connection between Minneapolis and St. Paul and Milwaukee and Chicago.

The next succeeding decades with the Milwaukee System is a record of constant advancement into new country and a continual development of the territory contiguous to its new lines.

It will have been seen that, as originally organized, the eastern terminus of this railroad was at Milwaukee, the great bulk of eastern traffic moving via the Great Lakes. But as the settlement of the country progressed, the volume of business demanded increasingly a Chicago outlet, and accordingly, in 1878, the Milwaukee Company commenced work on its extension to Chicago. In February, 1874, the corporate name of the railroad was changed to Chicago, Milwaukee & St. Paul Railway Company, under which title it has become a recognized leader in the world of transportation.

At the close of the century its mileage had expanded to over eight thousand miles, its rails gridironed the states of Wisconsin, Minnesota, Iowa and South Dakota, and reached out into rich sections of North Dakota, of Missouri, and penetrated the upper peninsula of Michigan. It had bridged the Mississippi river at five different places and touched the Missouri at Chamberlain and Glenham, South Dakota; at Sioux City and Council Bluffs, Iowa, and at Kansas City, Mo. Under its developing influences vast areas teemed with busy life, magnificent fields of grain, great industries and big cities had become the speaking evidence of its fostering policies—for always this railroad has blazed the trail for the people whose product and labors are the support of its traffic.

If the Spanish-American war was an eye-opener to the people of the world, that the United States was neither a sleeping giant or wholly a dollar chaser, it in no less degree lifted the lids of its own people to some of its hitherto not thoroughly appreciated poten-

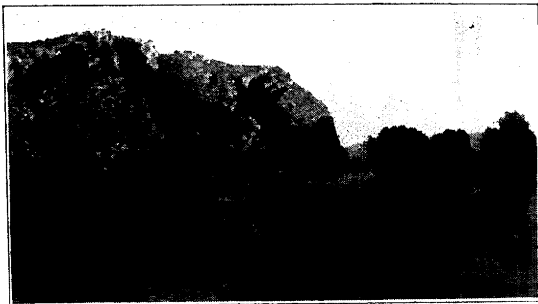
tialities; and especially to the unlimited possibilities of Pacific Coast trade and the desirability of an expanded commerce with the countries of the Orient. All of the railroads of the Middle West felt the necessity of closer affiliations with the Pacific Coast lines, but the Milwaukee was the only one to strike out for and push ahead to the coast on its own rails. In the year 1900 tentative explorations were made for a line to one of the three principal ports of the North Pacific, San Francisco, Portland or the Puget Sound outlets, with the result that in 1904 actual surveying was commenced under the direction of President A. J. Earling, for a line to Seattle and Tacoma. In April, 1906, the contractors moved in at a point on the Missouri river opposite the Standing Rock Indian Reservation, and commenced building the new transcontinental line, which starts at Mobridge, S. D., crosses the river on a massive steel bridge that is lifted sixty feet above the water on high concrete piers, and points almost due westward across Dakota prairies, Montana plains, the three great mountain ranges of Montana, the Idaho Pan-Handle, the Eastern Washington hills and valleys, the Cascade Mountains, and ends at tide-water on Puget Sound. The years of its building were notable in the chronicles of railroad construction. It was a record job from start to finish, which may be realized when it is known that "the first dirt flew" in April, 1906, at both ends of the line and the last spike was driven in western Montana in July, 1909, there having been built in that time over 1,500 miles of heavy railroad construction, a railroad that traversed canyons, climbed steep slopes and dug under the gigantic bulwarks of the West in scores of places, swung along on the ridges of lofty valleys and skirted the banks of wonderful mountain rivers. Its route through the mountain regions required the bridging or filling of many deep ravines, tunneling many of the innumerable rocky promontories that buttress the ranges, and winding from side to side of steeply-walled canyons in the effort to develop distance sufficient to surmount great altitudes on easy gradients. Although the Milwaukee's transcontinental line was nominally finished, and was actually opened to freight traffic within the time indicated, through passenger traffic was not inaugurated until two years later, after every precaution had been taken to insure safety of operation and entire new passenger equipment had been provided. Practically every bridge on the line was steel and concrete, the big fills washed in by hydraulic process were proven by the test of time and the elements, and the roadbed was thoroughly ballasted from end to end. Then it was that a new transcontinental line was introduced to the traveling world which was the peer of any railroad in the world.

Nor was this new railroad to the North Coast built with sole regard to domestic commerce. The far-sighted men who decided to spend the millions and to take the chances of opening new and undeveloped country, looked far beyond the western shores of the United

States to the Orient—to future trade with the millions of inhabitants of Japan, China and the Philippines, a trade that already has increased by leaps and bounds, and the great future of which is yet but faintly realized.

Probably the most progressive step ever undertaken by any steam railroad was the electrification by the Milwaukee of approximately 700 miles of its main lines through the mountain districts. The first of these electrification projects was between Harlowton, Mont., and Avery, Idaho, a distance of 440 miles. In this section the road crosses three lofty mountain ranges, where the exigencies of winter weather make railroad operation under steam power sometimes difficult. Electrification of this stretch was concluded in December, 1915, and after two years of test the results were so satisfactory that a second electrification zone was proposed. This included the extreme west end of the line, between Othello and Tacoma, Wash., a distance of 209 miles, in which there are heavy grades crossing the Saddle and Cascade mountains. This portion was opened for operation with complete success in November, 1919.

The rapid growth of transcontinental traffic within the past few years has put the successful operation of railroads to the severest test, and the matter of fuel supply has been the subject of grave consideration by operating officials. It was the possibility of future serious fuel emergencies as well as motives of economy which caused the Milwaukee Road to declare in favor of electrification and allow "white coal," or electric energy, to move its trains. The railroad between Harlowton, Mont., and Avery, Idaho, crosses the Big Belt, the main range of the Rockies and the Bitter Root Mountains. In this territory are varying gradients of from three-tenths to six-tenths per cent between the ranges, and of from one to two per cent on the slopes. Over these heavy grades the electric motors haul freight trains consisting of two thousand tons, beside the motor itself, at a speed from fifteen to eighteen miles per hour, and heavy passenger trains maintain an average of twenty-five miles per hour. In the four years of electric train haulage on this road the economies of operation, the savings in the matter of fuel as against the cost of power; the absence of trouble and delays from cold and snow have more than justified the cost of installing electrification with all its equipment and facilities.



The Milwaukee Rails at the Headwaters of the Missouri

Hydro-electric power is utilized and the current is generated at plants of several power companies located at Thompson Falls, Madison River Canyon, Helena and Great Falls, Mont.; and at Spokane, Post Falls, Snoqualmie Falls and the White River Valley, Wash. The largest of the plants is located at Great Falls, Mont., right on the brink of the highest of the three falls of the Missouri river. This plant was constructed after the power company had entered into contract with the railway to furnish power for train operation. The electric current is transmitted, in some instances, approximately 200 miles, on high tension transmission lines which brings it into sub-stations located at intervals along the route. The voltage furnished by the power company is necessarily high, and this is reduced by the sub-station machinery and passed out on feeder wires to the trolleys, whence it passes to the business of moving trains by way of the huge "pantagraph" that surmounts every electric locomotive, maintaining contact with the overhead wires. This is the mystery of the long, cross-country procession of tall poles strung with shining copper wire that the traveler observes and wonders about as soon as he enters the electric zone.

Electricity, while a well-known agent in the industries, is new in the movement of heavy trunk-line traffic over mountain ranges, but the ease and dispatch with which trains have been handled by electric power ever since the Milwaukee adopted its use, show that it is smoother, more reliable and more expeditious in the movement of traffic than steam. The precision and nicety with which the company's great transcontinental trains, "The Olympian" and "The Columbian," are started and operated both up and down mountain grades, is directly due to the mobility of electric power and to the great size of the electric locomotive, which greatly exceeds in capacity the largest steam locomotive. The demonstration of efficiency of electric power for main-line traffic seems to suggest, in fact, the solution of the railroad problem in America.

One of the notable economies effected by electrification is in the utilization of what is known as regenerative braking. This is a means of braking trains on mountain grades by reversing the motors on the locomotive, thus converting them into generators and the energy of the train down grade driving these generators, by this means producing electric current. The current thus produced is returned through the pantagraph to the trolleys, to be taken from them by some other train on ascending grade; or if there should be no train in need of this power, it continues back to the sub-stations and passes out again over the feeder wires. Beside a remarkable saving in the purchase of power, this method of braking limits the use of the air-brake to emergencies and to the stopping of trains at stations, and eliminates to an appreciable degree the enormous wear and tear on wheels and rails occasioned by the grinding of the brakes as trains descend

mountains where the brakes must be applied at every curve and wherever the grades are heaviest. In passenger service the electric locomotive has revolutionized travel through the mountains. Where previously an otherwise faultless journey was filled with discomfort by reason of smoke and cinders from the steam locomotive, and a jerking and jarring incident to the application and release of the air brake, now the electric locomotive picks up its load and moves out over the rails with scarcely a noticeable pulsation at the start. Gliding is the word to describe the smooth and even motion of an electrically hauled steel passenger train, and with the absence of noise and dirt, smoke and cinders, ideal conditions of travel prevail.

The aggregate of 649 miles of main-line electrification of the Milwaukee system gives the United States by far the longest electrified railroad in the world; 61 electric locomotives are required at present for train operation in the two zones, and these locomotives have released for use, elsewhere on the system, about 200 steam engines and have effected an annual saving of 300,000 tons of coal and 40,000,000 gallons of fuel oil. Fourteen sub-stations are maintained between Harlowton and Avery and eight between Othello and Tacoma.

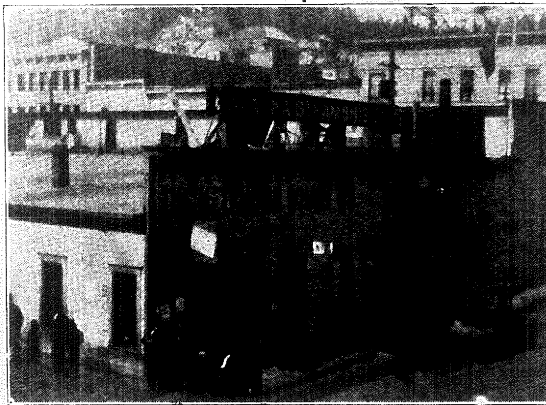
The electrified portion of the Milwaukee System is perhaps the most interesting section of railroad in the world, and its operation has been watched closely by railroad officials of many countries. Delegations of public men, engineers and scientists from many lands have visited the States to study the methods and economies of electric-train haulage on a large scale. Just now, when the necessity for conservation of nature's resources and for employing every means to increase productiveness, is imperative, this utilization of the great water powers of the western mountains is a step forward of more than common importance. Every railroad in the world is more or less interested in the use of hydro-electric power to conserve coal. It is small wonder, therefore, that the example of the Chicago, Milwaukee & St. Paul exerts great influence on their consideration of the problem.

The territory originating traffic for this vast system of 10,635 miles is rich in resources and highly developed. The grain-raising areas tributary are unrivaled in extent and crop capacity, and in passing it may be noted that throughout its entire territory, crop prospects this year foreshadow a bumper yield.

In the statement of Commodity Transportation for the year 1919, the products of agriculture show 18.2 per cent, or a total of 7,852,253 tons. The products of the forests, 20.5 per cent, or 8,854,599 tons. The products of animals, 6.6 per cent, or 2,665,382 tons. Manufactures, 16.5 per cent, or 7,148,669 tons. Other commodities not specified, 9.4 per cent, or 4,070,908 tons. The revenue from freight traffic for the same period was

\$106,288,450.25, an increase over the previous year of \$8,044,130.21. The revenue from passenger traffic during 1919 was \$30,391,920.97, an increase over the previous year of \$6,728,913.35.

The Milwaukee has always been a leader in introducing modern improvements into its service. It owns and operates its sleeping and dining-cars. It was the first railroad to install electric lighting of trains, and it introduced the electric reading-lamp into sleeping-car berths. It was the first western railroad to operate solid steel trains in trans-continental service. The excellence of its passenger service has given the road a worldwide reputation, travelers from almost every country of the world having had, at one time or another, personal acquaintance with the luxuries of the Pioneer Limited between Chicago and the Twin Cities; or the two fine trains, The Olympian and Columbian, in coast-line service between Chicago and Seattle and Tacoma, the Milwaukee being the only line into that territory to operate through trains over its own rails between those cities.



The Milwaukee Trademark in a Far Alaskan Port

Freight Claim Prevention Congress.

A Freight Claim Prevention Congress, under the auspices of the Committee on Cause and Prevention of the Freight Claim Division of the American Railway Association, will be held at the Hotel LaSalle, in Chicago, on November 15 and 16. The objects of the Congress will be the promotion of claim prevention efforts on inactive lines, the increase of effectiveness on active lines, and the co-ordination of efforts of individual lines into a general claim prevention movement.

The American Railway Association has recently perfected an organization for the active prosecution of freight claim prevention efforts, and special representatives will be employed to devote their entire time to the subject, and the Freight Claim Prevention Congress has been called to further promote the active co-operation of all member lines. All railroad representatives interested in any way in the matter of freight claim prevention are invited to attend the Congress.

Safety First

A. W. Smallen, General Chairman

C. M. And St. P. Ry. Co.
Carelessness Makes Accidents Safety Prevents Reckless Casualties

The Economic Value of Railway Safety Work.

By Samuel O. Dunn, Editor of Railway Age.

When we discuss the need for safety measures we usually discuss them on the assumption that they are needed almost entirely to prevent the loss of life or the pain and suffering occasioned to their victims. Undoubtedly that is the most important point of view from which the subject should be considered. I am going to venture today, however, to call your attention to the fact that safety work has economic phases which are of very great importance.

While gratifying progress has been made on the railways, I need hardly tell you that the number of persons annually killed and injured upon them is still much too large. The total number of all classes killed in 1918, including trespassers and those killed at highway crossings, was almost 10,000, while the total number of all classes injured was almost 175,000.

Almost every accident has some economic consequences. By that I mean that it either results in some destruction of property, or temporarily, partially or completely destroys the value of one or more persons as producers. The amount of property destroyed each year in railway accidents, including both the property of the railways and of their patrons, is very large.

The destruction of a large amount of property is the destruction of the results of the work of a large number of men, and it causes directly and indirectly a diminution of the amount of necessities, comforts and luxuries available for the use and consumption of the public. It is obvious that if all the property and all the commodities produced by men's work were immediately destroyed we should all be speedily reduced to starvation and misery, no matter how hard we worked. The destruction by accidents or otherwise of a smaller amount of the things produced by the labor of our brains and hands has similar effects, which are great in proportion to the amount of the destruction.

Likewise, every accident which results in a man being killed or maimed reduces the total production that otherwise would be obtained. When a man who has just reached his prime as a worker suddenly is cut off, society loses a large part of the work that has been done to rear and develop him. It gets only a partial economic return for his economic cost. When a man is compelled to refrain from work because of an accident, society loses the product which would have been obtained from his exertions if he had been able to stay at work. The number of men injured in railway accidents in the year 1918 was 175,-

000. If those men lost an average of four days each, the total loss of working time aggregated 700,000 days, which was equivalent to the complete loss of the work of 27,000 men for one month.

To measure the results of railway accidents in economic terms of lost production, and lost opportunity for consumption on the part of the public, may seem a cold-blooded way to treat the subject; and, as I have already indicated, I recognize the fact that the main purpose for which safety work should be carried on is to prevent the cutting off of the lives and pain and suffering of the victims. But to measure the results of accidents by economic standards is by no means so cold-blooded as it may seem. When a man in the prime of life, with a family dependent upon him, is cut off or loses a limb, the economic consequences to his family is the destruction or reduction of his income. The amount of deprivation, pain and suffering occasioned to the families of the victims of accidents is surely comparable with the effects upon the victims themselves.

It is not, however, the immediate families of the victims who experience all the economic effects. The welfare of society as a whole demands not only a fair division between all classes of what is produced, but the largest aggregate production of necessities, comforts and luxuries that is compatible with reasonable conditions of work for those who do the work of society. Now, every accident by which a man loses his life, or is even temporarily disabled, reduces the amount of production that can be secured for the general good.

Railway safety work has the direct effect of reducing the amount of property destroyed and the number of persons killed and injured, and if its economic value were to be measured merely by these direct and obvious effects, it would be worth far more than it costs. From an economic point of view, however, its indirect effects may be, and probably are, more valuable than its direct effects.

In the first place, every derailment, collision or other train accident which occurs not only affects the trains directly involved, and the persons upon them, but also affects the operation of a large part or even all the railroads upon which it occurs. It throws passenger trains off their schedules, delays freight trains and has other consequences which reduce the amount of traffic that can be handled and add greatly to operating expenses.

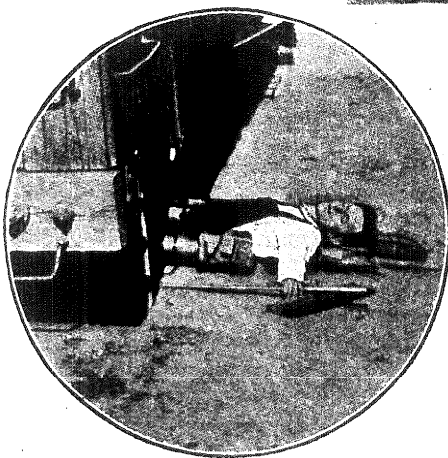
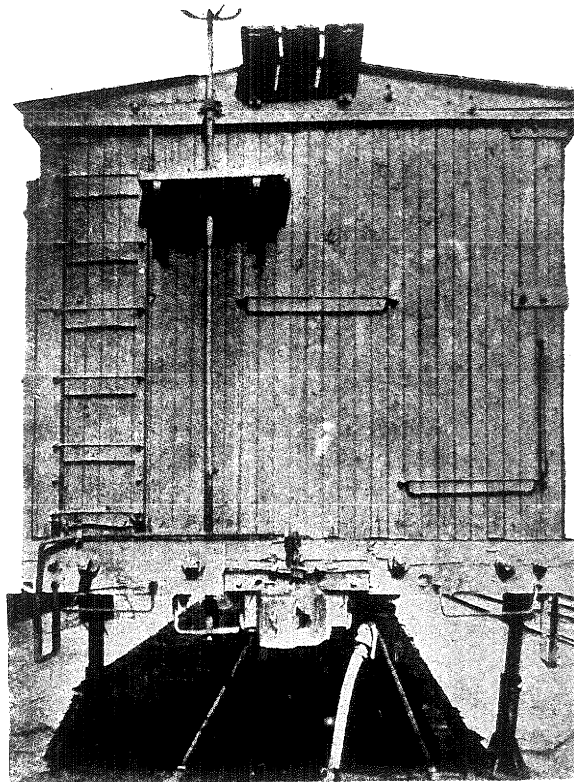
The number of collisions upon our railways in 1918 was 8,175; the number of derailments,

SAFETY FIRST

No. R. 174

A MAN TRAP

Trucks
removed
and car
left
supported
by jacks
only



Wooden horses
or tripods prop-
erly placed
would have saved
a car man's life

National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

13,568; the number of boiler explosions, 239; the number of other locomotive accidents, 275; and the number of miscellaneous train accidents, 1,898. This made a total of 24,695 train accidents of all kinds. The damage to railway property reported as a result of these accidents was \$20,954,350, but the reduction of earnings and the increase in operating expenses indirectly due to them caused an aggregate loss exceeding by many times the value of the property destroyed. Whatever tends to reduce accidents necessarily tends to reduce these very large indirect effects which are due to them.

The economic effects of railway safety work are even greater and more comprehensive than what has been said already would indicate. The principal cause of railway accidents is and always has been the failure of officers and employees to exercise reasonable care in the performance of their duties. Safety work, when properly and effectively carried on, so constantly and forcibly brings home to officers and employees the necessity for being careful in everything they do, that it changes and improves their entire attitude and habits with reference to their work. It results, when they have a thing to do, in their thinking not merely of getting it done in some way, but of doing it in the right way. Now, this improvement in their mental attitude and habits is one of the main things needed, not merely to reduce accidents but also to increase their general efficiency.

Usually, whatever tends to make a man more careful in his work also tends to make him a more efficient worker—that is, a worker who in the long run will do more and better work than he would do if he were not careful. The effects produced by the constant inculcation of the principles of safety upon the general efficiency of the operation of the railroads cannot possibly be measured either in increased passenger miles and ton miles handled per employee, or in terms of reduced cost of handling a given number of tons one mile or passengers one mile, but that increased care by employees in doing work does tend to increase the general efficiency of operation is beyond question.

There is one other indirect effect of safety work, and especially of the work of Safety Committees, to which I think attention should be called. The greatest industrial and social problem of our time is that of establishing better and more satisfactory relations between the owners and managements of large business concerns, on the one hand, and their employees on the other. I believe that the principal reason why employers and employees in so many of our great industries are divided into warring camps is that many business concerns have become so large that their owners and chief officers and their employees seldom come in contact with each other except when they are brought together by controversies regarding conditions of employment and wages. The owners and chief officers of the concerns and the employees have been pushed so far apart that neither class has an adequate understanding of the

problems, the functions, the motives or the desires of the other.

The suspicions and antagonisms arising from this situation have a direct tendency to reduce efficiency in all industries, including the railroads, and they will never be allayed until employers and employees of large industries come to a better understanding with each other. They will never come to a better understanding with each other until new points of contact are established between them to take the place of the points of contact which have been destroyed by the substitution of vast industrial concerns for comparatively small concerns in which employers and employees worked closer together.

I know of no means which actually has been tried on the railroads which is better adapted to re-establish points of contact between employers and employees, and bring about a better understanding between them, than safety committees. When officers and employees work together on safety committees, they soon learn that the problems with which they are dealing are problems of mutual concern, the solution of which will be equally advantageous to the railroads and to the men. The employees who serve upon those committees are almost certain to get a better knowledge of the problems of railway operation and develop a more friendly attitude toward the managements and to communicate this knowledge and friendly attitude to many of their fellow employees. This, again, is bound to have a tendency to promote efficiency in the operation of the railroads.

On the whole, therefore, I firmly believe that the safety work being done on the railroads is not merely from a humanitarian point of view, but also from an economic and social point of view, one of the most important kinds of work being done on them. From a purely economic standpoint, no railway management can afford to hesitate to spend all the money that is necessary to have safety work adequately and ably done. It is, on the other hand, a kind of work which from a purely business point of view no railway management can afford to neglect. While great progress has been made in this kind of work within the last decade, it is only necessary to mention the fact that 10,000 people were killed and 175,000 injured on our railroads in 1918 to emphasize that there is great need for safety work on the railways to be carried on more comprehensively, energetically and ably than it ever yet has been.

"No Accident Drive" in Milwaukee Terminals.

The following from Superintendent C. L. Whiting to General Safety Supervisor A. W. Smallen is evidence of a fine achievement:

1. In connection with the Annual Convention of the National Safety Council, which was held in Milwaukee during the week of September 26th to October 2nd, we made a campaign at Milwaukee to reduce accidents, with the following results:

Out of a total of 2,500 or more employees working during that period, only one was seriously injured: Earl Wirth, employed as

a mail handler, attempted to cross tracks ahead of passenger-train No. 101 at the Union Depot on September 27th, was struck by engine and lost his left arm below the elbow.

2. I consider this a remarkable showing, on account of the large number of employees who are engaged in hazardous work at this point. (Signed) C. L. WHITING,

Superintendent of Terminals.

Classified

Fred J. McEachron

Most of us have autos.

We've found this fact quite true

When we pass some chickens.

They don't know what to do.

They wait until we're near them

Then start across our track.

If they have time to make it,

Darn 'em, they'll start back.

We put them down as brainless

But wait—just think a bit.

How many drivers race the trains

And end by being hit?

When we pass the chickens,

And not their lack of brains,

Remember they class with drivers,

Who cross ahead of trains.

Safety First Bulletin

We have working with us the most fiendish criminal in the railroad world.

1. He fails to properly check freight offered for shipment as to the correct marks, packing, and number of articles.

2. He trucks freight into the wrong car.
3. He fails to pack freight safely in the car.
4. He fails to secure proper receipt from consignee.
5. He fails to make a complete record of each transaction.
6. He injures workmen cruelly and without conscience.
7. He steals time ruthlessly and without repentance.
8. He spoils merchandise.
9. The junk heap is his monument.
10. His name is CARELESSNESS.

I wish everybody here would get together on this matter and drive him out of our station.

G. H. H., Agent, Davenport, Iowa

Remarks Cut Out By Censor.

"So you've got an accident to report, have you?" said the head clerk to the foreman of the works.

"Yes, sir," said the foreman; then he paused a while, gnawing his pen reflectively, before handing over his report.

The latter read as follows:

"Date: March 31. Nature of accident: Toe badly crushed. How caused: Accidental blow from a fellow workman's hammer. Remarks."

"Right," said the clerk. "But why no 'Remarks'?"

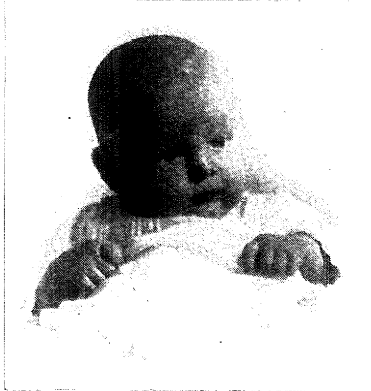
"Well, sir," replied the foreman slowly. "seein' as 'ow you know what Bill is, and seein' as 'ow you know that it was 'is big toe what was hurt, I—well, I didn't like to put 'em down."—C. & O. Employees' Magazine.

