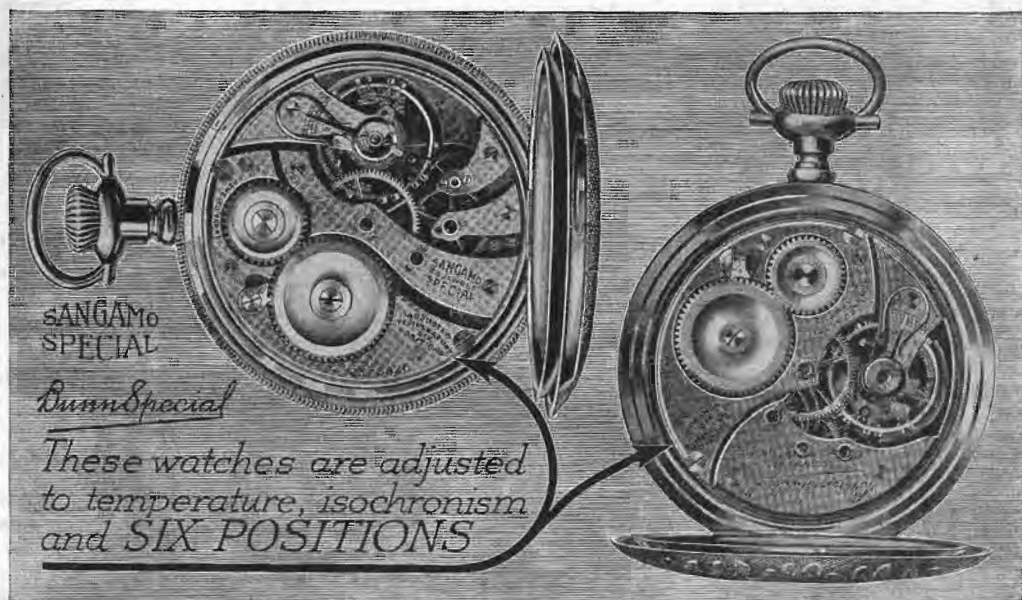


THE MILWAUKEE EMPLOYEES MAGAZINE



October 1922

Lauderdale Lakes
Wisconsin
C.M. & St. P. Ry.



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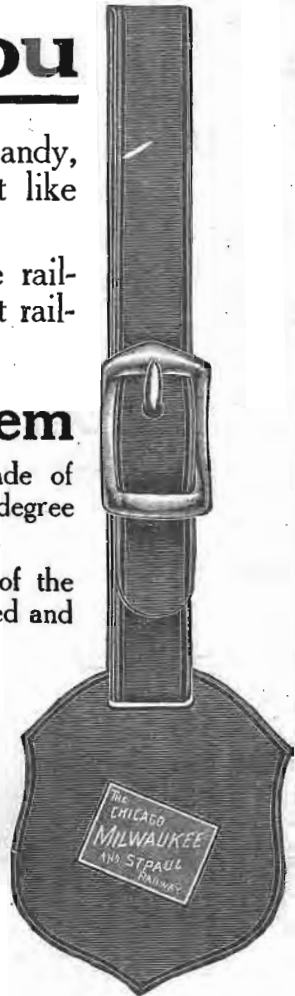
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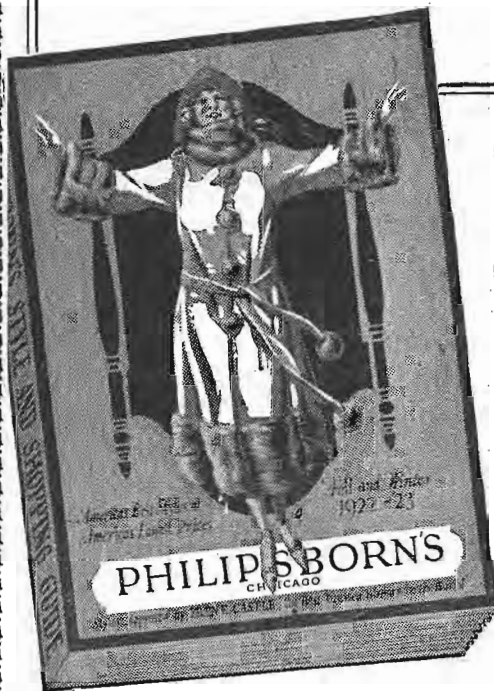
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How "The Jawbone Railroad Was Built"