The following is a list of the meetings of the Safety First Committees to be held during the month of November, 1920.

Date	Place	Division or Shop Committee
November 1st.....	Austin, Minnesota	South Minnesota Division
November 1st.....	Ottumwa Junction, Iowa.....	Kansas City Division
November 2nd.....	Des Moines, Iowa.....	Des Moines Division
November 2nd.....	Tacoma, Washington	Coast Division
November 3rd.....	Tacoma, Washington	Tacoma Shops
November 3rd.....	Kansas City, Missouri.....	Kansas City Terminals
November 4th.....	Spokane, Washington	Idaho Division
November 5th.....	Spirit Lake, Idaho.....	Spirit Lake Shops
November 8th.....	Minneapolis, Minnesota	River & I. & M.
November 9th.....	Green Bay, Wisconsin.....	Green Bay Shops
November 9th.....	Green Bay, Wisconsin.....	Superior Division
November 9th.....	Minneapolis, Minnesota	Minneapolis Locomotive Department
November 9th.....	Deer Lodge, Montana.....	Deer Lodge Shops
November 9th.....	Deer Lodge, Montana.....	Rocky Mountain & Missouri
November 9th.....	Sioux City, Iowa.....	S. C. & D. Division
November 10th.....	Aberdeen, South Dakota.....	Aberdeen Division
November 11th.....	Lewistown, Montana	North Montana Division
November 11th.....	Chicago, Illinois	Chicago Terminal
November 13th.....	Minneapolis, Minnesota	Twin City Terminal
November 16th.....	Milwaukee, Wisconsin	C. & M. & Northern Division
November 16th.....	Mason City, Iowa.....	Iowa & D. Division
November 16th.....	Mobridge, South Dakota.....	Trans-Missouri Division
November 16th.....	Perry, Iowa	Iowa Division
November 17th.....	Portage, Wisconsin	La Crosse Division
November 17th.....	Beloit, Wisconsin	R. & S. W. Division
November 18th.....	Tomah, Wisconsin	Tomah B. & B. Department
November 18th.....	Tomah, Wisconsin	Tomah F. & S. Shop
November 18th.....	Miles City, Montana.....	Musselshell Division
November 18th.....	Miles City, Montana.....	Miles City Shops
November 22nd.....	Minneapolis, Minnesota	Minneapolis Car Department
November 23rd.....	Wausau, Wisconsin	Wisconsin Valley Division
November 23rd.....	Montevideo, Minnesota	Hastings & D. Division
November 23rd.....	Savanna, Illinois	Illinois Division
November 24th.....	Milwaukee, Wisconsin	Milwaukee Terminal
November 24th.....	Milwaukee, Wisconsin	Milwaukee Locomotive Department
November 24th.....	Dubuque, Iowa	Dubuque Locomotive Department
November 25th.....	Dubuque, Iowa	Dubuque Car Department
November 25th.....	Dubuque, Iowa	Dubuque Division
November 25th.....	Madison, Wisconsin	Prairie du Chien & Mineral Point Div.
November 26th.....	Milwaukee, Wisconsin	Milwaukee Car Department

At Home

Hazel M. Merrill, Editor



Mark King Allen, Infant Son of Assistant Accountant M. G. Allen, Lewistown, Mont.
Age, 12 Weeks

Outfitting for Winter.

The Paris fashion writers send on word that all one needs to do to make last year's frocks presentable for the coming winter, is "to change the bric-a-brac,"—which, being interpreted, is, to put on a lot of new trimming. Splash your gown all over with beads; splotch it with disks of bright colored cloth and embroider them down with fancy stitches in contrasting wools, or band it, check it, or strip it with braids of many colors. Blue serges are as good as ever, and there are tricotines, twills, duvetyns and velveteens. Panels are ubiquitous, and generally they fall over a petticoat of different colored satin; this color appearing also in the vestee, or in slashings on the sleeves and bodice. This gives opportunity to make over an only half-worn costume, and bring it out at the top of the fashion.

Frocks and long wraps are said to hold precedence over the always "comfy" suit; but one sees many suits in the shops, while the coats that are shown are either so very ugly in the matter of material and cut, or so very extravagant in quality and trimming, that the woman with boundaries on her expenditures will hardly be satisfied to take what she can afford in the way of a coat, especially if she has to provide herself with a new frock, as well.

A smart little suit is of tete de negre velveteen, cross-barred in closely set rows of blue, red and gold rat-tail braid. This trimming prevails all over skirt and coat. The coat is the nifty, new, short, box model with choker collar and cuffs of black fur.

Black is in high favor for afternoon and evening costumes; materials may be georgette, crepe de chine, panne velvet, duvetyn, or any of the softly hanging fabrics; and beads, sequins, lace, bugles, or whatever you can find in grandma's piece bag will do excel-

lently well for trimming, the main thing being trimming—and lots of it.

Brown for suits and long coats enjoys favor, and there are fascinating grays, taupes and fans. Of course, navy is always correct, but the navy top coats and heavy wraps that are being shown are open to the doubt of their holding very long. The color just does not seem to fit the topcoat idea; and then, blue is a treacherous color except in the most expensive material.

Skirts continue to be short—sometimes one hopes the superlative may have been reached—though they are undeniably smart when accompanied by well-fitting stockings and shoes. Can anything be more untidy than a short skirt, a sloppy shoe and Marathon runs up and down the leg of the stocking. I ask you?

The new henna shade is smartest in millinery. This color is exceptionally lovely in velvet, which is combined with duvetyn in some of the prettiest hats seen on the boulevard.

You can wear long sleeves and high collars now, if you want to, and this vogue promises to be progressive, at least for the winter season.

It is said gingham will be a cent or two less in price by mid-winter, and that the gingham frock will enjoy as great a vogue next summer as it has the past. With such sweeping reductions in the price, it does seem as if one might afford at least one frock of this fascinating fabric.

Plaids remain in favor for the winter, especially for daughter and little and big sister. Big sister wears them to the office, daughter to school, and little sister has a bright plaid heavy coat with black velvet collar and cuffs and black velvet buttons, with which she wears a black velvet Tam that has a touch of the plaid somewhere on it.

Be Systematic in Housekeeping

If system brings results and efficiency in business, it is no less efficacious in housekeeping. The housewife who regulates her duties in an orderly manner makes headway just as certainly as does her husband with his efficiency systems in his business. Plan your work with reference to making your head save your heels. Plan your meals so as to get the requisite amount of nourishment, together with a well-balanced variety, and also to use to the best advantage whatever is on hand in the house or left over from the preceding day. Plan your rest and your recreations, and then don't stand and gossip over the back fence an hour or two in the morning and then wonder where in the world the time goes to—"the work is never done."

GOOD THINGS TO EAT.

Nut Bread—2½ cups flour, ½ cup graham flour, ¼ cup sugar, 1 teaspoon salt, 4 teaspoons baking powder, 1 cup pecans or walnuts, 1½ cups milk, 1 egg. Sift the flour, baking powder, sugar, and salt together, and mix in graham flour. Add nuts chopped (not too fine), then add milk until you have a soft dough. Put in greased loaf pan. Allow to stand for 20 minutes and bake in moderate oven from 45 to 60 minutes. Raisins can be used in place of nuts, or both may be used.

Deviled Rice—To one large cup cooked rice add one large quart can tomatoes, 1½ pounds beefsteak (with plenty of suet) ground with four medium-sized onions; season with salt and pepper, mix well and bake in moderate oven until dry. Delicious and wholesome.

Leather Cake—It sounds like a tough cake, but if once tried out, you will find it very tender, and it has a taste that lasts. One and one-half cups sugar, creamed with ½ cup butter and yolks of 2 eggs; 1 cup lukewarm water, 1 tablespoon maple extract, 3 tablespoons caramelized sugar water, 1 teaspoon vanilla extract, 2 cups flour sifted with 2 heaping teaspoons baking powder; whites of 3 eggs beaten stiff last. Extra yolks may be used for cup custard.

Chocolate Cocoanut Cake—3 cups sifted pastry flour, 1¼ cups sifted granulated sugar, ½ cup butter, 1½ teaspoons Baking Powder, rounded; whites of 4 eggs, 1 cup milk. Sift flour and then measure; add baking powder and sift three times. Cream butter and sugar; add milk and flour alternately; beat well, then fold in well-beaten whites. Bake in two layers from 25 to 30 minutes. **Filling**—Melt 2 squares of unsweetened chocolate, 1 cup sugar, 1 teaspoon flour, 1 cup sweet milk, yolks of 2 eggs. Cook all together until thick. Take from fire and stir in ½ cup cocoanut. When cold, put between layers.

Veal Pie—One and one-half pounds neck of veal, ½ pound bacon or pork, 1 teaspoon salt, a little pepper, 1 teaspoon sweet herbs, 1 dessertspoonful chopped parsley, ½ rind of lemon chopped fine. **Method**—Cut the meat in neat-sized pieces and the bacon in strips (two inches wide, having first removed rind and rough pieces). Put the salt, pepper, parsley, lemon and sweet herbs on a plate, mix them, and dip each piece of meat in it. Put a layer of meat in the pie dish, then one of bacon, and so on, until all is in the dish. Half fill the dish with boiling water, let it cool, then cover with paste the usual way, and bake in a quick oven, from 1½ to 2 hours. If it is wanted glazed, brush it over with a beaten egg.

Potato Fried Cakes—One cup mashed potatoes while hot, 1 tablespoon butter, 1½ cups sugar, 1 cup sweet milk, 2 eggs, nutmeg and salt to suit taste, 5 teaspoons baking powder. Add flour enough to make soft dough. Fry in hot lard.

Buns—Three cups sweet milk, ¾ cup lard, ½ cup sugar. Scald this together. When it is lukewarm, add 2 yeast cakes. Let stand over night. In the morning mix stiff, let raise, shape into buns, let raise, and bake 30 minutes in moderate oven.

HOUSEHOLD HELPS

If bread is too light when put into the oven, it will be coarse grained.

Raisins in boiled rice increase the nutritious value.

Ham and mutton fat should be saved for soap grease.

A few mint leaves in a glass of lemonade will make it much more attractive.

Cheese should be put through the meat chopper instead of grating it.

An old table napkin serves well for a soup strainer, and the oftener soup is strained the clearer it becomes.

Do not mix salad dressing with salad until just before serving.

Lemons may be kept fresh by packing in moist sand.

The larger a loaf of coke, the lower the temperature of the oven should be.

Chopped orange peel, candied and mixed with nuts, makes a delicious confection.

Junket flavored with coffee makes a pleasant change.

When making baby's everyday frocks, put in a draw tape instead of gathers at the bottom of the sleeves. This greatly simplifies the drying and ironing.

CATALOGUE NOTICE

Send 15c in silver or stamps for our **UP-TO-DATE FALL and WINTER 1920-1921 CATALOGUE**, containing over 500 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 to the home dressmaker. Address, Miss Hazel M. Merrill, Room 1215 Railway Exchange Building, Chicago, Ill.

THE PATTERNS

3378. Boy's Suit—Cut in 5 sizes: 2, 4, 5, 6 and 8 years. A 4-year size will require 3½ yards of 27-inch material. Price, 10 cents.

3399. Dress for Home or Business—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 6½ yards of 36-inch material. The width of the skirt at lower edge is about 1¾ yards. Price, 10 cents.

3376. Girl's Dress—Cut in 4 sizes: 2, 4, 6 and 8 years. A 4-year size will require 2¾ yards of 36-inch material. Price, 10 cents.

3392-3381. An Attractive Costume—Waist 3392 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3381 cut in 6 sizes: 24, 26, 28, 30, 32 and 34 inches waist measure. It measures 1¾ yards at the foot. To make this costume of one material for a medium size will require 10½ yards of 36-inch material. TWO separate patterns—10 cents for EACH pattern.

3405. A Stylish Gown—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 5½ yards of 36-inch material. The width of the skirt at lower edge with plaits extended is about 2 yards. Price, 10 cents.

3385. A Pretty Dress—Cut in 3 sizes: 16, 18 and 20 years. A 20-year size will require 5½ yards of 40-inch material. The width of the skirt at lower edge is 1½ yards. Price, 10 cents.

3389. A Simple Dress—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 5½ yards of 40-inch material. The width of the skirt at the foot is about 1¾ yards. Price, 10 cents.

2967. A Set of Toy Animals—Cut in 1 size. The Cow requires ¾ yard of 27-inch material and the Horse ¾ yard of 36-inch material. Price, 10 cents.

3401. A Dainty Frock—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require 4¾ yards of 27-inch material. Price, 10 cents.

3400. An "Easy to Make" Apron—Cut in 4 sizes: Small, Medium, Large and Extra Large. A medium size will require 2¾ yards of 27-inch material. Price, 10 cents.

3406. Ladies' Night Dress—Cut in 4 sizes: Small, 32-34; Medium, 36-38; Large, 40-42; and Extra Large, 44-46 inches bust measures. A medium size will require 3¾ yards of 36-inch material. Price, 10 cents.

3396. Child's Dress—Cut in 4 sizes: 2, 4, 6 and 8 years. A 6-year size will require 3¼ yards of 27-inch material. Price, 10 cents.

A Little Shopworn.

A party of American tourists were visiting some ancient landmarks in England. Their guide was proudly supplying them with historical data concerning the locality. "This tower," he said, "goes back to William the Conqueror." "Why," asked an Iowa girl, "what's the matter with it? Isn't it satisfactory?"—Harper's Magazine.



Special Commendation

Engineer Thomas J. Toward, Milwaukee Terminals, has been specially commended for watchfulness, discovering broken flange under car while train was moving out of Muskego yard, and reporting same to yardmen so train could be stopped and car set out. His prompt action prevented what might have been a serious accident.

S. C. & D. Division Conductor C. M. Belknap has received special commendation for discovering and reporting car not safely clearing main line. This car was evidently shoved out too far by the "Omaha" on transfer at Sioux Falls.

Superior Division Brakeman Ray Houle has been specially commended for watchfulness, discovering sand board down on URT car 5707. He signalled the crew, who stopped train before any damage resulted.

Yard Clerk C. W. Stockwell, Galewood, Ill., has received special commendation for watchfulness, discovering brake beam down on train while moving out of Western avenue yard. He succeeded in signaling rear brakeman on train, which was stopped without further damage or a possible accident.

Train Baggageman Forrest Walters, Spokane, Wash., has received commendation for watchfulness, discovering missing truck spring in baggage car 1026 at Ste. Maries, train No. 16, October 8. The discovery was a fortunate one, and indicates strict attention to duty and regard for company's interests.

Engineer E. E. Nopher, Milwaukee Shops, and C. & M. Division Brakeman J. Schmitz have been commended for prompt action in extinguishing a fire which they discovered in the tool house at Rondout, Ill.

Assistant Engineer Norman Podas, Minneapolis, has received special commendation for prompt action in extinguishing a fire on the right of way near Whitman. Mr. Podas' quick action doubtless saved the company from a considerable loss.

Section Foreman M. Holdt of Blooming Prairie, Minn., has been specially commended for watchfulness, discovering dragging brake beam on StP car 502031, train No. 92, September 22.

Second Trick Leverman H. M. Erickson, Western avenue, Chicago, has received special commendation for diligence in the performance of his duties. On September 11, he discovered wheels of the sleeper in train No. 11 all dragging as train was passing tower. He called the attention of the train crew to the trouble, thus averting a more serious damage and possible derailment.

Football Fans Use the Milwaukee

Agent F. W. Houston, Ripon, Wis., enjoys the well deserved distinction of having secured a party of football fans, consisting of about 250, from Ripon College, for special train movement to Waukesha and return, October 23.

Praises Our Service

The following letter from E. R. Pope, executive secretary of the Minnesota Baptist convention, in praise of the service we rendered in transporting the party from Minneapolis to Austin. An extra coach was furnished, the "overflow" from which was accommodated in a deadhead sleeper in the train:

Minneapolis, October 15th.

Mr. T. A. Morken,
526 Second Ave., South.

Dear Sir:

I desire in behalf of the Minnesota Baptist Convention, to express to the Chicago, Milwaukee & St. Paul Railway, through you, our appreciation of the fine service that you gave us on our trip to Austin this week. We very much appreciate the kind courtesy shown by the road and all officials.

Yours very truly,

(Signed) E. R. Pope.

Porter Foils Train Robbers

On the morning of August 21, two thieves operating in the Des Moines-Sioux City sleeper

leaving Des Moines on train 143, were discovered and apprehended through the quick wit and prompt action of Porter Davis, in charge of sleeper Beulah. When a passenger in his car reported that he had been robbed, Porter Davis recalled that he had just seen a man crawl into one of the upper berths. He, therefore, locked both doors and ran ahead to the train conductor to notify him of the robbery. The conductor wired to Perry to have officers meet the train, when two suspected men were searched and all the stolen property returned to the owners. One of the passengers in the car writes the following in appreciation of the coolness and efficient work done by Porter Davis:

Sioux City, Iowa, August 22, 1920.

Mr. F. W. Getty,

Chicago, Ill.

Dear Sir:

I occupied lower 7 in car No. 135 that left Des Moines August 21 for here. As you no doubt know, two robbers were caught going through this car. If it had not been for the quick thinking on the part of the porter all of us would have been robbed and minus our clothes when we landed here. This porter locked the doors at both ends and ran and had the train conductor wire ahead for officers to meet the train. He left the car locked until they arrived. Had he been the regular style, I am sure the robbers would have cleared out as they heard the alarm.

Please see that this porter gets honorable mention, for he sure deserves it. He also bluffed the robbers into unloading most all they took.

Yours truly,

(Signed) Guy C. Houck,
Cincinnati, Ohio.

Care P. Goldsmiths Sons.

Making Your Job Important.

G. S. M.

During the recent convention of B. P. O. Elks at Chicago, a party of six of the antlered herd, whose native browsing range was in Minneapolis, were trying to decide by what route they could return home, when one of them said, "Boys, lets go up on the Pioneer Limited, you know that's Dan Healy's train and we'll be sure of good attention and prime feed." The decision to ride with Dan being unanimous, it decided another little party, bound for the same destination, and of which the writer was one, to follow suit, and so the far-reaching fame of Dan Healy was responsible for fattening the purse of the C., M. & St. P. Ry. to the extent of eight fares.

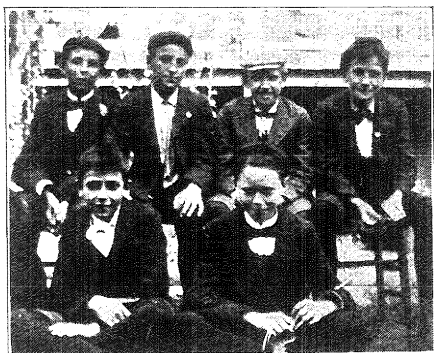
The train finally pulled out with the two parties comfortably seated in the club car and the first call to dinner was sounded by the silver-tongued Ethiopian; still the parties hesitated. In due course the second call was echoed, without response, then five minutes later a little grizzled veteran, in the uniform of the road, appeared at the end of the car and adjusted his nose glasses. The gang caught the sight of him and the reception Pershing got had nothing on the one accorded old Dan Healy. It seemed as though everybody in the car knew him—this was plainly Dan Healy's train. He squinted from one face to another. Finally he remarked, "Ain't you fellows going to eat?" One of the number replied with the question, "Dan, what have you got for us tonight?" Then came a specification of a dinner that one would have thought hardly possible to serve on a train, closing with the reminder that "if you don't get enough the first time around, come back."

By this time we had discovered that Dan Healy was in charge of the dining service on that train—not the steward of the dining car, for another held that job—but a sort of a Commodore Steward of the road that simply can't get along without him. Twelve good men and true followed Dan's lead to the diner. He saw them carefully seated and served with a banquet. All through dinner he visited one table after another to inquire if satisfaction had been given. All agreed that it had, and no one had to go back for more.

After dinner we returned to the smoking compartment of our car and eventually Dan came in. He joined us just to make sure that we had had value received and no kicks, and so we got him to talk. It's hard to make Dan talk, for he is modesty itself. He told us of his thirty-two years' service with the road, thirty of which were in the dining service, of the great men whom he had catered to in that time, how he could have retired years ago but wouldn't, and how he enjoyed his work and had made a success of it.

Old Dan Healy's story might well be taken home by all of us. He knew he was not fitted to be president of the road or general passenger agent, or even superintendent of the dining car service, so he wasn't jealous of the big jobs. He knew that a job had been assigned to him that required careful thought and management. His job was to see that the food was sold, and he made 'em eat. He injected his personality into his job and made it, as far as the traveling public is concerned, the most important post on the road, and we'll wager that Dan Healy is responsible for bringing more business to the road than any of the other three dignitaries referred to. Dan has at least five other roads to compete with, but with his friends always coming back and bringing others, he certainly has an edge on the business that is not affected by competition.

Your job is just as important to the success of the company as any of its higher offices. If it wasn't, you wouldn't be there. What you make of it, and how important it becomes, is up to you.



"The Days of Real Sport." On the Extreme Right of This Good-Looking Bunch is "Eddie" Soergel. He Is Now Assistant General Freight Agent E. M. Soergel.

Accounting and Time Department I. O. U's— Minneapolis, Minn.

Chuck.

Elmer Peterson, our speedy and efficient (?) "band to bearer" calculator, has just returned from his enjoyable vacation. Elmer was flying around the state in his new "Shevaree" during the whole week, renewing his old acquaintance with all the motorcycle cops, constables and jails in the state and county.

Somebody page the derrick. Just imagine Mrs. Osterwind climbing over and through the cars. This actually did happen on the morning of August 18. She said that she was awful "scared" of getting run over, but I can't see why—the box cars around here are not built big enough to do the trick?

Beware, girls, a bold and daring robber is in town. The "pesky culprit" made a probe of the belongings, and especially the wearing apparel of Miss Zinn and Miss Conroy. The girls are living at the lake and, as girls will do, forgot to lock up Monday morning, and the thief, seeing this kind invitation, entered and being of a taking disposition he "took." Now, this bird was not the ordinary kind of a robber. He had a keen sense of comedy, for before he took his departure he placed on the phonograph the little ditty entitled, "You'd Be Surprised."

The sympathy of the office force is extended to Henry Gray in his recent illness. Henry has been sick for the past three weeks, but is again on the job with nearly as much "pep" as ever. If Henry had any more "pep" he would be "erazing" all the Zoo Line bills in the office.

Somebody else besides Ponzi is making money in this world—just ask Mike Powers. You know,

Mike's gettin' bald-headed and just to show the world he wouldn't he started treatments with a "hair" specialist noted for his wondrous "cranialogs." Result: Mike's cranium is now bare.

How long is half an hour, Clara? Clara Kolstad, you know, spent her vacation in Boston, Mass., and it seems since her return that half an hour is too short a time for Clara to devour her food, especially when working nights on the pay rolls. What's the matter, Clara? Won't that fellow Bonnie hurry any more?

By the way, Mr. Nicky, what's the matter with hiring some of those swell queens that are coming up here daily looking for work? Or are they just up here to see you? I'll say you have a grand eye.

Lucy Callahan is enjoying her vacation at her old home town in Wisconsin. Hurry back, Lucy. We like to see you around here.

Henry Gilbert has been inquiring around here if October, 1915, had thirty-one days. Can anybody tell? This is one of the many problems that is confronting Henry while working on the wage board statement.

Dorothy Olson, and O N it shall be, our stenographer, has a far-away look in her eyes—but Seattle is far, far away, you must remember, Ole.

Miss Krogh is still as speedy as ever on her adding machine. Hilda is getting so that she can now hit the keys without looking at them.

Eddie Fricker and his chum, "Shorty," both from Milwaukee, made a short and snappy stop at the office last week. Eddie and Shorty looked in the door and saw Jane Williams and Violette Loffert and then beat it. Jane and Violette had made elaborate plans to entertain them and were somewhat downhearted by their actions, as Eddie stated in his last letter to the girls that he would stick it out this time. We all hope that Eddie and Shorty come all the way in next time.

Ray Holloran is a crank on sleep, and a mighty good specialist, too, on the subject. But why don't you sleep when you go to bed, Ray? I-O-U's don't apply there.

Emil Rachner has a desire to go out riding in his car. What's the matter with it now, Emil? Barnum was right, I'll say. However, Emil has lots more in his possession besides a bum car. He's also the custodian of "phony" stock, etc.

It is without question that the inmates of this office are the most talented on the System. We have in our midst: cooks (?), mechanics of various kinds, inventors, musicians and physicians, nurses and lawyers, and we can also boast of a "Gunnar." Now, I wonder, who's the "Gunnar's" mate?

Black Hills Division.

J. R. Quass.

Brakeman Charles Clark was off a couple trips account of death and burial of his grandmother at Parker. Harvey Polander relieved Charlie.

Engineer Ed. Smith is back at work again after several weeks' vacation. Engineer C. F. Williams has returned to Nos. 99 and 98 on east end.

Trainmaster D. A. Gibson is a regular week-end visitor now, lining up stock trains every Friday and Saturday. These shipments are large this year—four and five trains of stock off west end every week.

The work of graveling on east end is going along nicely and is now as far west as Reliance. The Reliance steam shovel is being moved to Draper to fill a few bridges and widen the fills. These crews are in charge of Conductors Pfaff and Boyden and Engineers Curry and Burtell.

Engineer Bert Gardner and Fireman Carl Rick have returned to 191 and 192 on west end.