*Mrs. Wm. T. Hart.**Reprinted From The Harlowton Press*

That portion of The Milwaukee's trans-continental line that traverses Sixteen Mile Canyon, and is one of the strong picturesque attractions of that picturesque route, together with the line from Harlowton to Lewistown, was originally an independent line built under the corporate name of The Montana Railroad, but nick-named "The Jawbone" because it was said that its construction was made possible, not by the money it was able to scrape together, but by the persistent wagging of the jawbone of its promoter, Mr. Richard Harlow, of Helena, Mont.

Mr. Harlow had a persuasive way with him and his many "agreements" as outlined in the following sketch of Mrs. Hart's was the means of getting the little Montana R. R. through the tortuous windings of the Montana Canyon through the Big Belt Mountains.

Mrs. Hart is the accomplished wife of Agent "Bill" Hart at Harlowton, Montana, and her story was gathered in a personal interview with Mr. Harlow.—Editor.

"I conceived the idea of building the railroad which developed into the Montana Railroad, commonly known as the "Jawbone" in the summer of 1890. I was living in Helena. There was great excitement all over the state in those days in mining circles. Silver and lead were high and in great demand, and copper was beginning to come into its own.

Everybody in Helena felt rich. Real estate was exchanging hands at a lively rate and new enterprises, of any kind, were received with favor.

Someone had discovered silver and lead in the Castle mountains in the late eighties and there was great excitement in that district in 1890.

The Cumberland mine had a small

smelter in which it had reduced 6,000 tons of silver lead bullion. The coke for the smelter was hauled in wagons from Livingston and the bullion hauled back.

There were 15 steam hoists in the district and one other smelter besides the Cumberland company's and every inch of the mountains had been located and innumerable prospects were being worked.

The ore was of too low grade, however, to justify the long haul to the Northern Pacific and a cry arose from the two thousand men who got their mail at Castle for a railroad.

Helena Offers Bonus

Helena was wide awake and heard the call and its citizens met and offered a bonus of \$200,000 in land and cash to anyone who would build a railroad from that city to Castle.

Three companies were organized to build the line, my own among the others, but the two others never got beyond the paper stage.

In the summer of 1890, in the midst of the excitement, an eastern friend dropped into my office unexpectedly and told me he had some money to invest and it was not long before I told him that I had a place to put it and thus the railroad was born.

My friend's total assets were not nearly sufficient to build the line; in fact he had only enough to make a good start but that seemed sufficient for us in those days.

Before we got fairly under way, however, the panic of 1893 overtook us and the Helena bonus went glimmering. Not a penny of it was ever paid to us in any form whatever.

Time passed and every plan we made went awry, but my friend had nerve and faith and some money and that, with the work I could do, enabled us

to finally begin work in May, 1895, on the 16 Mile creek division. Work began near the present site of Deer Park.

But even then work was pushed in only a half hearted way because my friend, whose name by the way was J. P. Whitney of Glassboro, N. J., would not agree to get in too deeply until I could complete some financial arrangements that I agreed to make.

How the Road Was Named

It was these financial arrangements that really built the road. They were covered by four contracts. The first was with the contractors who built the grade and who under their contract agreed to accept notes of the company, secured by bonds, in lieu of cash. It was this contract that gave me the reputation of building the railroad without money. I should like to say here that there was something over \$2,950,000 invested in the road before it was completed and only about \$100,000 of that amount, or about $3\frac{1}{2}$ per cent, was represented by the notes given to the contractors.