With the heavy coal and oil business over west end, it has been necessary to put on two more crews to keep the line clear.

We wish to congratulate Conductor Claude Smith on his promotion to night yardmaster. Conductor James A. Smith gets the Chamberlain yard job that Claude had.

Brakemen Ralph Roan and Penticoff, who have been in Murdo yard past few months, have taken 98 and 99, with Conductor T. B. Hughes, on east end for a change.

Conductor P. G. Gallagher took a couple weeks' vacation, Conductor M. G. Carey relieving.

Brakemen Dewey, Hynes and Teager took a couple weeks' vacation, which they spent looking over the Hills.

On the Steel Trail

Dubuque Division J. J. Reilly

Cletus Reilly, for the past two years roundhouse clerk at Dubuque shops has gone to Milwaukee and is attending the University of Marquette.

Operator Charles Leiser of Reno has invested in a "tin Lizzie" and he can already make all the Minnesota hills on high.

Brakeman Harry Knapp has resumed his duties after a lengthy leave of absence.

Brakeman Carl Bircher has taken examination for conductor.

Night Yardmaster L. B. Beckwith has again taken up his duties after enjoying his annual vacation, which was spent in various eastern cities visiting with relatives and friends.

Train Dispatcher C. B. Elder drew No. 1 in getting his two weeks annual vacation.

Conductor Walter Graham made his appearance as a passenger conductor, relieving Conductor "Bill" Cutting while he attended the "Vets" convention at Milwaukee.

Operator Forest Dohlin has resumed work at La Crescent, after taking a two months' vacation.

Conductor Jay Vance is back on the road again. Mr. Vance acted as night yardmaster at Dubuque Shops for about six months.

Alex Lorenz has resigned as foreman of the wheel room at Dubuque Shops to enter business at Dennison, Iowa.



Dubuque Shops Baseball Club.

Here is a picture of the Dubuque Shops baseball club, winners of the Dubuque Industrial League Pennant, for the season of 1920. A real honest-to-God world series was staged between the Brunswick Balke Collender Co. club and Harry Hansen's colts from September 3rd to 7th, which created as much enthusiasm in Dubuque as the big show now going on between Brooklyn and Cleveland. Pitcher Bill George carried the team to three victories in the series and the following is written of him by one of the office girls who signs herself "L. M."

"In the list of the records turned out for the month there's a brand-new one 'mongst the Brunswick bunch.

Play it slow and easy, for it's got the punch;

Defeat, is the name of this musical rhyme
And Willie, our hero, sure wrote that time
He's there with the pep, the vigor and vim;
By 'George,' but he's fine, he our battles did win."

The league was composed of eight teams, representing eight of the leading industries of the city.

M. J. Thompson, operator in the train dispatcher's office was on the sick list for about a week. Adam Kretz of the C. G. W. worked in the office during his absence.

Martin Whalen's extra gang is surfacing track in the vicinity of Harpers Ferry where the work for the season will be wound up.

Conductor Dick Sullivan is making a few trips on White Line relieving Conductor Ross who is on his annual hunting expedition.

J. H. Bell the popular roundhouse foreman at Dubuque Shops has been transferred to the wheel room as foreman. We wish him all the success in the world in the performance of his new duties.

Harry W. Hansen has been appointed roundhouse foreman at Dubuque Shops to succeed J. H. Bell. Ray Bliss is Mr. Hansen's assistant. Good luck to both of you gentlemen.

Operator John Lund of the Dubuque train dispatcher's office relieved Agent L. E. Yeager at Bellevue for about a month while Mr. Yeager was looking after his land interests in Montana.

The position of signal maintainer at Marquette has been abolished and Mr. Lindecker who has had charge of that department was transferred to Dakota, Minn.

Among those from this division who attended the "Vets" Convention at Milwaukee were Superintendent A. J. Hasenbalg, Section Foreman Martin Whalen, Conductor W. A. Cutting, Engineers John White, Robert Lang, Frank Zemanek and John J. Barker. Mr. Barker has a service date of November, 1871.

Superintendent Hasenbalg had business at the Railway Exchange, Chicago, the early part of October.

Switchman Frank Barker, Dubuque Shops spent a few days in Chicago visiting friends the first week of October.

We are sorry to announce the sudden death of Switchman W. H. Keller which occurred September 29th. Mr. Keller came to Dubuque about 8 years ago from Chicago and has worked in various capacities in the yard and was one of our most faithful employees. Although he had been failing in health for a considerable length of time, he continued to work and was on the job every day. The funeral was in charge of the B. of R. T. and his remains were taken to Elmhurst, Ill., for burial.

Business Car 222 with General Superintendent Weidenhamer, accompanied by Superintendent Hasenbalg made a business trip over the division October 11th.

The gravel pit at Smith's has been opened up and at present the gravel is being hauled to Dubuque for the new coaling plant.

Brakeman "Scotty" Muir has gone to Tacoma, Wash., for a three weeks visit.

Train Dispatcher E. W. Olson of the Des Moines Division is now working in the Dubuque office, relieving the force there while they take their two weeks vacation.

Miss Rose Dittsch, stenographer master mechanic's office, Dubuque Shops has returned from a short combined business and pleasure trip to the "Windy City."

Miss Barbars, operator at Harpers Ferry, is taking a three months leave of absence. She is being relieved by Operator Robertson.

A. Helle of Freeburg, Minnesota, has been appointed section foreman at Lansing to succeed John Kelleher who was transferred to Marquette yard.

Effective August 26th, the name of the station at North McGregor was changed to Marquette.

James Carter, machinist in the Dubuque round-

house has returned from an extended trip to New York and other eastern points of interest.

Joe Gerkey, former helper at Waukon has taken a telegraphers examination and is now working third trick at Preston, Minn.

Storekeeper F. C. Potterveld accompanied by his family and a few friends had a miraculous escape on Sunday, October 3rd, while making an auto trip near Dubuque. The car turned over, pinning the occupants under it, and although there was no fatalities, several of the party were severely injured. The accident was caused by a bee stinging Mr. Potterveld in the eye and when he reached up to brush it off lost control of the car.

Notes from Milwaukee *O'Malley*

Have not been able to gather very much news this time, so here is my mite:

Yardman Tom Marshall, has returned from a trip east. He reports having a pleasant trip and experienced a new sensation—took a ride in a seaplane over the Atlantic ocean (high fliers, some boys.)

Tom Monks has just returned home from a trip west.

Harry Loveland took sick while on a visit to Pittsburg, Pa., but was able to come home and about ready to return to work.

C. A. Bush if off on a vacation, don't know where.

Fred Grieb is also on a vacation.

W. G. Breckenridge, Sr., is on an auto trip. We know he will have a good time.

C. A. Tierney has returned from his trip and has taken charge of night yard at North Milwaukee.

T. J. Heaton is still in the east.

C. A. Tierney has taken the yard in North Milwaukee in place of Tom Roach who has gone on a second trip chief caller.

We are glad to report that Hugh Brophy is back at work after a year's illness.

Also that Joe White who was injured is expected back at work.

Sid Davenport is also on a vacation.

Fred Hansen and wife are rejoicing over the arrival of a fine big boy.

Owing to the fact that business was a little dull here, enabled everybody who so desired to get an opportunity to lay off, and Max Dahlke who always makes hay while the sun shines, and does something worth while is painting his house.

The Milwaukee Terminal Lodge of the B. of R. T. gave a dance in September and all who attended that liked to enjoy themselves reported having a good time. We are going to have another on October 29th. Judging from that, one can easily see there is a live bunch here.

The frost is on the pumpkin

And the corn is in the shock,

The old timers had their round up here

You should have seen the flock.

E. T. C. is all I can say,

Not being old enough

Of course I could not play.

And still they come. In the handsome man guessing contest, some day when I have time, I think I will go out and collect from some of the fellows who have been called, handsome. It ought to be worth a good cigar, or even a new hat from "some."

Oh, yes! Last, but not least, the ladies here are wide awake all right. They are going into politics right. Understand they have organized a political club. More power to them. God bless them!

One question more, I would like to ask a certain party at depot—Who is Lillian? Better watch your step!

Wisconsin Valley Division Notes *Lillian*

The Billionth and Twenty-third Slam.

"The Ford is my Jeopard,

I shall not want—

Another.

It maketh me to lie down in damp marshes,

It disturbeth my soul.

It leadeth me into deep waters;

It directeth me in the paths of ridicule, for its name sake,

WHEN BUYING INSURANCE

WHY NOT GET THE BEST OBTAINABLE?

THE "PARAMOUNT" DISABILITY POLICY

ISSUED BY THE

Massachusetts Bonding and Insurance Co.

IS "PARAMOUNT" IN FACT, AS WELL AS IN NAME

IT PAYS

The Full Principal Sum.....For Accidental Death

The Full Principal Sum.....For Loss of One Limb

Double the Principal Sum.....For Loss of Any Two Members

One-Half the Principal Sum.....For Loss of One Eye

With a 5% Increase Each Year for TEN YEARS

MONTHLY ACCIDENT INDEMNITY

FULL INDEMNITY for total disability—as long as the insured lives.

ONE-HALF INDEMNITY for partial loss of time—limit seven months.

DOUBLE INDEMNITY for hospital confinement—limit two months.

DOUBLE INDEMNITY for travel, etc., injuries.

HEALTH INSURANCE

FULL INDEMNITY for total loss of time by illness (whether confined to the house or not)—limit one year—one-fourth thereafter as long as the insured lives.

NO EXCEPTIONS

This Policy pays FULL Indemnity for total loss of time by Accidental injury or illness.

CLAIMS PAID EVERY THIRTY DAYS

CUT OUT AND MAIL THIS COUPON

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It prepareth a dead stop for me in the presence of mine enemies.

Yea, tho I race through the valley at thirty miles per hour,

I must sometimes slacken when going up grade. I will fear more evil when it is with me.

It anointeth my face with oil—its water boileth over.

Surely to goodness, if Lizzie follows me all the days of my life

I shall dwell in the house of the NUTS, forever." Joseph Dahl has been added to the clerical force in the freight department.

Mr. and Mrs. Eric Gerhke spent the week at Milwaukee and Chicago. Eric forgot to bring presents for us, wonder why.

Mr. and Mrs. C. H. Conklin motored to Stevens Point in their new Packard.

It has been rumored that the enginemen at the roundhouse are receiving bouquets of flowers. We would like to know more about it.

Katherine, who is the tall light-haired man you were seen with at the Bijou?

Word has been received of the marriage of C. O. Richards, traveling accountant; does that signify a box of candy on your next trip to the Valley? Congratulations and best wishes for a long and happy wedded life to Mr. and Mrs. C. O. R.

It is impossible to tell just how it happened but the name of A. R. Wiens and fountain pens has been linked together. Have there been any sales lately?

The entire office force enjoyed a picnic at Minocqua recently, about thirty in number and a most enjoyable time was had by all. Dinner and supper was served at Lake Kawagasauga.

Dewey Whitmore and Miss Ethel Nusbaum of Merrill were married on October 6th, at the home of the bride's parents. They departed for a honeymoon trip through the western states. They will make their home at Wisconsin Rapids, where Mr. Whitmore is employed as an operator.

No news from Steve this month, sorry to say.

We think Nora B's new name very becoming, and congratulate and wish you success and much happiness.

Kansas City Terminals

L. E.

Mr. Johnson, assistant chief clerk to agent, was in Milwaukee for the Veterans' Reunion.

Paul Draver has returned from a two and a half month's vacation in Montana. He is at present working at the Liberty Street freight house.

J. P. Stewart, general yardmaster, has been ill for several days.

Operator McCarthy and family spent a few days in Denver on a vacation.

Mr. Teebrake visited the terminals September 30th.

Friends of Maude Muller and Jay Tobias were pleased to know of their success in "Little Women" which was at the Grand the week of September 19th to 26th.

Tom Hayden and wife, (ticket agent), are spending their vacation in the east.

J. F. Anderson was in Chicago on October 7th.

Mr. Bjorkholm visited the K. C. Terminal in the early part of October.

Gladys Vail, daughter of H. J. Vail, chief clerk to the superintendent, underwent an operation October 12th. At last report she was getting along nicely. We all hope for her speedy recovery.

Miss Kane, stenographer in general agent's office, returned from her vacation this month. She reported she had a wonderful trip.

W. C. Devol, father of Don Devol, died in St. Louis on September 29th, and was buried at his home in Steelville, Mo. We extend our sympathy on behalf of the terminal employees.

Bill Overstreet has returned from his vacation. He says he enjoyed the Cuban climate, having been to Havana, Cuba, Florida and some of the other southern states.

Grayce Frick also returned from her vacation. She visited in Omaha, Milwaukee and Chicago.

And speaking of vacations, Earl Hewitt spent one, too. However, he did not leave our large city. We heard from good authority that he visited several second hand stores.

William Johnson of the local office has been ill

at the Research Hospital for some time. We all hope for his recovery and that he will soon be able to return to work.

Did all the ladies register this last week? And—ah—did they tell their ages?

Several of the girls at the local office are attending night school.

A new furnace has been installed at the east bottoms tower. Suppose everyone will be so jealous of those levermen now that they will ask to be transferred.

Motoring on the Milwaukee—Up and Down Hill on the Rocky Mountain Division

Nora B. Decca

A bit of news received too late for last month's "Motoring," but of the utmost interest to one family at least, was the arrival of a fine eight-pound boy on September 18 at the home of Brakeman H. F. Marshall in Deer Lodge. Congratulations, and may he soon be able to join the B. of R. T. along with his dad.

Mrs. E. M. Skeate, wife of Engineer Skeate, has just returned from a visit to the coast. While in Spokane she visited with Mrs. Bothwell, whose husband was a former Milwaukee employee.

Mrs. Homer Hayes and little daughter are visiting in Spokane, having left for that point October 1. Homer is breaking behind now, so he can get in on the feeds if there happens to be any in the caboose. Batching isn't all it's cracked up to be.

Dora Hyrup, daughter of Engineer Hyrup, has been in the hospital for some time, but is out again. She was threatened with pneumonia, but glad to see she escaped.

Another very important event occurred September 20, when a small daughter arrived at the home in Three Forks of Brakeman P. Kilpatrick. This isn't half; they named this same helpless piece of humanity Nora Elizabeth, and now I will have to buy her a diamond ring. Congratulations to the happy parents of this young lady, and good luck to her, too.

Mrs. Stiles, wife of Brakeman Stiles, underwent an operation at the Bozeman hospital, October 1. She was quite ill for a time, but am glad to say she is out and around again.

Fireman Fred Elmer left the first of the month for Minneapolis, St. Paul and other Twin cities, among them perhaps Hastings. Said he went to visit his home folks, but there was a very attractive young lady Fred was much interested in, and understand her home residence telephone was in the Hastings telephone book.

Brakeman Harry Mannon and wife have returned from Seattle, where they have been visiting for the past month.

Mrs. George Sanford and small daughter have returned from a visit east.

Conductor and Mrs. Floyd Sterling accompanied their son to Bozeman Monday, October 4, where he underwent an operation at the Deaconess hospital there. Is much better last report and will soon be out again.

Brakeman C. R. Johnston and wife returned to Three Forks from their homestead at Chalk Butte, where they have been most of the last summer.

Agent R. D. Crowder of Two Dot is again before the public. This time it's a girl, born September 10, and the proud father is handing around the smokes, we understand.

Among the benedicts on this division are two in the telegraph service. Operator R. H. Hane, on second trick at Martinsdale, took a short vacation east and returned with a bride (did not learn the lady's name); and second, none other than our popular agent at Lombard, H. C. Kearby, to Chicago on O.R.T. business (oh, my, yes), and there he found Florence Andrews Hoffman and brought her right back out here with him as Mrs. Kearby. I know, because I received one of those nice announcements in two envelopes, and I say for the Rocky Mountain Division a long and happy life to these friends of ours.

Mrs. George, second trick operator at Cardinal, is east on a visit, and Miss Mary Sheek (of the sweet voice) is relieving her.

Mrs. James Cronin, second operator at Donald, who has been off on a vacation, is back to work again. She spent the time with friends and relatives, east, and also took a camping trip with her husband.

Operator Sterling, second Harlowton, who has been doing extra train dispatching in Lewistown, is back again and Mr. Gilpin, who relieved him, went to Miles City.

Mr. and Mrs. "TY" Taylor, operators in the Butte relay office, have returned from a trip to the coast. I went upstairs on purpose to smile at him, but he looked right over the top of my head. I suppose it was because his wife was there, though.

There is another wedding lined up in the engine service on the division and if the NM correspondent doesn't tell about it, I will let you know next time. Perhaps it may be two weddings, but not both in engine service; perhaps that is why Ann is so absent-minded?

* Fireman Dickerson has returned from a month's visit with his folks at Kansas City.

Engineer Douglass, who has been away for several months on vacation in the east and south, is back again on the head end of 15 and 18.

Operator Whaley at Deer Lodge broke his arm—or some one broke it for him—any way, it's broke, and he says he will be, too, if he has to lay off much longer with it. He is relieved by Mr. Sitton.

The most serious wreck that this division has ever had happened at Piedmont, September 29, about midnight, when the rear half of an ascending train broke from the head end and ran away, from about Vendome. There were about fifty cars, box and gravel, in the runaway train, and they struck the helper motor and a part of a descending train in the Piedmont yard, killing Engineer E. A. Muetz and nine other unknown men, and injuring Brakeman Gormely seriously. Mr. Gormely and two of the other injured men were brought to the Three Forks hospital, where one man died shortly afterward. Mr. Gormely is very ill and it is not known at this late date what chances he has for recovery. His father is here from Salt Lake with him. Mr. and Mrs. Muetz had just returned from a visit east and Mr. Muetz had not yet returned to work, his wife being nearby when the accident occurred and saw her husband killed. Engineer and Mrs.

Rowland of Piedmont with Mrs. Muetz accompanied the remains to Middleton, Wis., for burial. The entire division offer sympathy to the grieving ones in their loss.

E. A. Workman is working in place of Mr. Barton, who is on days for a time, while John Lane, boardman here, and his wife and family are east on a visit. They will go to Kansas City and other southeastern points before returning.

Mrs. Barton and two daughters have returned from a visit with Mrs. Barton's parents in Colorado.

I am short of the interesting news items this time, but hope to do better. Remember, I live out where the country starts and lots of things will get by me if you don't drop me a note now and then.

East Wind

Mile a Minute

Bread is the staff of life and someone wanted to deprive Wallie Swanson, Mr. Gillick's secretary, of a portion of his staff on the Southwest the other evening, so we hear. Wonder who the party was. Anyway, he said it was because she liked graham better than white.

T. E. Crago, formerly stenographer to Mr. Johnson, has been transferred to Beloit as chief timekeeper.

We are sorry to learn that Mr. Welch, assistant comptroller, was forced to take a sick-leave for two weeks last month. We understand he is now back on the job, and we wish him the very best of health.

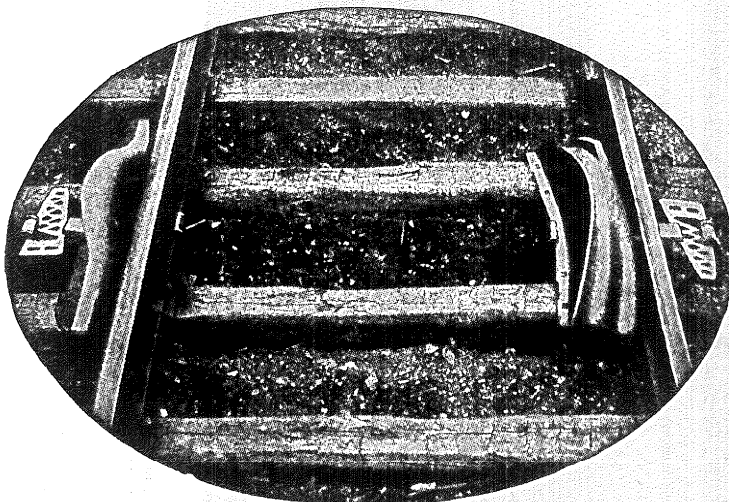
The most important question in 1248 is "Where Oh! where is Charlie?" Yes, he is a politician.

We have heard it said that it takes a good soldier to face all the powder in the general manager's office. You should see the choice array they have in 1215.

Mrs. Aiken, room 1214, has been ill for the past week, and we hope to see her with us again.

While making some investigations here, Mr. Hori, president of Osaka Soshen Kaisha Co., be-

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came ill and it was necessary for him to return to Japan immediately. Henry Daniels accompanied Mr. Hori as far as Seattle in Car Milwaukee, and reports Mr. Daniels gave him the best of service.

Miss Mattie Seig'l, of the refrigerator service department, claims it was not Broadway's bright lights that lured her to New York City recently, but we have our doubts. Miss Seig'l has now been from the Golden Gates of the West to the metropolis of the U. S. in the East, but has returned to Chicago each time. Some puzzle.

Wallace Swanson, formerly with Mr. Weidenhamer, has returned to the Railway Exchange to act as Mr. Gillick's secretary. We understand Wallie can tickle the ivories as well as a typewriter.

E. E. Harkness, one of the Milwaukee directors, made an extensive trip in Private Car Pelham, leaving Chicago, Saturday, July 24th and returning Wednesday, September 29th. His trip included New York City, Butte, Yellowstone National Park, California coast cities, Portland, Seattle, Vancouver and Winnipeg, returning to Chicago via Minneapolis. The total mileage made was 11,460 miles.

Our friend, Mr. Lethenstrom, special accountant, has a hard time sitting at his desk while these nice days for golf are here. We wonder who the golf champion is, F. L. or J. R.

Frank Lowry, Mr. Byram's office, was ordained as deacon of the A. M. E. Church at the conference in Des Moines, October 26th. Mr. Lowry has the Company's interests at heart, as he was instrumental in arranging for special accommodations for fifty-five preachers going to the conference over our line, and sixty-six returning. All were well pleased with the Milwaukee service.

Jazz Nolin, manager of the Belleplaine ball room, is said to be a woman hater. Can't understand how anyone can feel that way among the many fair ones Mr. Whipple's office can boast of. We have with us in 1214 Miss Johnnie and Mr. Bob.

Miss Teresa Powers has accepted a position with O. M. Stevens. Miss Powers was formerly employed in Superintendent Lollis' office, Savannah.

Joe Erickson is now with Mr. Bradshaw, filling the place vacated by Madison Viers. Mr. Viers has returned to Davenport.

Wonder how Emma and Mildred like their new office associates in the comptroller's office?

Have you noticed the down-hearted look on Buck Howlett? Guess it is because those \$2.00 worth of peaches went A. W. O. L.

From recent purchases made by Miss Smith and Miss Leibson, dashing stenographers of the Oriental Freight Department, it is rumored that Cupid has been playing havoc with their hearts. Our congratulations to the lucky fellows.

Miss Winters, formerly in the central regional office, is now stenographer to Mr. Dempsey in the vice-president's office.

The party who claims the boys of 1204 can't locate the matrimonial bureau is all wrong. Old H. C. L. is the cause.

We wonder what the attraction can be in Milwaukee. Jim Stafford seems to be making numerous trips lately. What is her name, Jim?

Mildred Huber still refuses to tell us who the lucky one is, and when the great event will take place. We'll find out yet!

Merlin Schulkins was seen loitering in the vicinity of Adams and Wabash during a recent thunder shower at 5:45 P. M. We quit at 5:00 o'clock, Merlin. What is the big idea?

F. H. Johnson, vice-president's office, has returned from a ten-day trip on Lines West on Company service.

For the past few months Roy Jones has spent quite a few hours window shopping. Why the furniture stores, Roy?

The old corporation bunch are still together, but do not think they feel at home in their new office. Nothing like old 1455.

MacSweeney, Oriental freight department, has been seen buzzing down the drive in a big seven-passenger touring car. When are you going to take the boys and girls out for a drive?

Emily Dougherty has accepted a position in Mr. Barry's office. We will miss her at the Exchange, but we hope she will come back and see us once in a while.

Mr. Witt, general manager's office, still continues on the sick list in spite of the rumors that he was coming back last month. We hope, however that he will be able to return soon.

Fern Steff made a trip to Laredo, Mo., last month to visit her parents.

Mr. Burtness had a very nice trip last month touching New York, Buffalo, Look-Out Mountain, Washington and Canada.

Mr. Peterson and some of the girls from the employment bureau have been spending some time at Galewood the past few weeks checking some of the switchmen's records who are coming back.

Mr. Kelly, Mr. Whipple's office, is the proud father of a new son, Francis Donald. Little Don is now a month old, but we were late in discovering the good news. Our congratulations are extended.

At a get-together party, the Oriental freight department entertained Mr. Nakamura and Mr. Kimura, representatives of the two largest Japanese steamship companies on the Pacific. Quite an enjoyable evening was had by all concerned. It is hoped that arrangements can be made for another party within the near future.

Doris Hart has accepted a position in the file department of the general manager's office.

Please bear in mind that all contributions are gratefully received. Address Employees' Magazine, Room 1215 Railway Exchange, and we will see that the items are published.

Sioux City and Dakota Division.

H. B. Olsen

President H. E. Byram, Vice-Presidents B. B. Greer and R. M. Calkins, accompanied by our local division officials, Supt. C. H. Buford, Trainmaster W. F. Ingraham, Chief Dispatcher W. C. Givens, C. N. Curtis, district freight and passenger agent; A. M. Martinson, master mechanic, and J. T. Clark, car foreman, visited Sioux Falls last month. Upon arrival of the special train, in charge of Conductor Rands and Engineer D. Thompson, the party were met and entertained at an impromptu "get acquainted" gathering of business men at the Sioux Falls Chamber of Commerce club rooms. Nearly two hours were spent in social intercourse and discussing various problems of interest. R. M. Calkins, vice-president in charge of traffic, said in part: "We have a bread basket almost capable of feeding the world, at both ends and in the middle of the system, and it is doubtful whether any other railroad system has a greater number of manufacturing industries along their lines of railway."

H. S. Wykoff has been appointed city passenger agent, with headquarters at Sioux City. He is well able to handle that end of the passenger traffic.

H. S. Rolland, traveling engineer, was at Sioux Falls recently on the usual inspection trip.

C. G. Vollmer, superintendent of B. and B., made a trip over the north end recently, inspecting bridges on the Egan and Madison lines.

C. A. Manson, assistant general yardmaster at Savannah, was in Sioux Falls the latter part of the week, packing up his household effects. He has now moved his family to Savannah.

V. H. Lange, roadmaster's clerk at Sioux Falls, has been transferred to Elk Point, where he has accepted a position with the B. and B. department.

Mrs. W. Baysore and two sons have just returned from a visit in Milwaukee, where they spent two weeks during the state fair there. Conductor Baysore says batching is tough.

Engine Foreman J. Tillman has been laid up for two weeks on account of spraining his ankle. However, he has reported for work again and is on the job in Sioux Falls yards.

Dispatcher R. M. Truesdell, who comes to our line from the Northwestern at Sioux City, is now a regular dispatcher, filling vacancies in the dispatcher's office.

Night Chief Dispatcher C. L. Jacobs and family have returned from their annual vacation, motor-ing through various parts of the Corn Belt state.

Dispatcher H. L. Hoskin and wife are visiting in the west, making their headquarters at Spokane.

Water-softening plants are being constructed at Yankton, Canton, Scotland and Tripp.

On August 30, train No. 36 discovered the body of a dead man between Hill Siding and Harrisburg, evidently having fallen from some night

train. No identification could be found on the body and the coroner of Lincoln county took charge of the remains.

P. S. Prevoy, water service engineer, was over to Platte recently, inspecting the new well just completed by the company at that point.

Freight Agents W. D. Griffiths, Sioux Falls; R. G. Larson, Sioux City; G. E. Ferguson, Yankton, and H. C. Snow, division freight inspector, recently attended a claim prevention meeting in Chicago.

Miss Hannah Garning, bill clerk, Sioux Falls, spent the week-end at Canton with home folks.

George Francis, coal heaver, Sioux Falls, went to Sioux City recently and watched Omaha "trim" Sioux City in a game of ball.

It is useless to worry and useless to tell a man it is useless to worry—don't do it.

Agent Wood and family at Freeman have been away on their annual vacation; relieved by P. P. Sand, who has entered the service and who comes from the traffic department of the Standard Oil Company.

Operators E. E. Lovejoy and H. B. Olsen and families spent a week-end at Mitchell, making the trip by motor. On the return trip, when approaching Emery, a black cat crossed the trail—then a blow-out, the Emery "cop" wanted to arrest us for traffic violation; talked him out of it, and after a few short-circuits in our ignition we arrived at Sioux Falls, safely and soundly.

Conductor Crews has been off for a few days from his run on the Running Water line, Conductor Crellan relieving.

Conductor Mallory took a week off to move his family to Marion Junction, at which point is his Sunday lay-over. Conductor Class took the run during his absence.

Conductor Dave Murphy was off for a few days, relieved by Conductor Blackney.

Engineer Bradberry from the Running Water line is building a fine new home in Mitchell and expects to move his family there upon completion of the same.

Operator Everett at Scotland has been off for a week on account of sickness and we are glad to

say he has been able to resume work at the latter point.

George Fusselman, coach cleaner at Running Water, spent the week-end at Scotland with his family.

Operator Colombe drew third trick at Scotland on bulletin.

Conductor A. E. Bryan has resumed work on the Armour line after an absence of three months, which time was spent in the west, including the "Canadian Club" in Canada.

Train Baggage-man Lawrence and Mrs. Lawrence are rejoicing over the arrival of a fine ten-pound boy, who arrived on August 11.

Brakeman E. L. Grebe is planning his annual vacation, to leave about October 1. He expects to visit Cleveland and St. Louis.

T. Paulson, agent at Corsica, has been shipping so many eggs lately he has gained the name of "Egg" Paulson.

Conductor Medin is off on few days' leave, probably getting ready for the duck season.

Conductor Delany is off, suffering with a bad case of hay fever, but more recent reports state he will soon return to work.

The roundhouse and all outbuildings in the yard have been given two coats of paint and now present a very neat appearance.

Agent W. O. Beck, Geddes, has been over the division in behalf of the O. R. T. and assisting in straightening up difficulties.

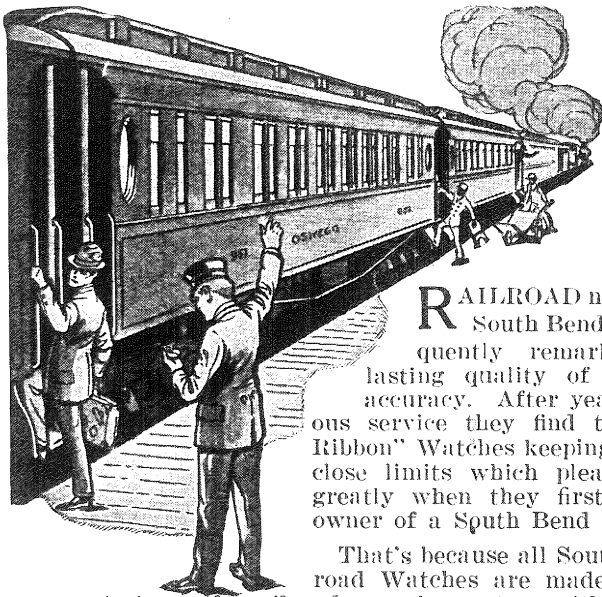
Operator Grendler and Clerk Nichols at Platte each check short ten dollars, both having spent this amount for a spin in an airplane.

The Platte ball team was badly defeated in two out of three games played at Platte during the big fair.

Yardmaster J. R. Bankson, Sioux Falls, spent a few days in Sioux City.

Fireman Banning, Sioux Falls, is off for a few days, going to Lake Campbell for the onrush of the ducks.

G. V. Kohls, agent at Lesterville, was called to Black Creek, Wis., account of illness of his mother. Operator K. L. Everette is relieving.



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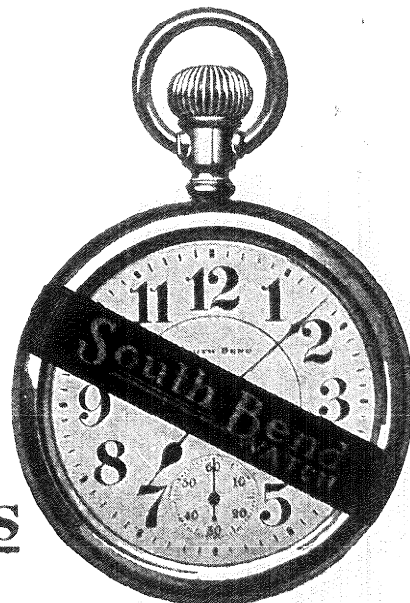
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South Bend Watches

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Chief Dispatcher W. C. Givens is on his annual vacation, visiting points in Montana and Wyoming. Night Chief C. L. Jacobs is relieving.

H. E. Bram, agent at Fairview, and family are on their annual vacation; relieved by Relief Agent P. P. Sand.

Assistant Superintendent C. F. Urbut of the B. H. Division, visited at Sioux City recently.

Bert Helvik received Ethan station on bulletin and is now on the job.

Conductor H. W. Jory and wife have left for various points on the Coast and will make an extended visit on the western slope.

Floyd Nellis, third operator at Scotland, drew the Burbank agency and is now in charge of that station.

Conductor Murray Burrell had the misfortune to lose a valuable diamond ring somewhere between Hudson and Hawarden.

Otto Wentz, who has been helper at Hawarden for the past few weeks, has given up station work and entered the train service.

The freight and passenger depots at Sioux Falls have been fitted with indirect lighting systems. The fixtures are of latest types and the lighting is perfect.

Both streets leading to the depot at Hawarden have been paved and new crossings are being constructed by the company, working in line with the new improvements.

Agent C. P. Kinser and wife of Meckling have returned and C. P. has resumed work. They have spent the past two months in the west.

The office force of the freight house at Sioux City enjoyed a "wiener" roast and picnic at Stone Park a couple of weeks ago. A most enjoyable time was had, there being twenty-eight employees, together with several invited guests, who made up the party. A very elaborate banquet was served by the ladies.

The yard office at Sioux City received a couple coats of paint a few days ago. This makes a big improvement. F. M. Henderson, G. Y. M., will begin to think he has a palace before long.

Shower baths, a rest room and locker room have been installed at West Yard, Sioux City, for employees at the roundhouse. Also, the roundhouse foreman has a brand new office.

E. L. Notley, roundhouse foreman at Sioux City, has been promoted and transferred to the position of master mechanic on the Iowa Division.

S. E. Hanson, B. & B. foreman, and crew have completed improvements at Henkin, the new station on the Madison cut-off, and are now installing a new hot air furnace in the passenger depot at Sioux Falls. Other repair work will also be taken care of about the Sioux Falls yards while the crew is at that point.

Thanks to contributors—we appreciate them.

Twin City Terminal Division

Molly O.

President Byram and members of his official family visited the Terminal September 18, enroute to the coast.

F. E. Quirk has returned to work as chief clerk to Superintendent Van Dyke, after an absence of six months in the hospital. Says he is glad to be back, and wishes to thank his many friends for the consideration and assistance given him during his long illness.

Roger Miller leaves the engineering department October 1st to enter the state university. Mr. Miller intends to take a course in dentistry, and Violet says hers will last until he finishes.

Miss Jean Smith, of the telephone department, has returned from a vacation spent on a ranch in Canada.

Miss Hannah Loken is visiting in Hudson and Chicago.

Clarence Prescott thinks his Ford displayed real human intelligence when it threw off a rear wheel right in front of a Ford garage.

George W. Pasco is spending his vacation viewing the scenery of South Minneapolis and, incidentally, putting on storm windows.

Miss Georgia Perry is spending a few days with friends in Iowa.

We have now discovered the cause of all those "Boisterous Doings in St. Paul." Our discovery was arrived at by the process of elimination. "Birdie" is away on her vacation.

George Scarce, from Miles City, has been appointed depot ticket seller.

H. McGowan from Canada is the latest addition to the depot ticket office.

Donald McMillan has returned from a trip to Vancouver, B. C., and is with the Minneapolis city office.

John O'Connell has been transferred from Minneapolis depot ticket office to city ticket office, St. Paul.

E. G. Ambli is the new city solicitor for the Illinois Central in St. Paul and Minneapolis. We predict a flourishing business for that line from now on.

J. P. Paulus, from Milwaukee, visited in St. Paul and Minneapolis a few days this month.

Bob Stewart leaves Sunday, the 26th, for St. Louis, via Chicago, with the United Druggists' Rexall Special. This is a live bunch and Bob expects to have a good time while holding down the lid.

Mr. McCauley seems greatly relieved after being overhauled by the roundhouse foreman.

Notes from the Aberdeen Division

W. H. Murphy

W. O. Hiddleston has been appointed chief clerk to Division Superintendent O. N. Harstad at Aberdeen.

Miss Louise Oeschle, employed as bill clerk at Aberdeen Car Shops, is off enjoying a week's vacation.

Miss Celinda Niemi, chief clerk at the local roundhouse, has again returned to work after having been absent from the service for several weeks account of undergoing an operation. We are all well pleased to see Miss Celinda back on the job.

H. Davies, Jr., caller at Aberdeen roundhouse, spent a few days the first part of September in Minneapolis, Minn., at the Minnesota State Fair and claims it was a "Regular Fair."

Murry Widdis, caller on the third shift at Aberdeen roundhouse has resigned to attend college. His place has been filled by appointing Earl Mehner third shift caller. Mr. Mehner has been driving one of the City Fire Department trucks and we trust he will get around after the "Rails" when calling, with the same speed he took his brother firemen to the fires.

Saturday, September 11th, at 2:45 P. M., the president's special reached Aberdeen. The party made a thorough canvass of our plant and seemed well pleased with the conditions. They then continued on their trip west.

J. Standart, has been appointed slip foreman at Aberdeen succeeding W. H. McMeekin.

H. E. Riccius and Frank Hemsey, division master mechanic and traveling engineer from Montevideo, Minn., came as far as Aberdeen with the president's special, Saturday, the 11th of September and spent the balance of the afternoon visiting the various offices at this point.

All concerned on the Aberdeen Division were pleased to hear that former division master mechanic on the Aberdeen Division, R. C. Hempsted, has been promoted from D. M. M. at Madison, Wis., to the same at Ottumwa, Iowa.

Greetings are received at Aberdeen quite often from G. Lamberg, former division master mechanic at Aberdeen, now shop superintendent at Minneapolis, and we are always pleased to be remembered. The best wishes of all on the Aberdeen Division are returned.

Leo Lutgen, cashier at the local freight house, says he don't care if he never sees anymore "BACK PAY."

L. J. Faeth, rate clerk at the local freight house, goes to St. Paul quite often. Yes, indeed, Louis is a great baseball fan.

F. Faeth is back on the bill clerk job at the local freight house and figures he sure can reduce weight now.

Ben Downs has been appointed second bill clerk at the local freight house.

Miss Savage of Lead, South Dakota, was a recent visitor at the division freight and passenger office. Yes, Yes, Gus Rueland is some lucky man.

Aberdeen Division has now moved in to first place with all concerned, battling around 400, and we hope to hold the initial position until we eventually win the pennant for a clean slate in regard to engine delays and failures.

H. F. Gibson and family wish to express their sincere thanks for the floral offering during their late bereavement of Mrs. Gibson's father.

Sympathy of all concerned is extended to Erig

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match

BE

H. Kinder and family in the loss of their little son "Bobby."

Through the efforts of Division Superintendent O. N. Harstad, chairman of the Safety First Committee on the Aberdeen Division, a great many ratings have been corrected which might lead to injury and even loss of life. It is hoped that a good many more of the employees will turn out to these Safety First meetings and offer any suggestions that may benefit themselves or their fellow men and at the same time promote "Safety First" on our division. B. B. Greer, vice president, recently issued a letter in regard to holding of regular Safety First meetings, as the Safety First question is one of the most important we have to deal with and too much cannot be said along these lines.

Miss Sigird Niemi, stenographer at the round-house, is spending a week's vacation at Poplar, Wis.

Chas. Capon, chief clerk in the storekeeper's office at Aberdeen, recently spent a few days visiting at Mobridge.

Some one please see that Miss Verna Link, stenographer at the local freight house gets a copy of the monthly employees' magazine. Brother L. J. Faeth will kindly see that Verna is not slighted again as it was only after a thorough search of the offices in the Aberdeen Depot that a copy of the July issue was finally located for Miss Link.

Seattle Comment.

"Jayayc."

Since last issue of this magazine, Agent Paul Wilson has added a valuable assistant agent to his staff—C. R. Cheney, formerly of Tacoma. Welcome to our midst, C. R. C. We are all with you to an employee.

C. A. Brown, formerly cashier at Ocean Dock, has been appointed customs entry clerk and visits Vancouver about once a month. You know me, Charles?

Nick Myers, our congenial form F.A.P. 103 man, has landed a fine job in New York City. Sorry to lose Nick, but wish him all he wishes in his new venture.

P. A. Whaley and wife, import department, made a business trip to Spokane a few days ago. While there he was called upon to defend Larry Barrett yard clerk, accused of destroying Couer d'Alene Hotel property with a gimlet. Herb Love of timekeeper's office, Tacoma, prosecuted the case, but as usual P. A. W. out-talked him and won the case.

Dell Ware, Wharfinger Ocean Dock, is now at Pier 6, having displaced Charles Smith by bumping rights. Charles is now located at local freight office.

Understand Louie Weigand of export department was in Vancouver a day or so, spending some of his back time?

The city hath its charms, so says Billy Dolle, who has returned from the fields of labor in the wilds of South Dakota. Billy is now on the pay-rolls of the local freight office.

George Gaither was called upon one day last week to produce a stenographer, which he could not. For particulars write George at Seattle.

P. A. Whaley, import department, reports that

Send No Money

Profit Smashing Bargain—Just send your name, address, size and color for 6 pairs of these handsome, durable, genuine Duo-Web silk socks. Pay only \$3.19 for six pairs on arrival. **GUARANTEED \$6.00 VALUE.** Wonderful quality, extra heavy silk. Elastic ribbed top. Double toe and sole, high spliced heel. Choice of brown or black. Fast colors. Write today for this astounding offer. Limited quantity. Only 6 pairs to a customer. Shipped delivery charges paid. Pay only \$3.19 on arrival. Money back if you can match them for \$6.00.

Dept. L. 8711

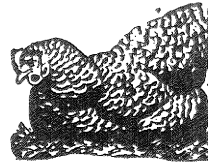
BERNARD-HEWITT & CO., 900 W. Van Buren, CHICAGO



Don't send a penny. Pay only \$3.19 on arrival.

50 Eggs a Day

"More Eggs" Tonic is a God-send," writes Mrs. Myrtle Lee, of Boston, Ky. She adds, "I was only getting 12 eggs a day and now I get 50." Give your hens a few cents' worth of "More Eggs," the wonderful egg producer, and you'll be amazed and delighted with results.



\$1.00 Package FREE

Send the coupon below. Don't send any money. Mr. Reefer will send you two \$1.00 packages of "More Eggs." You pay the postman upon delivery only \$1.00, the price of just one package, the other package being free. The Million Dollar Merchants Bank of Kansas City, Mo., guarantees if you are not absolutely satisfied, your dollar will be returned at any time within 30 days—on request. No risk to you. 400,000 users praise Reefer's "More Eggs."

Poultry Raisers Everywhere Tell Wonderful Results of "More Eggs"

126 Eggs in 5 Days

I wouldn't try to raise chickens without "More Eggs," which means more money. I use it right along. I have 33 hens and in 5 days have gotten 10½ dozen eggs, or 126.

MRS. J. O. OAKES, Salina, Okla.

"More Eggs" Paid the Pastor

I can't express in words how much I have been benefited by "More Eggs." I have paid my debts, clothed the children in new dresses, and that is not all—I paid my pastor his dues. I sold 42½ dozen eggs last week, set 4 dozen, ate some, and had 1½ dozen left.

MRS. LENA McBRON, Woodbury, Tenn.

1200 Eggs from 29 Hens

The "More Eggs" Tonic did wonders for me. I had 29 hens when I got the tonic and was getting five or six eggs a day. April 1st I had over 1200 eggs. I never saw the equal.

EDW. MEKKER, Pontiac, Mich.

160 Hens—1500 Eggs

I have fed two boxes of "More Eggs" to my hens and I think they have broken the egg record. I have 160 White Leghorns and in exactly 21 days I got 125 dozen eggs.

MRS. H. M. PATTON, Waverly, Mo.

\$200 Worth of Eggs from 44 Hens

I never used "More Eggs" Tonic until last December; then just used one \$1.00 package and have sold over \$200.00 worth of eggs from forty-four hens. "More Eggs" Tonic did it.

A. G. THODE,

Sterling, Kans., R. No. 2, Box 47.

Send No Money!

Don't send any money; just fill in and mail coupon. You will be sent, at once, two \$1.00 packages of "MORE EGGS." Pay the postman upon delivery only \$1.00, the extra package being FREE. Don't wait—take advantage of this free offer TODAY! Reap the Big profits "MORE EGGS" will make for you. Have plenty of eggs to sell when the price is highest. Send TODAY—NOW!



F. J. REEFER, Poultry Expert.
4078 Reefer Bldg., Kansas City, Mo.

Dear Mr. Reefer:—I accept your offer. Send me the two \$1.00 packages of Reefer's "More Eggs" for which I agree to pay the postman \$1.00 when he brings me the two packages. You agree to refund me \$1.00 at any time within 30 days, if both of these packages do not prove satisfactory in every way.

Name.....

Address.....

he handled seven cars of reindeer meat from Alaska, destined to Minneapolis. You boys at Minneapolis should kick in with a good cigar for the information, as I'll say a nice juicy steak for Christmas dinner can't be beat.

Play in One Act.

Scene 1. Pearly Gates, Heaven. St. Peter admits Jake, marked in home town as a case-hardened sinner.

Horrified angel, who had known him of old, preens left wing and asks in tones of outraged piety: "How did you get here, Jake?"

Jake (with a shrug): "Flu."

Seattle Yard.

Miss B. Fitzpatrick has returned from her trip to Ireland, and is back at work at the yard office.

W. J. Murray, our order clerk, and Ward Bell, third trick weighmaster, spent a week on the Olympic peninsula hunting. They didn't shoot anything but some kodak pictures and they report that army roast beef and baked beans are wonderful as a steady diet.

Frank McCullough has left to spend a few weeks in North Dakota. Frank likes the alkali water.

W. J. McMahon says that Bryn Mawr is more popular than ever.

J. G. Mitchell, our G. Y. M., has returned from Pendleton, Ore., and says the round-up was great.

Ed. Moore leaves us for a two weeks' tour around Vancouver and Victoria, B. C., and will consult a throat specialist while there. On account of that taste, don't you know.

Hazel Baugh says you can't beat Alderwood Manor for raising chickens. How come? Hazel took first prize on four pens of rabbits. They're not chickens.

George Hutchinson and Doc Henricks are glad that school has reopened.

M. P. Cellyham says that the Whatcom avenue water front is the longest stretch of water front in the world. Next to New York, we say.

Andrew Peterson is digging up some special work for I. C. C.

Shorty Coburn has taken off a few weeks to help his wife with the preserves. Mr. Stephens is taking his place.

Frank Quigley says that business will get better at Van Asselt—by and by.

C. H. Miller has progressed so rapidly with his wireless that he has already learned the S. O. S. signals.

Billie Kerwin says that Lillian is a fine dancer. Well, well.

Merritt Hurd says that it costs too much to get married. He evidently doesn't think that two can live as cheaply as one. Maybe she will consent to work a while and help swell the exchequer?

Jack Webb has sworn off of liquid nourishment.

Russell Powell is staying in town while his folks are back East. It's not so far to Leschi, either.

Our erstwhile messenger, L. Matthison, better known as Seldom Swift, has resigned and is now employed at the Ford plant, slapping Fords together for Henry.

News Items from the Northern Division

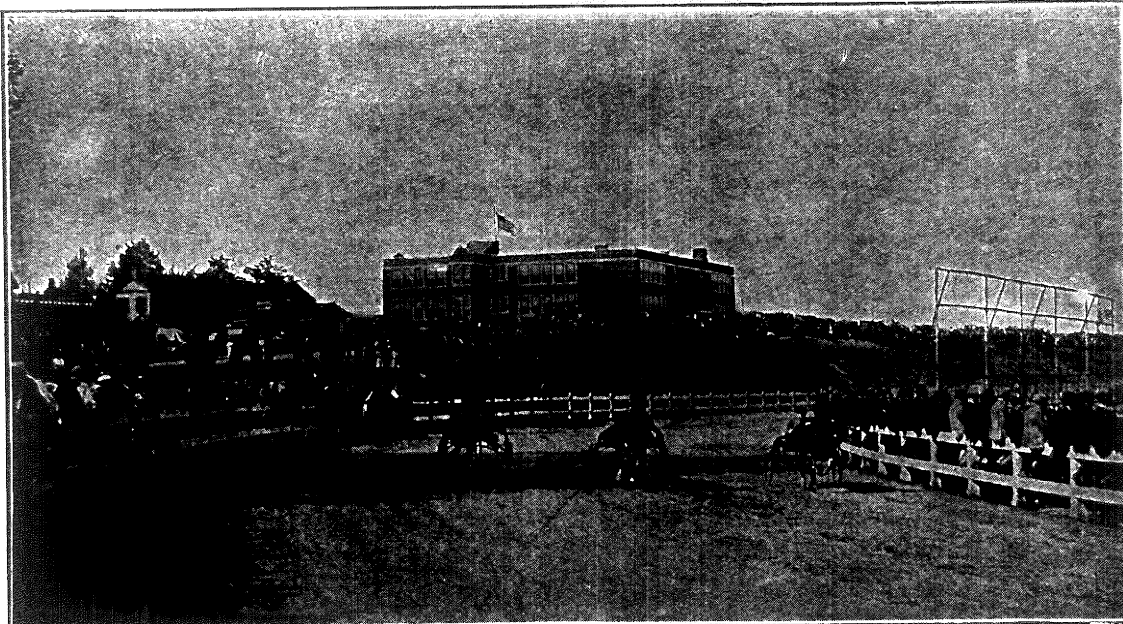
Hazel E. Whitty

Walter Blank, Casey Jones, Paul Ranthom and Julius Blank were examined and passed on time card.

Conductor Louis Stoltz and wife have returned from a two weeks' vacation. They spent some time with their daughter in Minneapolis and visited relatives at Millbank and Ortonville, Minnesota.

No need of going to the movies to see John Bunny act. J. Wiegner, section laborer on Section 6 has it all over on him. The crew were going to work, the section foreman having a trailer on his motor car with barrel of white-wash on it. The motor car overturned and Wiegner made a fancy dive into the barrel of white-wash.

A photographer has been making the rounds of the Northern Division and we expect to see something pretty classy when the proofs are



VIEW IN IDEAL PARK, ENDICOTT, N. Y.

Situated on the banks of the Susquehanna River, Ideal Park has every known form of outdoor amusement for young and old. EVERYBODY WELCOME—EVERYWHERE

ENDICOTT-JOHNSON

Shoes for Workers and Their Boys and Girls

Endicott, N. Y.

Johnson City, N. Y.

We make "BETTER SHOES FOR LESS MONEY"—Ask your Dealer

out. Understand that he got a very fine picture of the Prison City gang.

You should all read the "Monthly Review" of loss and damage to freight in June, 1920, as compared with those of the same month last year. The losses for June, 1920, exceed those of the year 1919 by \$383,339, according to the figures given. This is an enormous amount and every employee should take it upon himself to do everything possible to safeguard the interests of his employers by endeavoring to reduce loss and damage claims. There are many ways in which this can be accomplished, and we should all apply ourselves. The loss to the Company is the same as a personal loss. Get busy.

Percy Behlke took a big paying job on Nos. 9 and 46. He wants to get married, and we all admit that he will need money for this.

John Ryan passed the examination for conductor.

Pat Regan recently broke a camera, but not in the usual way. While at the Beaver Dam Fair the moving-picture man spotted our Pat and, noting his muscle, asked him to hold the machine for him, as it was a very windy day. Pat willingly agreed and for a few minutes stood firm as the Rock of Gibraltar holding the machine. In a moment, while Pat was off guard, the wind gave one tremendous sweep and both machine and Pat fell to the ground. Unluckily Pat was on top, so the machine was badly damaged. Pat should know that all is not Fair that flatters.

Mrs. W. H. Armstrong and son Earl are spending two weeks in Kansas City.

The beet season is at hand and Mrs. Glasnapp is getting the flag shanty at Menomonie Falls ready, preparatory to being on hand for the big rush. The trainmen will meet her with a glad hand, as they know they will not have to watch out at all with Mrs. Glasnapp on the job.

"So they sent your little boy to the reformatory. That is too bad." "Yes," replied the fond mother, "and he was such a good boy, too. Everything that he stole he brought right home."

Mrs. W. H. Schwulst was confined to the hospital for a few days, undergoing an operation for throat trouble. She has returned and is getting along fine.

A. P. Honzelka, who has been running an extra gang all summer, has returned to the Fond du Lac yard. Bump says he is glad to have Abe back again.

William Kerk has repaired the platform at Iron Ridge. Baggage man Wiley says that he should have done this before he lost his teeth from the truck tongue hitting him in the jaw.

R. Whitty is hoping that the weather will get cooler so that the ducks will fly. He wants to get a little practice in before the deer season opens.

Charles Neuman is hoping that it will freeze up so that he can break the weeds in the Granville yards. The hot weather and Charles do not agree, because when he wants to work on the east side of a car the sun is on the other side and he always gets sleepy in the shade.

Beside the fine writeup that Mrs. Kendall had in the October Magazine about the meeting of the V. E. A., anything we might say would look rather sickly. The only thing she forgot was to mention the broom dance and the other dances, special for those who were not very heavy on the "shimmy."

In reply to the Superior Division correspondent wanting to know what kind of a horse it was that Tom Pluck showed me, I will advise that it was a "horse on me."

November.

November's woods are bare and still,
November's days are clear and bright;
Each noon burn's up the morning's chill,
The morning's snow is gone by night.
Each day my steps grow slow, grow light
As thru the woods I reverent creep,
Watching all things "Lie down to sleep."

Car Accountant's Office.

"Maggie"

Sh! Dark secrets are circulating! A dark night, lanterns and all that is dark, and we would still be in the dark, if it were not for our elongated source of information. We were asked, "When is a night crawler not a night crawler?" and Charley Hill came through with, "When it's

Try My Winter EGG MAKER For 30 Days

Send me no money. Just the coupon. My great Winter Egg Maker is called "Two-for-One." I want to send you some to try. Joe Brabee, Jr., of Mount Olive, Ill., gave his hens "Two-for-One" and got 336 eggs last November from 12 hens. Mrs. T. T. Sirmons of Milltown, Ga., got 469 eggs from 19 hens in one month. Mrs. J. A. Doll of Corinth, Mass., in February got 709 eggs from 25 hens. Mrs. T. W. Wills of San Diego, Calif., writes that her 42 hens laid 1,260 eggs in one month. Mrs. R. Hegi of Buckeye, Ariz., got 93 eggs a day from 100 hens in February. Your hens can do as well if you give them "Two-for-One."



I Guarantee It to Produce Winter Eggs for You at a Cost of 1c per Dozen or It Won't Cost You a Penny

If your hens are moulting they need help in getting over it quickly. If your hens are over the moult they need help because the process of moulting has weakened them. That is why they are droopy, lazy, listless.

My great Winter Egg Maker contains Iron Sulphate for the bone building and strengthening, Precipitated Calcium Phosphate for shell-forming material, Ginger for a general tonic, invigorator and to sharpen the appetite, and Aloes as a gentle yet effective laxative and intestinal antiseptic. These four ingredients are just what hens need now, just as weak soils need nitrogen or other ingredients.

Send No Money

I want to send you my great Winter Egg Maker, "Two-for-One," to try 30 days. Don't send any money now. Just send me the coupon. I will mail you "Two-for-One" prepaid. Try it 10 days, 20 days, or thirty days. Watch for results. If you are not completely satisfied, "Two-for-One" won't cost you a cent. The publisher of this paper guarantees that I will refund your money at once upon your mere request if you are not more than pleased. Send me the coupon now, without money, and begin getting big egg yields at once, as so many thousands of users are doing. Don't put this off—write me now before you forget.

H. E. GOODRICH, President

Kinsella Company, 238 Bonheur Bldg., Chicago, Ill.

H. E. GOODRICH, President
Kinsella Company, 238 Bonheur Bldg., Chicago, Ill.

Dear Mr. Goodrich: If my hens do not lay extra winter eggs at a cost of 1c per dozen as a result of "Two-for-One" you guarantee to refund my money on request. On this condition you may send me the following, as checked, on 30 days' trial:

- ☐ One package of "Two-for-One," for which I will pay the postman \$1.00 upon arrival.
☐ Three packages of "Two-for-One," for which I will pay the postman \$2.25 on arrival.
☐ Ten packages of "Two-for-One," for which I will pay the postman \$5.00 on arrival.

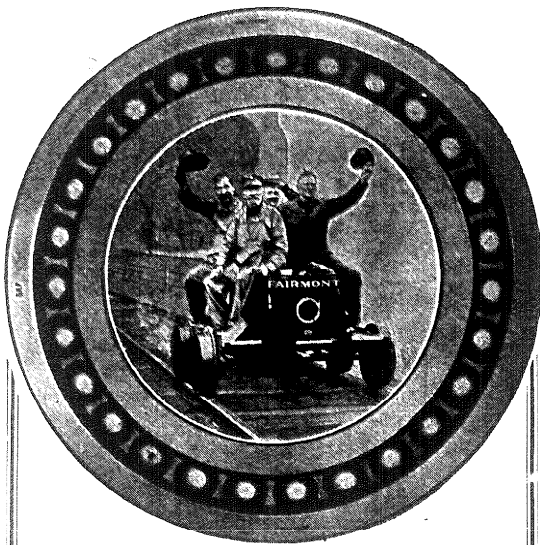
NOTE: The remedies below will help you make more money with your poultry. Order now. All sent on our money-back guarantee. Send no money now.

- ☐ 1 large size bottle of Kinsella Roup Cure, for which I will pay postman \$2.00 on arrival.
☐ 1 four-ounce can of Kinsella Lice Paste, for which I will pay postman \$1.35 on arrival.
☐ 1 four-ounce jar of Kinsella Scaly Leg Remedy, for which I will pay the postman \$1 on arrival.

Name _____

P. O. _____

State _____ R. F. D. _____



The MAN on the job is recognized to be the Man Who Knows what is best equipment for the work in hand.

The fact that there are many more Fairmont Railway Motor Cars in use on the Milwaukee Railroad today than all other makes, indicates that the Men Who Know are buying Fairmont Motors.

Get posted on the most modern, compact motor yet offered for track cars.

**Fairmont Gas Engine
& Railway Motor Car Co.**
FAIRMONT, MINN.

COUPON

Fairmont Gas Engine & Ry. Motor Car Co., Fairmont, Minn.

Send me full information about the New Ball-Bearing Fairmont Railway Car.

Name.....

Position.....

P. O. Address.....

a wabblers, without hooks." Charley sure is getting well acquainted with life in the country and the animals thereabout. We wonder who will be the "goat" on the next trip.

In the early part of the year 1919 a fishing trip was planned by a certain person who owns an Oakland vehicle. After much deliberation, the trip was made in September of 1920, showing that all things come to he who waits. But, he has just broached the subject of going hunting, "maybe," on a Saturday afternoon soon, and if the squirrels start barking like dogs, it may be early in 1922 when we will have the pleasure of writing in this well known Magazine the thrilling details of how Bert barked like a squirrel and charmed all animal life of the woods. We wonder why Bill Mauch is laughing so much?

An Irish soldier coming out of ether in a hospital ward, after an operation, exclaimed audibly, "Thank God! that is over!"

"Don't be so sure," said the man in the next cot. "They left a sponge in me and had to cut me open again."

And the patient on the other side said: "Why, they had to open me, too, to find one of their instruments."

Just then the surgeon who had operated on the Irishman stuck his head in the door and yelled: "Has anyone seen my hat?"

S. O. S. Tide Flats—Tacoma, Wash.

R. R.

A. J. Kroha has been enjoying the pleasure of some very charming company, that of his mother, who is visiting him. Mrs. Kroha is to stay in Tacoma for a month.

Antone Johnson has returned from a few weeks' vacation, brown as a berry—and we know he had a good time.

Miss Gertrude Pollock is expected home soon from the East, where she is spending her vacation with friends and relatives.

Clarence J. Friars has left us to enter the Portland College of Dentistry. We miss him very much, but all join in wishing him success in his chosen profession.

J. J. Dorsey has found a position on the College of Puget Sound football team. Now we know where the victories will land when the C. P. S. plays football this year.

A. L. Pentecost has been down to Everett on a business trip and reports the city is in fine shape, as well as the railroad work down there.

I wish to thank all the contributors to the recent collection, of which I was official "Asker," and I hope some day I can do as much for each one of you on as happy an occasion.

Well, folks, Chicago is still in evidence around the accounting department, and will venture to say the boys are "live wires." Of course, all wires cross and get tangled; sometimes, at night, one sees a wire going in the wrong direction. Anyhow, we will say Tacoma has some places of amusement where all wires are O. K., aren't they? Grab.

Mr. and Mrs. George Pyette are planning a trip—business and pleasure—in the East in the near future. Everything is about ready for their departure, so we all hope to see them have a good time in Milwaukee.

Mrs. F. B. Trout was suddenly called East on account of the serious illness of her mother. We hope she found conditions much brighter on her arrival at her mother's home.

I don't know if I shall have the pleasure of our boys' company during lunch period any more or not? Wille, Morrill, Johnson, Smith and Earle are, or have, a weakness for the time department. Some say Wille's Dodge is the big thing in his favor; Johnson has it over Morrill, as he can be in the time department more than once a day checking time. Smith lives in Puyallup and has a Ford, so he has to go a long way home if said car breaks down. Earle can only sharpen pencils. Trout can get the old reports if he doesn't have an accident making the turn around Pyette's desk. So Morrill, I figure, has the makin's to make good over in the time. Bay and Clarence are very still on the matter, although Eshelman is a very entertaining talker.

The car department is enjoying the usual pleasure after a wedding—Elon Packard having taken unto himself a charming wife. We wish them much joy and happiness.

"Dan C. around h employees. a wedding Miss M Lloyd Te she will here. M partnaed to miss h be perfec The fo am a mi you do don't bla send me Good r D. M. M morning

"Hello and I w I got m suffrage now. A

"Frier ettes! or die? fore us a great tlemen

"Now frage, y you w must o ward o great o control country

There to Min Septem at the had. district Mrs. J Gus. R Mrs. J Agent master of Min neer o there W. J. coming handsh

Then the bi their There, and th when beauti Then showed ployes were elected apolis friend

All where gettin one w admit the w Nels counti of him

Dis on his a elev for a Mar depar the pi right say th happy Jerri once termin

"Dan Cupid" has been having a fine time around here lately. Captured two of our office employees. Everyone he has caught is bound for a wedding.

Miss Minnie-Gerard has left us to become Mrs. Lloyd Taylor of Santa Barbara, where we hope she will think of the old Milwaukee bunch up here. Miss Gerard has been with the time department for over three years and we are going to miss her very much, but we all hope she will be perfectly happy.

The folks around here figure, I guess, that I am a mind reader—but I am not. So, folks, if you do not see "Local News" in the Magazine, don't blame me. Take a little interest in it and send me some news.

Good news just came in. New chief clerk for D. M. M. office, Harry Snyder, Jr., arrived on morning of September 30th.

River Division Nothings "Bell"

"Hello! Hello! Hello! I'm on the line now and I won't get off till I've had my say. I guess I got my rights—haven't we women been granted suffrage? Well, I'll tell the world we're there now. And here's my message to mankind:

"Friends! Railroaders! Countrymen! Farmerettes! Sink or swim? Survive or perish? Live or die? WHICH? That is the vital question before us today. We are now on the threshold of a great crisis. Will our country survive? Gentlemen and fair readers, I say: SHE MUST!

"Now that we women have been granted suffrage, you, the husbands and sons of women, and you women, the wives and daughters of men, must one and all stand together and push toward one common goal—that of keeping our great country free from bolshevik and radical control, to keep it and make it more than ever a country of which we are proud to be citizens."

There was a jolly bunch of veterans returning to Minneapolis on one of the trains I was on September 26th. They were all trying to tell me at the same time what a wonderful time they had. Some of those I know attended from our district are: Mr. and Mrs. G. Parkhurst, Mr. and Mrs. J. Bausman, Wm. P. Harter, Mr. and Mrs. Gus. Kushlow, Mr. and Mrs. Dan Tyler, Mr. and Mrs. J. H. Foster, Mr. and Mrs. Charles Langan, Agent G. F. Smith of Hastings, Jud Cook, depot master, Minneapolis, and Baggage Agent Smith of Minneapolis. Also our former traveling engineer on the River Division, J. B. Johnson, was there with bells on, and former Superintendent W. J. Thiele was on the reception committee, welcoming all his old acquaintances with a hearty handshake.

There was a banquet ending with a dance at the big auditorium, at which everyone forgot their age and dignity and had a hilarious time. There was the big parade on Saturday at 1:30, and the automobile sight-seeing tour of the city, when more than fifty miles of Milwaukee's most beautiful scenery was displayed to the visitors. Then there were the business meetings, which showed members what a success the Veteran Employees' Association is and what good work they were doing and aiming to do. Officers were elected and we are pleased to know that Minneapolis still has the vice-presidency, as our old friend, Wm. P. Harter, was re-elected.

All members attending wore badges showing where they were from and this aided much in the getting acquainted. Our boys admit they had one wonderful time, but you can't get them to admit that Milwaukee can outdo Minneapolis in the way of entertainment.

Nels A. Bjork says: "My wife's gone to the country—Hurrah! hurrah!" Ought to be ashamed of himself for thinking it right out loud, anyhow.

Dispatcher Gallivan keeps a trained cockroach on his desk, for his and our entertainment. It's a clever little acrobat and you'd better ask him for a private performance.

Margaret Eddy, stenographer in the accounting department, is sporting a beautiful sparkler on the proper finger of her left hand. Jack had the right line of persistence, which finally made her say the fatal "Yes." We wish them both all the happiness there is.

Jerry Walsh, of the superintendent's office, is once more taking the chief clerk's place in the terminal superintendent's office, but this time the

DIAMONDS

WATCHES

on CREDIT

Send for CATALOG

Diamond Rings For Christmas Gifts

We offer exceptional values in Diamond Rings for Christmas Gifts—Solitaires and Clusters, latest popular plain and fancy engraved mountings. The Diamonds are magnificent gems set in White, Green or Yellow Solid Gold. Fully described and illustrated in Catalog.

What could please a loved one more, or so well express your regard, as a beautiful Diamond Ring, La Valliere, Bar Pin, Brooch, Ear Screws, Wrist Watch, or a Diamond Scarf Pin, Diamond-set Emblem or Signet Ring, solid gold Watch, etc.



Select Your Christmas Gifts from Our Jewelry Catalog. Send for it Today

Every article in our Catalog is specially selected and priced unusually low. Whatever you select will be sent prepaid by us. You see and examine the article right in your own hands. If satisfied, pay one-fifth of purchase price and keep it, balance divided into eight equal amounts, payable monthly. We will trust YOU.

Suggestions for Christmas Presents

Diamond Rings, Solitaire	\$25 up	Diamond Bar Pins	\$15 up
Loftis Solitaire Diamond		Diamond Scarf Pins	15 up
Cluster Rings	150 up	Wrist Watches	22 up
Diamond La Vallieres	15 up	Watches, gold filled	20 up
Diamond Ear Screws	35 up	Cameo Rings, Diamond-set	18 up
Pearl Necklaces, with		Vest Chains, solid gold	12 up
Diamond-set Clasp	18 up		

Send for Catalog, make selections, and have as many articles as you wish charged in one account. We can fill any requirement. Liberty Bonds Accepted.

TO THE CASH BUYER: While our prices are lower than the cash prices of other concerns, we make a discount of eight per cent for cash in full in advance, or on delivery.

LOFTIS BROS. & CO.
THE NATIONAL CREDIT JEWELERS

Dept. F 602 108 N. State St., Chicago, Ill.
STORES IN LEADING CITIES



Work Shoes \$2.48
Send No Money

And Dress Shoes at \$4.89

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.

Very durable, made of high grade oil grained leather. Krombie's is a very thick sole.

Thousands Have Been Satisfied

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, extra quality leather soles. This is a wide last, high comfort toe.

Send No Money, Just Send Your Order

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.

WOLPER'S, CHICAGO

Dept. 1201-1209 West Van Buren St.

chief clerk is not ill. Frank Quirk is relieving Chief Accountant Brackett while that individual is doing some extra work at Chicago.

Relieving Jerry Walsh in Mr. Rossiter's office is Roy Johnson, who has some little streak of a red diver. He says his "papah" gave it to him for being a good boy, and Clarence Carlson, the new office boy in the superintendent's office, says: "Gee, I wisht I could be good, too."

A sleeping-car conductor on No. 17 the other evening, telling us about an experience he had, said: "A lady with two children, one aged 7 and the other 3, just boarded the train and told me she was getting off at St. Paul and would I

please put the children off at Marmarth, N. D. I told her that I just couldn't please her in this instance." Someone in our group of listeners to his woeful tale spoke up and said: "Why not take them in charge? That's an easy way to accumulate a family." All too quickly he replied: "I prefer the old-fashioned way."

About time I'm going, so I'll just say good-bye for this time and hang up the receiver.

Tacoma Local Freight Office.

Mrs. F. C. Clover

We are having rain, and more rain. Many people say it is unusual for the time of the year, but we seem always to have the same.

Mr. Bement and Mr. McKay have both been off on short vacations. Miss Sophia Hansen spent a week at Walla Walla, Wash., visiting friends. Mrs. W. S. Burroughs relieving her.

Chief Bill Clerk Roy Kidd is spending a month's vacation at Puyallup in the berry fields. He is being relieved by Assistant Bill Clerk Keith Williams. Miss Coral Frost taking the assistant bill clerk's desk.

A. V. Garry spent the week-end at Vancouver. B. C. Reports wonderful cabarets.

We are glad to note that Mrs. H. M. Baldwin, who has been in a Seattle hospital for several weeks, was able to be removed to her home in Tacoma and we hope that she may soon be entirely well.

Emmet Maloney, from Dock 2, was on expense desk one day and a couple of days was doing some extra work.

Miss Blanche Sandvig is relieving Miss Frost on the expense desk. W. S. Smith is away on a vacation.

Dock One.

Since the last notes were sent in to the Magazine, Dock One has lost its widely famous chief clerk, Calvin R. Cheney, who yielded to the temptation of our neighboring village, Seattle, and accepted the position of assistant agent at that station. Everybody regretted Cal's departure, as he had made us all friends by his courtesy, fairness and genial good-nature; his administration at the dock has been marked by great efficiency. The dock forces wish him every success in his new position.

E. F. Collins, formerly chief clerk at Dock Two, has succeeded Mr. Cheney as chief clerk at Dock One. We feel sure that he will be a success in his new position. As he is no stranger to us, he will have the loyal support of the entire force.

The surprise of the season was sprung on us one fine morning not long ago, when Miss Dorothy Rau of the accounting department displayed a diamond about the size of a hazelnut and sparkling like a searchlight. However, it shone no brighter than Fay Clover's smile as he pleaded guilty to being the other party to the surprise. We understand that they have already been house-hunting and buying house furnishings, so that, apparently, it will not be long before the cards are out. Our best wishes in advance.

Emmett Maloney, our genial wharfage clerk, temporarily took the position of revising clerk at Dock Two, but owing to a reduction in forces there he soon returned to his old position at Dock One.

Lester Prescott has returned from an extended vacation trip to the New England States, returning by way of Los Angeles and Frisco, which, of course, is hardly out of the way when you travel on passes. He reports great fishing in the mountain streams back there, but as for the mountains, they hardly measure up to the Pacific Coast specifications.

Miss Grace Erickson has now gone on her vacation, going east as far as Cincinnati and returning by way of southern California. When leaving, she announced her intention of improving her shorthand by taking down the car numbers and initials on every freight train she meets en route. We understand Mrs. Wells, of Dock Two, who is already in the East, will meet Miss Grace there.

We believe that we have not yet mentioned Miss Margaret Bolander's vacation trip to Minnesota and New York State. From all accounts, Miss Margaret must have had a glorious time. She

often declares that life on a Minnesota farm would suit her to a "t" and quite frequently she may be observed with a pensive, far-away expression on her face. The only detail we do not know, as yet, is whether his name is Axel or Olaf.

Billy Woodard, who is now an old-married man, has moved into Tacoma from Fife and can now give the cargo desk his undivided attention, after trying the wharfage desk during Emmett's absence at Dock Two.

Mr. Folsom, oil inspector for the Transcontinental Freight Bureau, whom we consider one of the Dock One family, has gone on a vacation trip to the Twin Cities, but very inconsiderately left Mrs. Folsom and the baby at home. However, maybe that's the way to enjoy a vacation.

G. P. Erickson, formerly cargo clerk but now on the checker's roll, has been helping in the office for some time, making out loading tickets and telling about the happy days in Honolulu, where he nearly ran over King Kalakana with his milk wagon one morning.

Miss Irene Thiele is helping out as stenographer while Miss Bolander is on the bill desk, during the absence of Miss Erickson. Irene is getting so that she can write Japanese blindfolded.

Bernie Bartels, our popular chief bill clerk, felt Emmett Maloney's absence very much, as, we understand, he used to depend on getting carfare out of Emmett quite regularly. We hope Emmett's luck may improve some time.

Seeing the correspondent from Dock Two is not quite disinterested in the matter, we may be pardoned for mentioning the fact that our tall and handsome timekeeper, O. R. Powels, has evidently fallen a victim to the charms of the only lady left at Dock Two and has even been overheard quoting Omar Khayyam's famous quatrain:

"A book of verses underneath a bough;

A loaf of bread; a jug of wine; and Thou

Beside me singing in the wilderness—

O, Wilderness were paradise enow."

Cut out the jug of wine; the rest will be appropriate enow, except that Dock Two can hardly be called a wilderness.

Iowa Division (East) and Calmar Line

J. T. Raymond

Traveling Engineer William Emerson from the Coast Line was in Marion for a brief visit on his way to the Veteran's reunion at Milwaukee. His father, William Sr., is located out on the coast, though not in service on the road.

Agent H. E. Seeley, Hawkeye, and Operator A. B. Lake, Anamosa, were away on a two weeks vacation, C. L. Brown relieving at Hawkeye.

W. E. Cooper is the new roundhouse foreman at Atkins, succeeding Walter N. Foster, who has been promoted, with headquarters at Sioux City.

It is probable that the general supply yard of the southern district will be established at Marion in the near future.

Ralph Wain has been appointed signal maintainer at Paralta, succeeding F. B. Culver.

Engineer and Mrs. Frank V. Winsor of Miles City, Mont., attended a family reunion in Marion early in October.

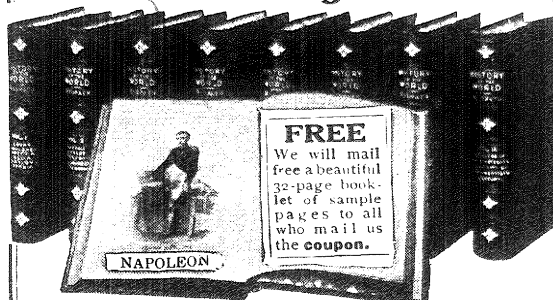
Miss Lillian Lucile Martin and Herbert Price were married in Marion, October 2nd, the ceremony taking place at the Presbyterian Manse, Rev. H. G. Finney officiating. Both young people were born and reared in Marion and have a large circle of friends. The groom is employed as machinists' helper at Atkins. The Magazine extends best wishes for a long and happy life.

When we see how large the Veteran Employees Association has grown and what a valuable factor in many ways the annual reunion is to the membership and the Milwaukee Road, we cannot help but think that no annual banquet can be complete without a toast drunk to the health of our editor, Mrs. Carpenter Kendall, who took the initiative and labored so energetically and effectually in making it a go. We appreciate this and it should be given expression.

Engineer Charles Green has returned to Savanna from Rochester and is quite poorly. We understand he will not be able to resume work on the road and expects to move from Savanna to Chicago. We deeply regret to hear this as he is one of the best locomotive engineers we know and a prince of a good fellow, who will be greatly missed from the ranks. I am sure all of

HISTORY of the WORLD

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the boys on this division devotedly wish for his return to health again.

Section Man Fred Weis on a work train at Sabula, October 8th, was thrown under a car and had his right leg badly crushed. It happened about 9:15 A. M. and he was immediately taken to the hospital at Clinton for treatment. Weis is employed on the Miles section, where he resides. He is gaining slowly and we hope will pull through in good shape.

Agent A. J. Peterson of Anamosa has resumed work after several weeks illness.

Bert Campbell, first trick operator at Atkins yard, usually takes the 7:20 A. M. service train for work, but the other morning thought he would go from Marion to Atkins in his auto. Accordingly he started out on the Lincoln Highway for his destination, but after traveling along for several miles he found a place in the road

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where the bridge had been removed, so Bert had to make a detour around by an unfamiliar road. He took a squint at the sun and made a few reckonings and then commenced hitting the high spots. After going for about an hour he drew nigh to a town and hailed a native on the outskirts and asked him if that town was Atkins and to Bert's astonishment the man had never heard of such a place and further inquiry elicited the fact that he was down at Fairfax. Bert patronizes the 7:20 service train regularly now.

We were not able to get a complete list of the names of those attending the Veterans' reunion at Milwaukee. Among those who did attend were, Supt. C. H. Marshall, Robert Widger, Messrs. and Mmes. Wm. Zeuch, Geo. Barnoske, A. L. Kindler, Mrs. Jens Cook, J. L. Brutsman, J. H. Winsor, Christy Dunn, O. S. Thompson, G. A. Wineke, H. L. Steen, W. J. Priest, Walter I. Roche, Chas. F. Reber, Harry L. Stevens, Fred Winston, Wm. Young, E. E. Brokaw, John McGuire, S. McCarmon, A. J. Campbell, Walter H. Applegate, Sylvester Curtis, G. A. Lane, David Gordon, N. Harry, C. J. Warning, Wm. Frayer, J. Kirkland, Wallace Shipton, Thomas Quinn and John Peckosh. This number would have been multiplied several times if substitutes has been available to relieve others who wished to attend and who were greatly disappointed on account of not being able to go. Everyone attending reports having had a splendid time. Of course the chief feature was an opportunity to greet Mr. Earling, who was the first division superintendent on the Iowa Division and who is affectionately remembered by the Veteran employes for his very kind and considerate treatment at all times, setting a standard that is quite ideal and that is greatly beneficial to present employes and will be for their successors far down future's broadening way.

Mrs. Ed. M. Taylor of Marion, wife of Baggage-man Taylor, died Saturday morning October 2nd after an illness of only a few hours. Taylor was not at home, being out on his run between Freeport and Clinton. Mr. and Mrs. Taylor were married in 1884 and since that time have resided in Marion. Three children were born to them. They with the husband survive, also a sister and three brothers. Mrs. Taylor has long been a member and active worker in the Christian church, where she will be sadly missed. The funeral was held October 5th at the residence, Rev. A. W. Higby in charge. On behalf of the employes of this division we extend deepest sympathy to Mr. Taylor and family in their bereavement.

We wonder what J. W. Held finds so attractive down at the beach at Richfield? Tell us, Lillian, do not leave it to Jake.

Willis Jordan has been appointed chief dispatcher at Marion, R. L. Leamon, night chief, Lawrence Dove taking the swing job and H. C. Van Wormer second trick.

Engineer John Cain has bid in the way freight run between Savanna and Clinton, formerly held by Charley Green. Wallace Shipton takes the passenger swing run between Marion and Savanna.

Miss Coral Groesinger of Savanna and Miss Olive Higby have accepted positions in superintendent's Marshall's office at Marion.

Conductor Frank L. Murphy resumed work on No. 3 and 4 between Marion and Chicago. He has entirely recovered from his recent illness and is looking fine.

Chief Clerk J. L. Franz was away from duty 3 or 4 days submitting to a minor operation at the Iowa City Hospital.

Born to Mr. and Mrs. Delbert Hare of Marion October 7th a daughter. The magazine extends congratulations.

Thomas Brenan, conductor Mineral Point Division is wearing the blue uniform. He looks rather nice in his new uniform. Don't forget, Thomas, you are not switching box cars.

We are all glad to see Brakeman Harry Costerisan back on the yellow cars. Brakeman Costerisan before the war was a passenger brakeman on the Prairie du Chien Division.

We notice a number of old timers wearing the blue. Well boys you had your share of the box car rides.

Passenger Conductor Fred Ironfielder and wife are on a three week's vacation visiting relatives

in Iowa. Conductor Chas. Mooney is relieving him.

Passenger Conductor Chas. Joss spent a few days at his home in Chicago.

Assistant Agent Thos. Taylor and wife are visiting Boston and other eastern points.

Northern Montana Division.

A. B. G.

Marcus Gogetum Allen, of the noaccount department, with his family, spent two weeks away from the joys of routine while on his vacation. We are now richer, for a couple of new fish stories passed out on his return, together with the usual—of the largest getting away.

Mustache Race—Entries—Free-for-All, Ladies Included. No Handicap Given for Age. One entry: and winner, John Kuzara. It's a good imitation of an elephant trying to hide behind an ant pile. He says the girls nearly mob him, as they think it's the cutest thing.

Charles Henry De Koch, official instigator of the noaccount department, is now ready to take his annual pilgrimage to Chicago—the Windy City—from whence he came when the wind was the highest. He will spend one year in that place within the next two weeks, and we all heartily hope that he does not bring back the rheumatism or any other ailment while in a "furrin" country. Watch your step, Charles.

Pauline Elizabeth Godsil (Peggy), of the roadmaster's office, was lighting the city of Denver, Colo., with her presence in August. When Peggy's around the sun doesn't need to shine, and we're glad she's back, so's mournin' may be discarded. She says that she's fixin' up her last year's snowshoes, as new ones cost too dinged much. She still can't figger whether snowshoes are worn for warmth or for protection from snow.

Conductor S. E. Robinson and family are visiting friends and relatives in Duluth, Minn., Marquette, Mich., and Montreal, Canada.

Born to Mr. and Mrs. Robt. F. Frank, a baby girl. Both mother and daughter are doing fine. Congratulations, Bob.

A. M. Peterson, agent at Grass Range, and family are back from a two months' visit with friends and relatives in Minnesota. He was relieved by Ep. Bennett.

We have discovered an example of "perpetual motion." What? Why, wedding bells ringing at Lewistown. Who? Casualties reported so far are: G. C. King, division master mechanic, and Eloise Eubank; Pearl Royce, stenographer to superintendent's chief clerk, and Franz Culver; Firemen Dunbar and Bratz, but we do not know the names of the other parties involved. However, please accept our congratulations, one and all.

We had an honest-to-goodness elopement on October 6th. Miss Pearl Royce departed for Portland, to marry Franz Culver, and we presume the knot has been tied by this time, though we have no official information to this effect.

We are glad to see Conductor H. C. Thompson back on the job, after being laid up for a few weeks.

"Smiling Frank" Dore is running the yellow cars from Harlowton to the Falls.

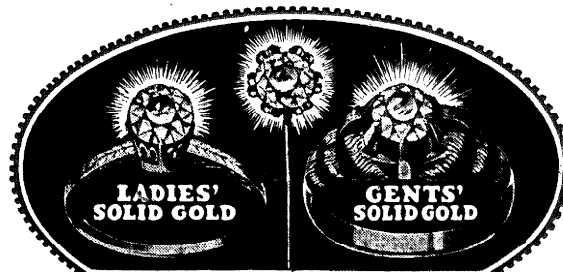
B. W. Goggins is now roundhouse foreman at Great Falls, while J. C. Yull has been transferred from that point to roundhouse foreman at Lewistown.

Alura Gough is now filling the position of stenographer to Mr. Wharton, superintendent's chief clerk, which position was vacated by Pearl Royce, and the position in the D. M. M.'s office will be filled by Miss Munson, formerly stenographer to Floyd H. Williams, tax agent, Seattle offices.

N. B. Lupton, timekeeper, will go to Idaho on his vacation. Bud Gove has just returned from a trip to Chicago, Milwaukee and Waukesha.

The B. of R. C. is planning another dance for the very near future, also a minstrel show. Hope to see you all there.

We girls have been wearing mourning the last week, and the available supply of clean handkerchiefs has diminished considerably, the reason for our grief being the announcement by Lloyd Soper, brakeman, of his marriage. Alas, another chance gone, thought we. Lloyd "blew" himself for candy and cigars, till we all believed that Lloyd, the invincible, had succumbed at last, but,



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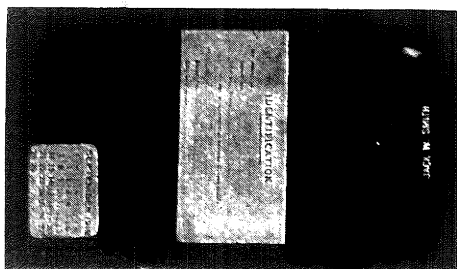
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I. & M. Division News

"Parson" Schultz

We understand that Operator Popejoy of Rosemount is going into the movie game. It seems that Pope was out picking plums when he crossed the domain of a large cow, who objected to his presence and gave chase to the fat boy. Pope managed to escape, and now believe he would make a good movie actor.

Brakeman Jim Boyington has just been married a few months, and already had the gout. Must be lots to eat up at your place, Jim.

Mr. and Mrs. Richard Cullin and Mrs. D. J. Dineen have returned from a visit to the James Smith family at Warroad, Minn. Dick likes the country and wants to buy a farm.

Three of the most popular switchmen in Austin yard are to become benedicts very soon. (Somebody told me to send this in to the magazine.) I don't just understand what they mean, but figure they are getting tired of being bachelors. That's the only kind we have here outside of "Boomer," and his territory lies between the yards and the telephone office. Wonder if Kelm would have to draw sticks to see which one of his numerous lady friends would be the lucky one; and as for Ed Erickson, if anyone ever saw him walk across the street with a girl, they would cause the bells to ring, whistles to blow and raise the deuce in general.

Jack Skinnon reports a nice visit with Balde Creelman, an old Austin switchman.

Another of the wandering machinists has returned to the old home fireside. Can't blame him a bit—it's real nice to be near home. Can't just recall his name, but Miss Waters can tell you.

Ticket Clerk Barker is now barking louder than ever. Yep, baby girl. Looks just like dad, only better looking.

Former Conductor Jack Harbough and family have been visiting friends at Austin. Jack is now located at Greeley, Colo.

Mary Gilff is the new girl in the roundhouse foreman's office. In her spare time she likes to vamp. the boys.

Des Moines Division.

Frenchy.

Asst. Gen. Manager C. O. Bradshaw made a brief visit to the Division on October 14th, en route to Chicago.

Supt. B. F. Van Vliet and wife attended the meeting of Veteran Employees at Milwaukee.

Brakeman Chas. Lemley left recently for southern California on a 60 days' leave of absence. Charlie intended to drive Conductor George Moore's car for him and bought himself some fine goggles, but when George found out that Charlie had bought those smoked goggles he thought as a matter of safety first it would be best to cancel his part of the trip.

Since Conductor Jacobs has been running on 97 and 98 he has taken to making empty mileage around Rockwell City nights, looking for a house. If he succeeds in finding a suitable one, he expects to move his family from Des Moines to Rockwell City.

Brakeman Earl Hartshorn is now back on his run, having been absent for about two weeks on account of settling up the estate following his father's death, which occurred recently.

Brakeman John J. Cannon has become a member of Rockwell City's Business Men's League. He recently purchased the bakery business formerly operated by Earl Hartshorn's father. We hope that John will not forget and report for duty some morning with a baker's cap and apron on.

It is reported that Agent Ray Farran of Rockwell City, Tom Johnson, Pump Repairer, Rockwell City, and Roadmaster Anderson, after last Safety First Meeting, visited all the best moving picture houses in Des Moines, and have decided that Des Moines has nothing on Rockwell City in the way of amusements.

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Miss Florence Nelson, Trainmaster's Clerk, visited her parents at Rockwell City the week-end of October 9th.

Brakeman P. M. Clark, who has been working on the second mine run, is laying off and spending a few days' vacation in Kansas City and other Missouri points.

Storekeeper "Jim" Nunn, Roadmaster Louis Anderson and W. M. Rink, Traveling Freight Agent, were coming into Rockwell City recently on the motor car and hit an automobile. The three gentlemen above referred to were thrown from the motor car and all sustained slight but painful injuries. R. M. Anderson and "Bill" Rink are only a little the worse for wear, but Nunn has not fared so well and is still confined to his home. We all hope for his speedy recovery and would like to know what it was that compelled the farmer to come down in his price to \$1.00 for driving the three injured men from the highway crossing north of Rockwell City into that point.

Acting Chief Dispatcher G. R. Dickman, whom we have before mentioned as a rabbit fancier, exhibited some of his fine animals at the State Fair. Rumor has it that George came near being awarded a blue ribbon at the above named fair, but at the last moment the decision was changed and the prize given to a Clive farmer on account of George's largest rabbit not behaving properly. Sorry G. R., but there will be another fair next year. Try again.

Engineer Glenn Frazier got tired of the scenery around Des Moines and vicinity and therefore made a trip to Spirit Lake and return, pulling 33 and 34. Glenn is now in doubt as to whether he likes Spirit Lake better than Madrid.

Conductor W. J. Caskey was married on September 30th at Indianola, Iowa, to Miss Nellie Barrett. After a wedding trip through the south, they are now at home at 915 Sixth Ave. We herewith extend congratulations.

Engineer Otto Strand's friends on the division were glad to see him on 91 and 92 recently as it gave them a chance to have a little visit with him at stations between Des Moines and Perry, which they are seldom able to do on account of his being in passenger service most of the time.

Miss Thelma German, E. & F. timekeeper, spent a few days recently visiting her brothers at Rapid City, South Dakota. She reports a fine time and says she spent practically nothing for meals en route, yet she didn't miss one. Those wishing information as to her system for beating the H. C. of L., please call at the E. & F. Timekeeper's desk.

Miss Bernice Russell has been appointed Material Clerk to succeed Miss Thelma German. Miss German has accepted the position of E. & F. Timekeeper, which was formerly held by Mr. O. P. Washburn. Mr. Washburn resigned to attend Des Moines College.

Train Baggage-man Harry Berman was in Des Moines recently visiting his brother, who was filling an engagement at the Green Mill Gardens.

Conductor "Andy" O'Laughlin has just returned from a short vacation.

Train Baggage-man F. E. Eldridge has been taking his annual vacation resting and getting his home ready for the winter season.

Conductor Dan Searles is braking on the Rockwell City turnabout run, but says he is not as happy on this work as he was on the Boone Line Work Train last month.

Conductor W. L. Finnicum laid off last month for his annual fishing trip, but unfortunately the weather was so cold that the fish were too logey to bite. Will says that if the weather had been nice and warm, he could have made good all his promises.

Conductor Jas. Hardie, known as the sole proprietor of the Spirit Lake and North Pole Railway, has put his winter schedule into full effect and is now making but one round trip to the lake in a day. "Jimmie" says he likes this better as it gives him a little time to spend with his family.

T. C. Barrett, formerly located with the Iowa Division, has recently come with us to fill the position of Roadmaster on the south end, and has been spending his time since his arrival in getting acquainted with the division. We extend

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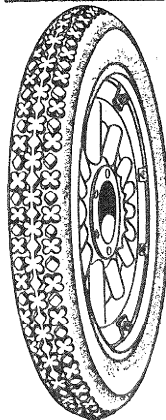
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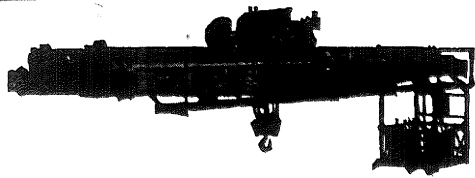
30x3	7.00	34x4	\$11.25
30x3 1/2	8.25	34x4 1/2	12.50
32x3 1/2	9.00	35x4 1/2	13.00
31x4	10.00	36x4 1/2	13.50
32x4	10.50	35x5	14.25
33x4	11.00	37x5	14.50

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No. 12

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"For Saint Paul and
The Great Northwest"

to Mr. Barrett our best wishes and feel that he will soon have friends on the division.

Conductor "Nick" McGrath has recently returned to Rockwell City after a short vacation.

Brakeman Wm. C. Moody was married October 12th to Miss Katherine Murphy of Des Moines. Congratulations are now in order.

Mr. and Mrs. Van Maron of Pella, Iowa, visited their son, Paul, of the freight department recently.

District Passenger Agent Harry W. Warren returned recently after spending a couple of days in Chicago.

Mrs. Keefe, wife of Traveling Freight Agent Will Keefe, spent a few days in Chicago during the month of October.

Mr. C. E. Hilliker, District Freight and Passenger Agent, spent a few days in Chicago recently.

"Boisterous Doings at St. Paul" "Birdie"

Yes, you are right, Buddy, St. Paul was not heard from in the October issue, but there was a big reason—vacation. Then, too, all the little birds fly south in fall.

I strolled into our ticket office on Robert street the other noon and the first thing that met my eyes was a gold lettered sign "INFORMATION," but you don't have to enter the office to see who is boss of that sign, just glance through the big plate glass window the next time you go by and you will see none other than our ex-local office operator, Miss Mae McCahey.

Yes, we are all taking our orders from Miss Agnes Mulcurn these days. Every time one lifts the receiver and asks for outside you are met with a polite, "Dial your number, please."

Have you seen St. Paul's great "White Way?" Take a little walk up to the roundhouse. Electric lights 'n everything installed the past few days.

We have a large delegation of cliff dwellers in the office—Miss Larkin, Messrs. McCool, Ross, Voss—they all live in the east end, called the Bluff.

Look out, Pete, or someone will break in the vault and take that cushion.

Clem Haupers of the commercial office spent his vacation hunting at Cloverton, Minn.—mostly killing time.

Joy for Millie Nyberg; the price of automobiles has dropped—now for a chummy roadster.

Sliding down mountains and posing for snapshots seems to have been the pastime for Jack during the two weeks of his vacation.

We wonder if A. C. R. is still in training or has he lost his punch. He wins the handsome chiseled Easter post cards.

We understand Fred Overby is taking a course in agnostics. Here's hoping the price of seats for your first lecture will be within our reach, Fred.

Announcement—Anyone in need of musicians for concerts, etc., call on Florence Andreen for ukelele and Mildred Nyberg for piano. Anyone desiring actresses or speakers may call on our correspondent—Birdie Borndale.

Talking about your grafters, how about little A. C. R., the manipulator of those little bets on the world's series. That's the way he earns his lunch money.

Ben Hultman, former cashier, has accepted a position as traveling auditor. We are glad to know that the Milwaukee will still benefit by his valuable services.

Gus Ross wins the medal for silence supreme.

News From Minneapolis Local Freight House Prince

Harold Berringer, bill clerk, obtained leave of absence to go to his home in Dubuque, Iowa, to get married. After the wedding bells rang he returned with his bride. Congratulations to both.

Some time ago Henry Rudd, disposition clerk, resigned from the Bachelor's Club, and was on a vacation. He sent cigars to tell that he was married. Surely we were surprised to know. Congratulations to both.

Elizabeth Hessburg was in Chicago recently. I wonder what the attraction can be down there?

Jim Churchill, assistant demurrage clerk, met with an accident about a month and a half

ago and has been laid up ever since. We hope to see him among us again shortly.

Go-sip From the Trans-Missouri

Our cheerful friend, J. E. Robertson, of the relay office, who has been at Huron as an official representative of the Mobridge lodge of K. of P., returned Monday.

Roundhouse Foreman P. H. Pfeiffer has gone to West Virginia in response to a message stating that his mother was very low.

Agent De La Hunt of New England returned from his vacation via the Milwaukee, having left his car at Huron, where some considerate (?) traveler had bumped into it and demoralized it.

E. C. Williams, cashier, has returned from Timber Lake, where he has been relieving Agent Hosely, who is able to be back at work.

Miss Josie Bamberry has resumed her duties at the freight office, having recovered from her operation.

Mildred Tait spent a few days at her home, Butte, Mont., the past week.

Mr. and Mrs. H. E. Clark are spending a short vacation at New Lisbon and Milwaukee.

C. K. Todd of the relay office has returned to Mobridge.

M. A. Tripp of Marmarth was brought to the Mobridge hospital recently suffering with typhoid fever. He is reported to be getting along nicely.

J. F. Strapp of the Minneapolis freight office, who has been in Mobridge for the past three weeks assisting J. J. Foley in handling livestock shipments on the south line, had a pleasant visit with his wife last Sunday.

Division Storekeeper Juell returned from a business trip east.

Louise and Ann Marx spent a few days visiting with their parents and friends at Miles City.

James Griffith, assistant superintendent of motive power, has been in Mobridge for the past few days.

Little James Caldwell, small son of Yardmaster Caldwell, met with a serious accident recently when he fell from the porch of his home and broke his leg.

Chief Carpenter Clothier and wife are spending their vacation visiting with their sons at Oklahoma City and Perry, Iowa.

It is with sorrow that we mention at this time the death of an old employee of the Milwaukee, Maurice Bamberry, Sr., who had worked for the Milwaukee road almost fifty years. Funeral services were held at Mobridge, October 4, and the remains taken to Rosemont, Minn., for burial. The sympathy of all is extended to the bereaved family.

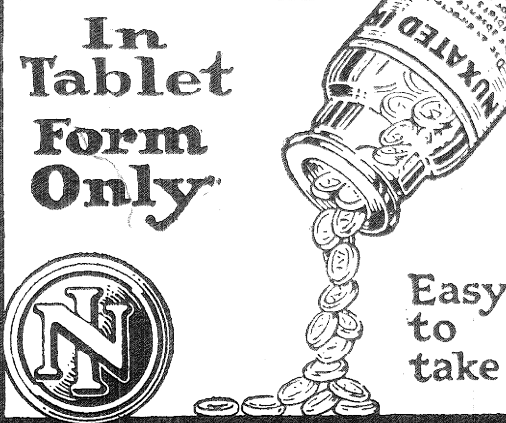
Miss Irene Maricle is spending a few days with her parents in Sioux Falls, recovering from an operation for appendicitis.

A severe matrimonial epidemic seems to have struck the Milwaukee office at Mobridge and has been raging for several months. First victim was Lucille Coutts, who was married to Maynard Jay on July 13; next was Lillian Perry, who married Brakeman Howard Clark on July 24. The epidemic seemed to be abating but broke out afresh when Arnold Running, chief clerk to the master mechanic, and Louise Nuebert, Storekeeper Juell's stenographer, Jack Humphreys and Mildred Ferguson, roundhouse clerk, were married on the same day at the same time at Selby. Since this time there seems to be no way to check the disease and Margaret Bamberry, assistant cashier at the freight office, and George Howard, coal dock foreman, were next, followed by Ludwig Johnson, warehouse foreman, and Thresa Baum, and last but by no means least, Myrtle Salwesky, assistant pay roll clerk, and Fireman Wayne Baxter were married October 2. There are more symptoms of this dread disease, for Fred (Bat) Nelson has been acting queerly lately and has asked for a few days' leave of absence, so we suspect that he has caught it, too. Those who have studied this epidemic are at loss to determine just what causes it, whether it is the atmospheric conditions or mutual feeling, but the fact is that it has caused a great sensation.

Assistant Yardmaster Robert Wolfgram had the misfortune to break two fingers on his right hand, catching them in a coupling.

"Dad" Warner, who has been working at Aberdeen lately, has been very sick with pneumonia, but at this time is much improved.

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Tablet
Form
Only**



**Easy
to
take**

**NUXATED
IRON**

**For Red Blood
Strength and Endurance**

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**FREE Puncture
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6,000 Miles Guaranteed

For a limited time only we are offering absolutely free a puncture proof tube guaranteed 6,000 miles, with every purchase of one of our famous Reliable Double Tread Tires which are guaranteed 5,000 miles and often give 8,000 to 10,000.

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- 1—6,000 miles without a puncture!
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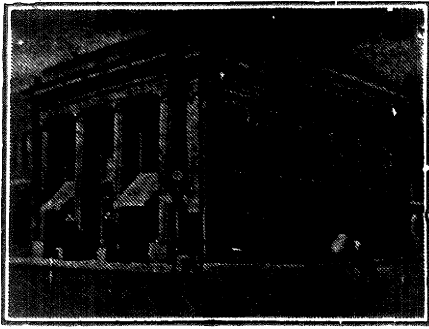
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30 x 3½.....\$8.35	34 x 4½.....\$13.00
32 x 3½.....\$8.95	35 x 4½.....\$13.25
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In ordering be sure to state size wanted, also whether s. s. clincher, plain or non-skid. Send \$2.00 deposit on each tire, balance C. O. D. subject to examination; 5 per cent discount if you send full amount with order. Rush your order today.

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Illinois Division Mabel Johnson

The following from Savanna, attended the Veteran's Convention at Milwaukee, Sept. 24th and 25th, and report a very fine time: Engr. and Mrs. Wallace Shipton, Mr. and Mrs. W. H. Young, Mr. and Mrs. Sylvester Alden and daughter, Mr. and Mrs. Harvey Stevens, Mr. and Mrs. Lewis Johnson, Mr. and Mrs. Will Long and daughter, Mr. and Mrs. Waymack, Mr. and Mrs. Wm. Nolan, Mr. and Mrs. E. E. Cush, J. Meyers, Thos. Breauld, Geo. Layton, O. Hansen, Walter Dyer and Hans Sorenson.

Miss Gertrude Bahwell is the new stenographer in Signal Supervisor Swift's Office at Savanna.

Passenger Conductor W. H. Roe, who has been in Puyallup, Wash. for some time in the interest of his health, returned to Chicago the latter part of September and has been assigned to Elgin run Nos. 50 and 39. His friends on the division are pleased to know that he has improved sufficiently to return to duty.

Conductor W. H. Werthwien and wife have returned to Savanna after their vacation, visiting several Canadian points, and report a delightful trip.

Passenger Brakeman F. H. Fisher has taken a leave of absence and will visit several western points.

A baby girl arrived at Illinois Division Pumpman H. Groharing's home Sept. 20th. Congratulations are extended. The girls in the office enjoyed the candy treat.

Conductor E. S. Fielder who formerly lived at Chicago, is now working out of Savanna, and moved his family to Savanna the latter part of September.

Brakeman Roy Spiker of Leaf River had his tonsils removed at Savanna Sept. 26th, and resumed work within a few days feeling O.K. again.

Depot Platform Helper John Morehead who has served the company for many years, has not been well for sometime and seems to be gradually failing. We hope for an improvement in his condition.

Word was received from friends on the Division that District Safety Inspector Guy Danford was operated on at the Washington Blvd. Hospital the middle of September. We learn that he is getting along fine, however, and hope it will not be long before he visits us on his way to Minneapolis.

Conductor O. T. Welch and Mrs. Emma Perschang were married at Savanna Sept. 17th. The bride and groom have been residents of Savanna for many years and will continue to make this place their home. Congratulations are extended from friends on the Division.

Thos. Allard of La Crosse, Wis., visited his son, Trainmaster F. H. Allard, at Savanna for a few days, the latter part of September.

Miss Marie Sorenson, daughter of Wrecker Engineer Hans Sorenson, returned to her school duties at Champaign, Ill., after spending a few days with her parents at Savanna.

Miss Jewell McGrail, formerly chief caller, Savanna Yard Office, who has been at Excelsior Springs for treatment, returned from that place and will go to Rochester, Minn. for further treatment.

Raymond Vollet, former timekeeper for the Southern Pacific R. R. of Los Angeles, Calif., is the new Clerk in the Mechanical Depot, filling the vacancy made by Miss Agnes Taylor, who accepted position with A. H. Newman of Dubuque Shops.

Miss Blanche Altenbern, daughter of Conductor C. A. Altenbern, Savanna, was married to Martin Lantau at Clinton, Iowa, Sept. 22nd. Mr. and Mrs. Lantau will reside in Savanna. Congratulations are extended to the young couple.

Night R. H. F. Jerome Ulmer, wife and daughter, left Savanna for Cashmere and Wenatchee, Wash., by way of Seattle, where they will spend a few weeks visiting relatives and friends.

Conductor E. W. Altenbern and wife of Elgin, were guests of Conductor C. A. Altenbern and family at Savanna for a few days.

Conductor Fred Bilhorn and Miss Irene Ritter of Savanna were quietly married at Clinton, the latter part of September. Congratulations are extended.

Congratulations are extended M. H. Davis, clerk in chief dispatcher's office, and wife, on the arrival of a son at their home Sunday, Oct.

10th. Another day, when the candy was passed around in the superintendent's office.

Floyd H. Seitzburg, son of Machinist Chas. Seitzburg of Savanna, was recently married to Miss Eleanor Englemen of Bellevue, Iowa, at Chicago. Floyd received his apprentice work as machinist at Savanna Roundhouse, and having served his time, is now an employee of Dubuque Shops. Congratulations are extended to them.

Miss Teresa Powers, stenographer superintendent's office, and mother, Mrs. M. Powers, have left Savanna, to make Chicago their home. Miss Teresa has accepted a position as stenographer in O. M. Stevens' office in the Railway Exchange Building. They have been residents of Savanna for many years, and have many friends who regret to see them leave. Especially do we miss Teresa at the superintendent's office. On her departure, she was presented with a beautiful lavaleiere and a box of sweets, from the office force as a remembrance of pleasant past associations.

Miss Byrt Grosinger, night supervisor of Finley Hospital, Dubuque, is visiting her parents, Night Special Agent Grosinger and wife, at Savanna.

Miss Lola Lynn, stenographer for Chief Clerk J. Hansen, succeeding Miss Teresa Powers, is on her vacation, visiting several points in the West. She was accompanied by Miss Perol White, stenographer in District Carpenter F. E. King's office.

Iowa (Middle and West) Division

Ruby Eckman

Conductor Charles Bradley, who was injured in an auto accident in November, 1918, while attending the funeral of a relative, was able to return to work in work train service the latter part of September. Charles had a long hard pull and his friends are glad to see him able to return to work.

Perry Veterans who attended the meeting in Milwaukee in September report a wonderful time and all have planned to be present next year.

B. H. McNary of the Train Rules examining committee was in Perry September 29th and 30th to examine employees on the Standard Rules.

Conductor Elmer Millard and wife spent a couple weeks the last of September in Excelsior Springs.

Engineer Thos. Rellihan who was so seriously sick for several weeks, has recovered and has taken a job as hostler till he fully recovers his health.

The Iowa division handled four special trains Sunday the 19th of September carrying veterans and others from California points to the G. A. R. reunion in Indianapolis. On one of the trains Sunday forenoon they had a morning church service conducted by a Methodist minister who happened to be in the party. A couple of the sisters, assisted by the club car porter, led the singing. In another train the baggage car was used for a little dancing party. The local and traffic officials who were in charge of the movement of the trains through Omaha helped a couple veterans get together who had not seen each other since being paid off in Chicago in April 1865. The men had kept up a correspondence and as one lived in Nebraska he was on hand at Omaha to see his comrade as he went east from California to the reunion.

On account of the shortage of refrigerators the California grape growers have been shipping grapes east in stock cars this year. The Iowa division has handled several train loads. The grapes are boxed and crated and are racked to the top of the cars. On account of no refrigeration being furnished the shipments are handled on fast schedules. The Iowa and Des Moines division employees have also seen another novelty this year in the loading of sweet corn in coal cars. The Rockwell City plant was unable to handle all the sweet corn raised around Rockwell City and the overflow was shipped to the canning plant at Perry. It was loaded in coal cars as they were the easiest to get and the easiest to load and unload.

Engine 8663 equipped with a Duplex stoker has been assigned to service on the Iowa division and the firemen are taking lessons on how to handle the stoker. As soon as the L. engines

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that if the fit is not perfect or if you are not satisfied in every way, if you are not convinced you have received a fine, high grade, stylish, perfect-fitting tailored suit made to your measures and have saved \$15.00 to \$20.00, you are not under the slightest obligation to keep it.

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Such a medicine is Dr. Kilmer's Swamp-Root, kidney, liver and bladder remedy.

The same standard of purity, strength and excellence is maintained in every bottle of Swamp-Root.

It is scientifically compounded from vegetable herbs.

It is not a stimulant and is taken in teaspoonful doses.

It is not recommended for everything.

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A sworn statement of purity is with every bottle of Dr. Kilmer's Swamp-Root.

If you need a medicine, you should have the best. On sale at all drug stores in bottles of two sizes, medium and large.

However, if you wish first to try this great preparation send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing, be sure and mention this paper.

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Hartford, Connecticut

go through the shops the Standard stokers will be displaced by the Duplex.

Agent Grant Aarsmith, who happens to be mayor of Bayard and a very influential citizen, was one of the class to join the Mystic Shrine at Des Moines at their fall ceremonial in September. Some of their Perry railroad friends who were in attendance at the meeting, fixed things with the Des Moines police and when Aarsmith and another Bayard man who happened to be a deacon in the church, were seemingly blocking traffic while watching the Shrine parade, the cops gave them a free ride in the patrol wagon and confined them in jail for a spell. About the time the agent thought he was going to miss out on all the big doings, his friends who had fixed things with the policemen, did another job of fixing and got them released. Grant says he will be little careful in the future how he commits offenders to the jail as he knows now how it feels to be confined in one.

N. J. Buckles, wrecking foreman on steam derrick No. 18, was off duty a while in September to move his family from Bellevue to Perry. During his absence Car Inspector Victor Lewis had charge of the derrick.

George Fenner, a machinist in Perry roundhouse, was promoted to assistant roundhouse foreman the middle of September to take the place made vacant when Assistant Foreman Cooper was advanced to the position of foreman at Atkins.

C. E. Evitts, chief caller in the locomotive department, spent his vacation in Boston with his mother. He was accompanied east by his wife and son James.

E. J. Murphy and C. E. Warner have been acting as instructors on the engines equipped with the new Duplex stokers.

Engineer Fred Peterson, who was injured several weeks ago, returned to work on the road about the middle of September.

Mrs. J. B. Cartwright wife of the chief caller in the train department, was quite sick for a while in September on account of oak poisoning.

Conductor Wm. Tungate, who was employed on the Iowa division for about ten years, died in a Des Moines hospital in August. He had been off the road for several months on account of sickness and had been making his home with a brother in Des Moines.

Arthur Manor, an Iowa Division foreman, went back to work the middle of September after having been tied up at his home on account of the small pox. His wife was exposed to it while on a visit in South Dakota but did not take sick till after her return home and after she recovered Arthur took it. He missed about two months work.

Engineer Jack Ahern, the oldest Iowa Division engineer, was off duty a few trips in September on account of sickness.

Earl Holdridge and wife are the parents of a fine son born to them the early part of September. Earl is an engineer on the Iowa division.

Edward Jordan has taken a six months leave of absence from the car department and expects to spend the winter in the west.

On account of increased business two crews were added to both the middle and western division pools during the latter part of September.

The news column is short this month on account of the correspondent and the At Home editor spending their vacation in California.

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

Supervisor Allen and family are taking a vacation, visiting friends and relatives of both sides of the house in Denver, Salt Lake, Chicago and other points.

Latest addition of autos to the department is Fred Cook, plant maintainer at Chehalis.

Marion L. Bales, helper at Rockdale, is laying off, being relieved by F. M. Applegate, from Renton, whose place is being filled by Abe Williams.

Glenn DeGraves has resigned to try life on a farm near Yakima, his place as signal material clerk being taken by E. Bouchet at Tacoma Tide Flats.

Installation of signals from Tacoma Junction to Tacoma Station was completed and put in service September 13th, at 3 p. m. This makes the

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west end completely protected from Harlowton, Mont., to Tacoma, Wash.

Ted McPherson, maintainer at Piedmont, has taken unto himself, for better or worse, an auto of the "bug" variety. He hasn't started racing with Engineer Davies yet, but has got so he can back out of the garage without tearing down the door. Am sure of this, even if I didn't see him back out, because the shed hasn't any door.

C. C. Richardson, who was doing the wiring in Bouchet's crew, has returned to O'Dore's crew in Montana, but from the number of official letters and wires he has been receiving from the government, is about due to go to Panama. Good luck, "Chet"; wish we were going along.

R. A. Long, signal material clerk at Deer Lodge, is off on a vacation, visiting on the Coast. This is the first time Roy has been off in two years.

F. G. Mills, our genial draftsman, has collected a lot of passes and is running a pool on the world's series ball games. If this pool works out as most of those he runs, his vacation won't cost much, however. A. E. Long, who used to work in this office but now in the superintendent's office, won a baseball pool last year and is trying to square himself with the internal revenue officers for winning this crooked money.

Just about the time we decided we had a permanent stenographer for the main office, Miss Griffin comes around with a rock on her left hand that shows up stronger than a Model "L" Signal on a dark night. Such is life, and they will do it, so we all wish you good luck. When is it to be, and who is the other party, Miss Griffin? Speaking of marriages, it sure must have been the open season in this department, or does leap year make any difference? There are only three maintainers left who are not married, and we are not so sure that the exact number is three; since Al Biddle was off on his vacation he has moved the Victrola down to Idaho street and comes to work on the street car. The boys around Butte told me Al won't admit being married just yet, account of the high price of cigars. Also, there is a rumor about Harry Stage taking close-up instruction from a fair school teacher in Superior; and even Ringhausen had the fever, but got over it after his territory was inspected.

General Inspector Tyler has been called to Minneapolis account of illness of his father. Mrs. Tyler and children are with him.

Idaho Division Supervisor is off on a vacation, so we are all waiting for the Upland birds and big game we expect to get when he returns, as he took several guns along when he left.

Supervisor Mallanny says these other fellows can all go visiting, but if he were to lay off for any length of time the R. M. and Missoula Divisions just simply would stop making the big car mileage per day that has been shown lately, so he has to stick around.

M. C. B. Jottings. "Tzetta"

The Magazines came this morning, and they are interesting, as usual. The cartoon, "We Live to Learn," is a dandy and surely does show that we can get farther in this world by working together.

Alfred Horn got back from his vacation a short time ago, he having gone out to Spokane. He mentioned that he met quite a number of nice girls on the way. Of course, he had to have June meet him at La Crosse, and he has a picture showing that she was at the depot all right.

Gladys Petran is a new addition to our office force, taking care of the bill sorting. Gladys is the daughter of our general machine shop foreman, Charles Petran.

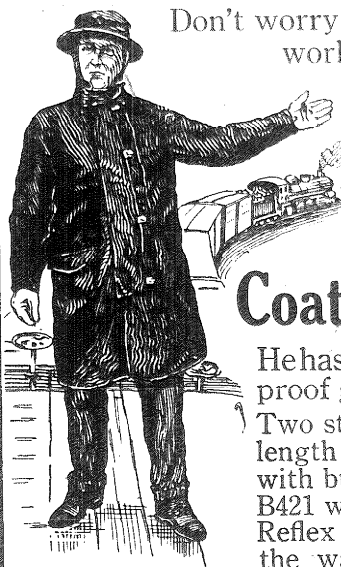
Joe Haas, chief clerk to L. K. Silcox, general superintendent of motive power, was shaking hands with those in our office.

Harry Belond, our M. C. B. I. L., has just returned from his vacation, spent at Lake Vermillion in northern Minnesota. He informs me that this lake is only 30 miles from Canada. Oh, yes, he had a good time.

Esther Sovig, who was on a six months' leave of absence, has returned to the office. She said that she sure did have a good time during her absence, spending most of the time at her cottage on Wind Lake. I'll say that's a good place to swim.

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It would be a physical impossibility to produce at once the great number of locomotives and cars required to meet the immediate transportation needs of the country.

Facilities and stocks should be maintained at this time for repairing and keeping in working condition all present motive power.

We stand ready to promptly forward duplicate and repair parts to aid the Railroads in this crisis.

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Extreme light weight

Three moving parts

No water

Burns gasoline, kerosene
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At the present time, C. R. Gilman, car lighting engineer, is on his way to Mitchell, Montevideo and Aberdeen, to take care of electrical matters.

Bernice Kruse spent her vacation in Chicago and reported having had a good time. However, before she left Milwaukee, she wanted to have her check cashed, so she went to Gimbel's and got her money, then was so excited about meeting "him" in Chicago that she didn't hang onto her purse the way she should have, and a real naughty pickpocket took fifty dollars. However, that didn't stop her from having a good time.

The messenger of death caused sorrow in the home of George Voth, assistant to the M. C. B., in that his father passed away on October 7th. Mr. Voth has the sincere sympathy of the entire M. C. B. department.

Geraldine Nelson spent a Sunday at Beaver Dam—she said—with her grandmother, but I don't know.

Quite a number of our veterans called on us during the Veterans' Reunion. Always glad to see them.

Looks kind of bad when he is waiting for her in the morning, and then is waiting for her on the top of the hill in the evening. However, I'm not mentioning any names.

Josephine Sweeney spent a Saturday and Sunday with a good friend of hers in Chicago. We met her downtown when she was on her way to the train and she looked as though she had stepped out of a fashion plate. No, Joe, I'm not saying this for fifty cents.

Following is a writeup which Miss Schultz gave me and which, I am sure, will be interesting to all:

"I am to 'hit the high spots' of my trip, so I will just skip from Milwaukee to the highest spot I visited, namely, the Grand Canyon, which is 8,000 feet above sea level. We reached Williams, Ariz., about 4:30 in the morning and it was quite a surprise to suddenly find ourselves in the mountains, for we had only seen foothills the previous day. A great stillness settled down after the train left, so we were able to appreciate the beauty of the sunrise, tinting the clouds which hid the summit of the San Francisco mountains. Although we were in sight of mountains all the time until two weeks later, yet none seemed as beautiful as the first.

"However, the feeling of 'bigness' which we felt at Williams was almost nothing compared with the immensity of the Grand Canyon. Those miles and miles of beauty were hushed with a stillness that no one dared to break. The coloring effects of the rock cannot be described with mere words. The canyon certainly made one realize what a small part of the universe a person is, for tourists who were only down one-quarter in the canyon looked no larger than ants from above.

"From here we crossed the desert—quite a different desert than I had imagined it to be, yet the many varieties of cactus made it a more interesting place than the one I had pictured.

"On our way to Los Angeles we passed through the orange groves, and here and in Los Angeles had our first glimpse of California flowers, which are larger and more beautiful than any I have ever seen before. At Los Angeles we visited the Cawston ostrich farm and also Universal City. Here we saw how movies are made and it almost destroyed my pleasure in a movie. Gaslight green actors and actresses act to the strains of music, in what appears to be an office room, etc., and which proves to be but three walls. What will appear to be a wonderful building or small village proves to be a mere shell. The lights cast a green light over everything. We watched Irving Cummings and Carmel Meyers acting a scene and it made us realize that there is a great deal more to making a picture than most people think there is.

"Between Los Angeles and Monterey we saw the oil wells, drilled out into ocean rock. On this stretch of the trip we were able to see how the train climbed the mountain, by winding around it, and at places we could see below us the track over which we had passed. One of the tunnels through which we passed is 7,000 feet long and we were glad to get out of it, for the engines are run by oil in this district and it filled the coaches with a choking gas.

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"At Monterey we visited many of the historic buildings of California, namely, the Customs House, over which the first American flag was raised in California, the Carmel mission and church, the first theatre, the home of Robert Louis Stevenson, and the first frame house. We also went through the Booth fish cannery here. We had an opportunity of driving along the seventeen-mile drive along the ocean, passing through Del Monte and Carmel.

"At San Francisco we visited Golden Gate Park, which is the largest and most beautiful park I have ever seen. We were told that every tree had been planted, and they have certainly made a wonderful park. Of course, we took the ride around the Golden Gate and saw the seal rocks and the exposition grounds. We visited Chinatown at night and, although it was not as exciting as we had expected, still it was very interesting and very 'smelly.'

"We went through the Tabernacle at Salt Lake City and through the different Mormon buildings in Temple Square. The Mormons have certainly built up a beautiful city, which has a great deal of a big city's activity and prosperity. In Utah we saw the first mountains which were covered with snow.

"I could say four times as much as this article contains on each of the things I have mentioned, but it would not show how wonderful and beautiful California is in sunny weather, or how cold and dreary it is in a fog. I enjoyed every minute and met a great many people—but, East or West, Home's Best."

S. M. P. Kernels.
By "Hazelnut"

Mae McMahon went to Denver for two weeks to take a much needed rest.

Catherine Heun visited her sister in Harbor Springs, Mich.

Hazel Bilty spent a week hunting and fishing at Gull Lake, Minnesota.

Jane Kimmish visited Washington, D. C., Baltimore and Atlantic City.

A beach party was given by the girls on August 16th. A good time was had by all and no casualties were experienced. The claim is made that Rosie went in wading; if so, those who weren't there can be sure they missed something. Esther Wissing brought two dozen pickles and ate twenty-three; the other one fell in the lake. Kitty Heun and Manilla Voelkel had a wiener-eating contest; they ate so many, we lost count.

Hennie Kreuger, one of our veteran clerks, has become a regular "wampire." He's bringing the girls bouquets of flowers.

Orie Boussett was seen partaking of some sparkling, amber-colored liquid. That may have been cough medicine, but still, we would like to know the doctor who prescribed it.

On August 16th our "Jujie" Lusty defeated Tom Schroeder in a three-round bout, and on October 8th he won a decision over Andy Stathas. The only effects noticeable were a grin and a patched-up cheek.

Will someone please tell us why Johnnie Wurtzer washes his face so nice and clean before he visits the S. M. P. office? Perhaps Norma, our little pass girl, can tell us?

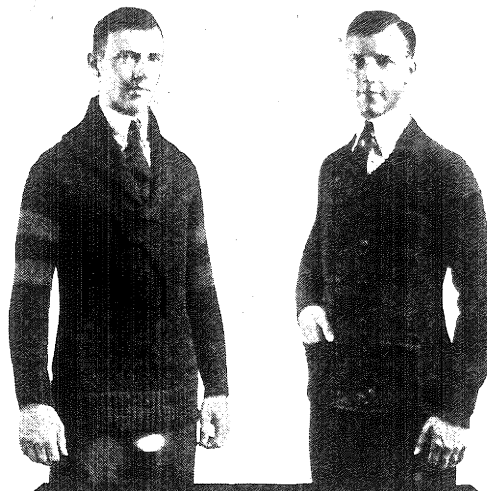
Alec Bross, chief clerk to Master Mechanic Phillips, has left us and gone to Sioux City as chief clerk to Master Mechanic Martinson. Walter Hanneman succeeds him. We wish you good luck, Alec.

Our lady draftswoman, Merrill Walker, is wearing a wonderful diamond and Master Mechanic Joost is wearing a grin from ear to ear. Putting two and two together, we surmise he is the lucky man.

Because Otto Mueller, roundhouse chief clerk, has no money to play cards, a few amateur Hawkshaws have deduced that he has fallen prey to Cupid. There ought to be a few cigars, Otto.

Frank Peters, though a very modest and shy miss, is quite some poet and we are quoting some of his masterpieces:

There was a young man called Roy,
Ambitious was he when a boy;
While searching for fame,
To the roundhouse he came,
And now he's the foreman, oy-yoy!



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get a real sweater made from wool from live sheep. Wool that has warmth and wears like iron. All we handle is sweaters; every kind, quality and style you want. Here are two samples but you have to see one and wear it a year or two to appreciate the value. Prices are based on cash. It's a straight from us to you proposition. No middlemen or extras.

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Warmth Without Waiting

In the cool chilly mornings and evenings of Autumn before the furnace or household heating equipment is placed in operation, there are many times when the home is uncomfortable. Not much heat is needed to make the living room comfortable, but just enough heat is necessary to take the dampness from the air. One way of solving the problems of preventing coughs and colds in this season of the year is by the use of an electrical device, which is instantaneous in action, and therefore, gives warmth without waiting.

Such a device is the beam-type electric heater which directs the heat to wherever it is needed. For this reason it is desirable for use in the bath, nursery or bedroom, where instant heat is necessary.

During mid-winter, when the thermometer is at zero this type of heater is a welcome addition to other forms of heat so often insufficient in certain places around the house. This type of heater is light in weight, is easily portable, and adjustable in that the heat may be focused to any spot.



Keep
Your Eyes
and
Baby's Eyes
Clean and
Healthy
by applying
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If your Eyes
Tire, Itch,
Burn or
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Irritated, Inflamed or Granulated,
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every ten minutes to every two hours
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There was a guy called Red,
Who at nine every night is in bed;
He winks at the girls
And his hair hangs in curls—
Makes you think all the barbers are dead.

Signal Department Bubbles Suds.

Miss Katherine Bartel, clerk to Supervisor L. Gerhart, located at Chicago, paid the office here a visit recently. We imagine by the number of books that Miss Bartel and our congenial chief clerk looked over together, that the business was very important.

Miss Ruth Stoltzenberg, clerk to A. O. Swift, supervisor at Savanna, was also a caller here, seeking important information. Come again girls, but don't forget there are some nice looking boys up in room 6, third floor, fire escape.

Gust Koenig, our signal apparatus storekeeper, at the shops doesn't come down to the depot very often, but the other day Gust paid us a real visit and had some very good suggestions to offer.

We see John Bishop twice a month, but the last trip John wanted more than his check. John is after more room for his laboratory, so that he can erect a style T-2. He can then test out the motors instead of sending them back to the factory.

Speaking about John Bishop, we must not forget the fishing trip he and Elmer Muckerheide made up to Pelican Lake. I didn't see John's catch, but Elmer had a basket full of pike and believe me they were good, for Elmer was very generous in passing them around.

Speaking about Elmer; brings to mind and incident that happened a year ago. He laid down all the loose rocks he had on Cincinnati to win and when the scandal got around here lately, all those that dropped to Elmer, came back to collect. They claimed that he was in with the accused sox players.

F. D. Morehart made a flying trip to Pittsburgh to attend a signal meeting of some kind. F. D. M. brought back a hand full of stogies and passed them around. He also informed us they were selling 4% wide open. Slim take notice. E. F. has already made out a pass request for Pittsburgh.

Martha Deitrich, clerk to W. F. Seemuth, was taken down with appendicitis on October 2nd, and an operation was performed and to date — Martha is recovering very nicely. We hope to see her with us soon again.

Frank Leahy spent a week's vacation on a farm with relatives near Sioux City, Iowa. Anybody who wants information regarding raising of bees consult Frank.

Cy went away up north somewhere to spend his vacation. He took along his saxophone so they say, and came back minus a tooth. Its just possible he forgot that plug of Climax and took a bite at the mouthpiece.

John Regan, assistant supervisor, was off recently account of trouble with his eyes. He thought he got poison ivy in them. Haven't seen him lately to learn what was the trouble.

Johnny Dunn is wearing a pair of tortoise shell eye glasses. Says he can see in all the corners of signal and relay cases now. This is a tip to the maintainers. F. D. M. says he looks like a young theological student.

H. G. W. was home for four days account of Mrs. H. G. W. being sick. Cooking meals, washing dishes, scrubbing floors, etc., is nothing for a man when its performed as a labor of love. Get away from that horse's head.

Bill Leubke and his pipe dropped in to see us for a short time. Just about the time we were getting used to him, he left. Come again Bill.

H. Howard Lyons, a member of the Hall Room Boys, is about ready to embark on the sea of matrimony. Pittsburgh is a good place for a honeymoon, 4% wide open.

	Won	Lost	Per cent	Average
Cashiers	7	2	778	752
Signals	6	3	667	730
Accountants	6	3	667	722

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Chestnut Street	2	7	222	673
Special Agents	1	8	111	647

First ten bowlers: E. Johnson 182, F. Coerper 180, G. Hiltel 176, E. Hoerl 169, H. Franzen 166, J. Hoerl 165, A. Hoerl 163, E. Muckerheide 160, A. Erdman 159, E. Brock 159.

Kansas City Division Billie

Switchman Wm. Nevitt and wife of Ottumwa have departed for a thirty day tour of the west.

Miss Clo Sanders, who has been clerk in the trainmaster's office for several years, was married October 4th to Sam Carr of Ottumwa. Clo brought us a big wedding cake so we could all have a piece. We are wishing them much joy and happiness.

Her leaving brought about a change in the clerical forces around the division headquarters, which finds Harold Burnaugh transferred to the trainmaster's office, Miss Mildred Kissinger from the division master mechanic's office to the superintendent's office, and Miss Thorne to the master mechanic's office.

Inspector Matt Quinlan of West Yard has gone to Upper Michigan on a land trip. Inspector John Hunt, his partner, is out west somewhere looking after his farm.

Division Chairman G. L. Gallaher conducted an interesting meeting of the O. R. T. at Laredo, Sunday, October 10th, at which there was a large attendance.

Switchman Terry Owens was the hero when Conductor Hagerty's caboose took fire at West Yard from unknown causes. Terry climbed the burning dog-house and from the perilous perch chopped holes in the roof, directed the fire fighters, and conquered the blaze. Terry has lots of that pep.

H. F. Owen, agent Excelsior Springs, Mo., is enjoying a two months vacation. L. M. Boughtin is running the station during his absence.

It is now Conductor Blaine Calvert of the Middle Division. Blaine's promotion was delayed a couple of years on account of his service with Uncle Sam.

C. J. Capps, who has been agent at Sewal for the last two years, has been made agent at Northern Junction, Mo. M. K. Blackman from Gault has gone to Sewal as agent.

Hutchinson Loring, West Yard switchman, is now on his semi-annual visit to Chicago.

Shanty Hampton has laid off calling crews at Ottumwa Junction. He is a college boy once more and is playing on the foot-ball team too. He is at Des Moines College.

Dispatcher J. H. Upp is celebrating his day off today. I suppose he is sitting on the bank of the Des Moines River with a fish pole in his hand, as that is the way most of his spare time has been spent this fall.

Mike Whelan of the yard office, West Yard, spent a Saturday and Sunday recently visiting his son at Iowa City.

R. W. Anderson superintendent of motive power, Milwaukee, spent a few days on the Kansas City Division last week.

Miss Martha Browne, first telegrapher at West Yard, who was in the Ottumwa hospital for treatment, has returned to her home, and is feeling much better.

Agents John McEwen of Farson and Glen Anderson of Jerome have been enjoying a lay-off. John Chase relieved them both.

Miss Hazel Nation of the roundhouse office, West Yard, has returned from Seattle after an enjoyable visit with the home folks there.

Yard Foreman Mike Carney was off duty to take in the district fair over at Oskaloosa.

Roundhouse Foreman J. H. Lord has gone back to Coburg, J. J. Kocha taking his place at West Yard. We also have a new division master mechanic, R. C. Hempstead; G. W. Taylor having been appointed special repairer A. S. M. P., with headquarters at Chicago.

Operator Frank McCarthy of Kansas City, while on his vacation stopped off in Ottumwa for a brief visit with old friends.

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Making a Start

James J. Hill spoke an important truth for railroad men and others when he said, "It is the first concern of every man to know that he is achieving something, advancing in material wealth, industrial power, intellectual strength and moral purpose." Savings in the bank help you to make a beginning.

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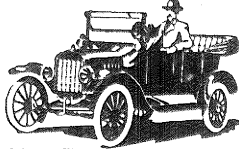


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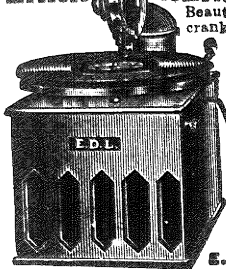
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You don't have to pay for it—not even the freight. Not a dollar of your money is required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

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Made of fine quality Cadillac Broadcloth Gray Flannel. Special Winter weight. One large pocket, faced sleeves and matched pearl buttons. Cut Extra Full. Coat Front Style. Double-Stitched thru-out. Soft turn-down collar with satin faced neckband. Thoroughly Shrank. Try to match these shirts in any store at \$4.00. Yet we offer you two for only \$5.25.

Send No Money Write today. Shirts will be sent at once, transportation prepaid. Pay only \$5.25 on arrival—no more. Money back at once if not more than pleased with the wonderful value. Be sure to give neck-band size.

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Operator A. J. Jones and wife spent last Sunday with relatives in Williamsburg, Iowa, making the trip overland.

S. M. East

O. J. B.

Seems like one ought to get a little time to chronicle all the news which gather up in a month and which are so kindly sent in by others but somehow the days go too fast.

Before I forget—the great news item around here was the marriage of Miss Craig, the happy stenographer of the store department, to H. E. Dutcher. Oh, sure, she told me all about when it was going to happen and we kept the secret so well that when her friends made her a little present she was so surprised. The date was September 25, 1920.

A successful and helpful meeting. This was the sentiment of all who attended our last meeting of the Get Together Club. The chairman asks that everybody watch out for the next one.

W. J. Beckel has returned to his duties as local storekeeper after having had a leave of absence during the summer. He has not told me what he did all that time but I don't think he was making garden, or fishing or swimming.

We heard a strange tale last week. One of our twilight tenders on the east end came up to a lamp which was out and relit it. On returning from his rounds he passed this light and it was out again. Looking inside he found a few acorns in it. "Those consarned kids again," he muttered as he lit it once more and went home. Next day it was out again and for several days the mystery continued. Then one day just as he was resolved to cut a switch and sit down and wait for the mischief maker he noticed a woodpecker alight upon the switch stand. Watching the bird he saw him hard at work maneuvering an acorn through a hole at the top of the lantern. If the lantern were lit the acorn would strike the flame and put it out. Here then was the culprit caught in the act and thus is another mystery unraveled.

Mamma, may I go out to vote?

Why, sure, my little darling;

There's Mr. Cox, the Democrat hope,

And also Mr. Harding.

There is certainly a great advantage in being able to sit at home and study over the merits of an article you expect to purchase by reading up all the printed matter the seller has to offer on it. One of our young husbands recently received a stove. As it stood in the crate he told us all about it. He described the enormous size, the heavy firepot, the matchless nickel plating, in fact it was to be a young furnace. The most important feature, however, is a thermometer. His wife claims that this feature alone decided him in his choice of stoves. It will devour anything, very fond of coal and as we talked with the man that helped him set it up we will wager that when this stove gets to going, the family will have to sit out on the porch this winter in order to keep cool.

Herbert Norgaard has left us in order to return to school at Mankato. It is learned that he intends to raise a crop of mutton chop whiskers in order to be prepared for his entry into big business when he graduates.

We stopped the press at once on hearing that Mr. Sauter, our efficient pump repairer, was known to be found taking evening strolls with a companion, almost every night that he was in town. We shall have to wait awhile yet though as the companion proved to be of the male denomination. As John is decidedly the catch of the season we shall watch his course with interest.

Milwaukee Shops Items

H. W. Griggs

Our first chronicle this month is the death of Mrs. Prentiss, mother of Chief Chemist Geo. Prentiss, at Watertown, September 15th. Mrs. Prentiss had been in failing health for some time. She had reached the full allotted span of life and more, at the age of 89 years.

Mrs. John C. Fox, wife of the oldest railway employe in the United States, passed away September 29th at the age of 87 years. Mrs. Fox had been helpless for over two years, and in poor health for the last 15 years. The funeral was held at Janesville, September 28th, at 2 P. M.

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Rev. Willmings of the Episcopal Church officiated at the funeral, the remains laid at rest in beautiful Oak Hill cemetery overlooking the great Rock River Valley. The sympathy of all the veterans and past co-workers of Mr. Fox go out to him at this time.

Alex Reid, electrician in the car department, died September 24th. Reid had been off duty sick for the last four years; he was an old-timer on the Milwaukee Road, and was a member of the Veteran's Association.

Assistant M. C. B. Voth's father passed away first week in October, mentioned elsewhere in the items.

Alex S. Bross went to Sioux City the 29th to take charge of the S. M. P. office there.

Mr. Jno. Horan requests that the screen thief who stole some portraits from under the glass on his table please return them, as these are photos of old time railroad men.

Someone said the big empty room over in the old S. M. P. office building would make an ideal dancing space. F. S. Brand's girls brought down a phonograph, and a sure enough dance was put on at noon, which is frequently repeated. All one has to do is to get used to the ocean wave floor. Veteran John Horan is left in the next room. John looks really lonesome and comes over to see us.

A crossing gate and shanty has been installed at the north tracks. Some style, too. Also what is needed is a sign "SLOW" at the curve around the barn.

We are all glad to know that Mr. Bradshaw has returned from the hospital much improved in health. It was a disappointment that Bradshaw could not feel able to attend the Veteran's meeting.

Speaking of the V. E. A. meeting, suffice to say that our editor will write this up or has much better than we are able to do. Nearly 1400 put their feet under the tables in the spacious Auditorium. The speeches were good, but being at the south end of the north half of the hall could not be heard very distinctly. Manager Joe Grieb, also a once railroad man, did himself proud in seeing that the Veterans had everything at the best. At the business meeting, A. J. Earling's entrance in the room was a signal for tremendous applause, and a standing reception. The annual meeting was the biggest one yet. We all had a handshake with Mr. Byram and Mr. Greer. The latter promised to toe the mark for a photo the next time he was at the shops.

The shops started at 8 A. M. October 1st and quit at 4:40 P. M.

Someone says that Mr. Joost is "engaged."

Miss May McMahon of McCormack's force spent nearly two delightful weeks at Denver, Colorado, and took the automobile mountain trip.

John W. Taylor was at the shops the 12th. The store department staff meeting is on. Croha of Tacoma and Rivers of Michigan City were here.

Someone was saying that Miss Merrill Walker, draftess in M. E. department, is engaged.

Conductor Elmer E. Wolcott, aged 59 years, died at his home in this city the last week in September. Wolcott was a passenger conductor on the road for 35 years. The body was taken to Sparta for burial.

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Chief Clerk McCormack S. M. P. department was away a few days around the 12th on account of the serious illness of his mother in Madison, Wisconsin. We all sincerely hope to hear a more favorable report from her.

Thomas Scott, shop engineer, is off on his well earned vacation.

We, the photo department, moved over to the M. C. B. floor the 7th, out of the smoke and smudge, although five minutes farther from dinner. Here we handle the Veterans' business, annual passes for same, magazine items, recording inspector, etc. Drop in and see us.

A Bit of Chicago Terminals News

G. E. Sampson

Not that we expect to get everything that happens in Chicago into the magazine, but with the combined efforts of several employees located

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DON'T send a penny. Just send your name and say: "Send me a Lachnite mounted in a solid gold ring on 10 days' free trial." We will send it prepaid right to your home. When it comes merely deposit \$4.75 with the postman and then wear the ring for 10 full days. If you, or if any of your friends can tell it from a diamond, send it back. But if you decide to buy it—send us \$2.50 a month until \$18.75 has been paid.

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at different points in the terminal we are going to endeavor to give our readers a long column of news every month. This is our first attempt and we got started almost too late to get news in from all points. However, Galewood and Godfrey yards will get their share. We hope to get a few from all parts of the terminals, that are not already taken care of for the next issue.

Expert Car Record Clerk Annabell Hudson from Galewood office is back on the job after a short vacation. Old time results expected.

Also Chief Clerk Ed. Hole is spending a short vacation at Kansas City. We miss him too.

A. F. Wagner is sure making a great success with the new car record system. If anyone could perfect a system, leave it to A. F. And should Roy Young or any of the other Portage boys read this they will back the statement, for they know.

Little Margaret McBride has returned to Galewood from the downtown office, where she had been sent for a few days to help get caught up with the work there. Please, "Peggy," don't go away again, we all miss you so.

Did any of you miss that jolly "hello" during the daytime for a week or so? Well, the reason was that the owner of that pleasant voice, Miss Esther Earl, our phone operator, had to attend an O. E. S. convention at Springfield and was unable to leave her cheery voice behind. Glad you're back, Esther.

Wonder why Eddie Barry is taking a few days vacation. Did the Pyotts do so well or may we expect "veddin bells?"

Edwin Holmes, an old and faithful employee at Galewood, called at the office to see us all. Always glad to welcome old friends no matter how busy. Our friend "Bubbles" has joined the matrimonial crew and set sail on that great unknown sea and we wish him and his the best of success. Now—altogether everybody—three cheers for Bubbles.

Steve Mandalhy is the proud daddy of an 18 pound baby boy. Steve says he doesn't cry much. It's a good thing, for, judging by his weight he must have a powerful pair of lungs.

We told you that Chief Clerk Hole was away but we didn't say that Henry Doornbosch was acting in his place. Well he is, and at lunch hour you can hear all the clerks singing. "Oh how we love our Helne." It shows how we agree. Just fine. Yardmaster Harrington is back on the day job at Manheim after a few weeks absence, in which he was doing some good work for the B. R. T.

W. J. Walthers, foreman of the south hump yard bumper engine, spent a week this month visiting friends at Milwaukee, Oconomowoc and Portage. Well, he deserves it, as it is the first vacation this summer for Billie.

M. Duffy, yardmaster at the train yard at Bensenville, days, has left us for awhile and we are informed that he has taken a position over on the north side for the present.

Train directors located at the north hump office have completed their annual vacations and Relief Man Dickenson is back on the night yardmasters job at the north hump.

Yardman Frank Linscott has returned to work on the outside Bensenville engine after a month's vacation spent with his family at Portage. Frank has not been able to locate a living place here as yet. Guess he will have to do the same as a lot of the men working in and out of Bensenville yards, buy a lot and put up a home such as he may need.

G. E. Sampson, night yardmaster at the south hump yards, has just completed and moved into a new home at Bensenville. Several other buildings are under construction in the same vicinity and it begins to look as though Pine Street was going to be all built up by C. M. & St. P. employees.

Engineer Beyer has purchased a fine residence at Bensenville and moved his family from the city. A number of other engine men contemplate doing the same.

R. P. Hayes, day yardmaster at the south hump yards, says that this is ideal weather to auto to and from work. Ralph sure ought to know as he has been driving the 17 miles between his home and the yard every day. He is not praying for snow to come either.

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R. & S. W. Division*J. W. Carey*

On October 7th, as the switch train was pulling into Delavan, three young men, feeling frisky from an over dose of apple-jack, were standing back of a coal shed east of the station, and one of them threw a stone through the caboose window. Conductor Kelly dropped off and chased them far enough to get the name of one of the trio. Next day detective Moran appeared on the scene and relieved them of \$5.00 and costs. Engineer John T. Corbett is wearing a broad smile these days and passing around (a few) cigars on account of bouncing twin girls arriving at his home September 17th. "More power to you John."

Pete Herman says, "The pine tree balsom did not agree with Conductor Larkin and party at Spider Lake, as when discovered by him they were blowign bubbles caused by a capsized boat and for a few days after they were in the garb of a painters uniform."

Conductor Larkin, train No. 35, October 13th, went on siding at Delavan to let 62 pass, noticed a brake beam down in 62's train and stopped them. No doubt this watchfulness avoided a costly derailment.

Conductor Bill Smith had a broken truck in his train west of Dakotah, October 13th, which caused 36 to be about an hour late.

Messrs. Chas. Clayte and Doc Bush spent a few days at Delavan Lake fishing, the middle of October. Some large ones were told about what were caught.

John Dekiper Hallisey is doing the braking on 35 and 36, while Wm. Barron is off account sickness.

When John Dekiper was first sighted on the run people began to think Larkin was back on the "Bungaloo" again.

Engineer L. McGovern was seen at Freeport and glad to announce that he is improving in health rapidly.

We are sorry to announce the death of Conductor Joe Starr's wife, who passed away October 12th. Burial at Milwaukee, October 15th.

Sidney James Thomas, 8 pounds, arrived at the home of Mr. and Mrs. F. E. Thomas, October 7th. Another dispatcher in view.

Things are running smooth again in the superintendent's office. C. I. B. is back on the job.

Born to Operator and Mrs. Oliver J. Butler, a son John William, October 11th. Thanks for candy.

Phone 2241! Ask Irene what it means.

Tom E. Crago has taken a position as chief timekeeper on this division in place of Bertram Dolan, who has gone back to college. There is one in the midst who hasn't smiled since.

Little Walter has been attending school in Milwaukee for the past two days. He thinks Budars is the best place to get educated. "How do they they do it in a dry town?"

For all particulars on how men marcelle their hair, ask Mary Mc.

Strange how much trouble Mary is having with her teeth. Well, he is good looking, Mary.

Home Guard Spur

Engineer Nathaniel Morgan has returned from a trip to his old home in Wales, and is now pulling the latch on the second "Dinkey."

The beet season is on in full swing. Each day ten to twenty cars leave Racine for the West, the majority of them being received from the North Shore Line. Saturday evening, October 9th, Captain Gillen of the night patrol kissed the Home Guard Spur "Goodby" and went west with 22 loads to Burlington, where the beets were transferred to the Soo Line, bound for Chippewa Falls.

Engineer Jack Liddle recently returned from a hunting trip, is now back on the swing job.

Two extras were run by Racine crews to Beloit and return, Sunday, October 3rd, to relieve freight congestion at Corliss.

Pete Herman who has been up in the Northern woods for some time is now back on the job taking charge of the junction switch engine.

Engineer Jack Owen, Conductor Nick Hermes, Baggageman William Hall, and Dick Rowlands and Agent C. J. Ramsey were representatives

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"Fourteen Points" of Electric Railroading

Summarizing a paper entitled "The Advantages of Modern Steam and Electric Locomotives," read at a meeting of the American Institute of Electrical Engineers in New York City, A. H. Armstrong, chairman of the electrification committee of the General Electric Company, outlined "14 points" of electric railroading.

Mr. Armstrong's "14 points" sum up the principal advantages claimed for the electric as compared to the steam locomotive. They are as follows:

1. No structural limits restricting tractive effort and speed of electric locomotive than can be handled by one operator.

2. Practical elimination of ruling grades by reason of the enormously powerful electric locomotives available.

3. Reduction of down grade dangers by using regenerative electric braking.

4. Very large reduction in cost of locomotive maintenance.

5. Very large saving of fuel, estimated as two-thirds the total now burned on steam engines in operation.

6. Conservation of our natural resources by utilizing water power where available.

7. Material reduction in engine and train crew expense by reason of higher speeds and greater hauling capacity.

8. Increased valuation of terminal real estate following electrification.

9. Increased reliability of operation.

10. Material reduction in operating expense due to elimination of steam engine tenders and most of the Company coal movement, the two together expressed in ton miles approximating nearly 20% of present gross revenue ton mileage.

11. Large reduction in effect of climatic conditions upon train operation.

12. Postponement of immediate necessity for construction additional tracks on congested divisions.

13. Attractive return on cost of

electrification by reason of direct and indirect operating savings effected.

14. Far reaching improvements in operation that may revolutionize present methods of steam railroading.

"Electric locomotives are now being operated 3,000 miles between inspections on at least two electrified railways and the following figures are available," says Mr. Armstrong in his paper.

Electric Locomotive Maintenance Year 1919

No. locomotives owned	N. Y. C.	C., M. & St. P.	B. A. & P.
	73	45	28
Locomotive weight—tons			
	118	290	84
Annual mileage	1,946,879	2,321,148	566,977
Repairs per mile	6.39c	14.65c	6.48c

"On the basis of pre-war prices, maintenance costs were approximately 60% of above figures given for the year 1919.

In contrast, it can be stated that the present cost of maintaining a type 2-8-8-2 Mallet is fully 75c per engine mile, without including many miscellaneous charges not shared by the electric locomotive. Possibly more direct comparison may be better drawn by expressing maintenance in terms of driver weight.

Steam and Electric Repairs

	Steam Mallet	C., M. & St. P. Electric
Cost repairs per mile	75c	14.65
Weight on drivers	240 tons	225 tons
Cost repairs per 100 tons		
Loco. weight on drivers	31.3c	6.52c

"Including all engine service charges, the facts available give foundation for the claim that electric locomotives of the largest type can be maintained for 20% to 25% of the upkeep cost of steam engines operating in similar service."

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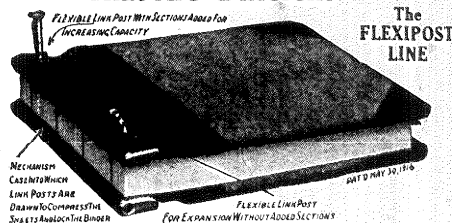
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Patent Lawyer

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from Racine at the Milwaukee Road Veterans' Convention, September 24.

Conductor Terrance Kinney was on the Eagle Branch a few days, while "Jake" was at the Veterans' meeting. Martin Roth catching the way-freight for a couple trips.

The day-patrol run is temporarily badly crippled up caused by the abuse of Extra Conductor John W. Rossmiller, "the buttermilk magnate." Hurry back John!

Work on the new coal shed at Corliss is progressing at a rapid rate and it will undoubtedly be ready for service very soon.

A work train is working in and around Corliss yard for a few days picking up old rails, and the new steel sure rides fine.

Prairie du Chien Division Notes

C. A. Mix

Yes, the superintendent's office is still in existence even if we haven't had any notes in for a while.

Has any one solved the mystery of the grapes? Miss Florence Bischel, stenographer to Superintendent J. A. Macdonald, was bridesmaid at her cousin's wedding in Milwaukee recently. That is the second time, so you better watch out, Flo, for "three times a bridesmaid, never a bride."

J. Fox and his sister, Miss Winifred, attended the banquet of the Old Veterans, and we understand they had a very gay time.

Miss Gladys Swenson is again in the superintendent's office account of Mrs. Burke resuming her duties as chief dispatcher's clerk after a three months' leave of absence.

Can any one enlighten Miss Bernice Buehler as to the source of the mysterious telegram she received October 12th? We don't blame her for being all upset when Bob wires and she already has a date.

We have heard several stories lately from the corner where "Don" and "Fergy" sit.

C. A. Payne, division accountant, is acting as chief clerk during the absence of Ottomar Kloetzner.

It has become very noticeable that Miss Berdella Niebuhr is very much attracted by a little tin lizzie or maybe its owner.

Wonder why Lillian abandoned her usual week end trip to Milwaukee October 2nd. Speak up, Lil.

The statement department, consisting of Ottomar Kloetzner, Jr. and John Curtin, otherwise engineer of the Prairie du Chien Division, is progressing lovely, and their strenuous duties are nearly completed.

We hear from Mr. C. M. Chapman, chief time-keeper, that he is so busy sending back the new time slips for corrections, that he is unable to book the E. & F. time.

We have talked to Hazel with tears in our eyes, but she still persists in letting a certain young man escort her to and from the office.

Conductor Irvin Garner was seen hauling a load of potatoes in the rear seat of a Buick Car. Looked like about thirteen bushels. What are you going to do with the potatoes, Irv?

It is getting to be quite a problem to keep a line on Marge, as you can never tell where she will spend the week-end, Sauk City, Portage or Chicago.

It is rumored that our Sidewireman, John Meyer, and Chief of Police Shaughnessy, have had an understanding of a personal nature. It will be nice for the winter, won't it, John?

A trio, consisting of John Curtin, John Meyer and John Sage, were seen returning from Milwaukee one Sunday eve in a very dilapidated condition.

Miss Patricia Foley, clerk in freight office at Madison, was married in Richland Center on September 22nd to William Warnecke of Madison. They have our congratulations and best wishes.

J. H. Valentine, our chief dispatcher, has been obliged to spend some of his time confined at his home with quite a serious case of tonsillitis. E. M. Dousman acted as chief during this time.

C. O. Bradshaw, assistant general manager, visited our office on October 13th.

T. H. Taylor, assistant agent at Waukesha and one of the oldest employes of the division, attended the 3rd annual banquet given by the Veteran Employees Association at the Auditorium, Milwaukee, September 24th.

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