The second contract that I had to get was with the Cumberland Mining Company in which that company agreed to exchange 7,000 tons of ore that was lying on its dump for our railroad bonds.

The third agreement was with the East Helena Smelting Company, in which that company agreed to pay us \$150,000 in cash for the 7,000 tons of ore when we delivered the same at their smelter. It was agreed that we were to get \$150,000 in any event, whether the ore was worth that much or not, but if it should prove to be less valuable than that then we were to give the smelting company our notes secured by our bonds for the difference between the value and \$150,000.

The fourth agreement was with the Northern Pacific Railroad Company in which that company agreed to sell us rails, spikes and fittings, locomotives and rolling stock and accept our notes secured by bonds in payment in which that company agreed to give certain traffic divisions, which were very satisfactory to us, to take effect when we got in operation.

The work began in earnest and I

thought that our troubles were over but I then had the experience of the average man who borrows money to buy an automobile; I found that my troubles had only fairly begun.

We had a frightful time getting supplies up 16 Mile creek. A team and wagon had to travel 60 miles to get from the lower to the upper end of the box canyon which is scarcely one-half mile long. A four horse team with oats was sent to a camp from Toston and landed without a pound of oats in the wagon. It was caught in a snow storm and the driver had to feed all of the oats to the horses. We had troubles with labor, with our engineering parties and, it seemed, with everything with which we came in contact. Trouble was the normal condition. The owners of the little ranches that we crossed held us up with shotguns. The ranchmen along the route hesitated to sell us supplies fearing they would not get their money.

When our money was all spent (and it was gone in a remarkably short time) the want of more was always staring us in the face. That was the one trouble that was with us days, nights and Sundays. It was the gloomy accompaniment to our other troubles; and our credit went with our money and how we finally got our rails laid to Leadboro in the Castle mountains is, and ever will be, a puzzle to me.

We got there, however, in the fall of 1897. On the day before Thanksgiving of that year our last construction train left Leadboro for Lombard loaded with passengers. It was caught in the snow at Dorsey and lay there 72 hours without fuel or supplies. The polar regions shifted to Dorsey that year and that was the first installment.

We finally got the train through without any serious damage to passengers and managed, through some means, to finally get our ore hauled to East Helena. During construction silver and lead had been steadily declining and when the ore was finally delivered both of those commodities were at the lowest point they had reached for years. Lead was $2\frac{1}{2}$ cents and silver way down in the forties. We got something like \$78,000 for the ore.

But our road was finished and not-

withstanding the accumulating difficulties I felt for a time jubilant.

The spring of 1898, however, took all the joy out of me and everybody connected with the enterprise. The winter's snow melted in April and came down 16 Mile creek in a great flood and our road bed was washed out from one end to the other and then we had practically to begin construction all over again and when the trains were again running we found our traffic on the ebb instead of the flow. There was not only no traffic in the Castle mountains but, owing to the depression all over the country, there seemed to be no chance of any further mining developments and I was forced to realize that our only hope, to save what we had, was to build on, so I began to delve into the problem of extending to Martinsdale 24 miles.

Built To Martinsdale

The Northern Pacific began to take an interest in us when its officers learned that we were thinking about an extension because they were interested in getting the Judith Basin traffic. I got a little, but a very little help, from the Northern Pacific and managed by some means to get to Martinsdale. It was a struggle to the death but we finally got the track laid with less outlay to the mile I dare say than any other road in this country can boast of and then we began to feel a little new blood tingling in our veins.

A small but steady stream of traffic came our way and helped in a pitiful way to meet our payroll. Up to that time we had never received enough money during any one month to pay expenses nor anything like expenses.

When we reached Martinsdale Mr. Whitney was forced to throw up his hands. He had gotten to the end of his purse strings and could go no further. It was then that Henry D. Moore of Haddonfield, N. J., a prince among men, came into the enterprise with his money and his generosity, confidence and faith.

He, however, was by no means ready or willing to advance money to build extensions, and the extension to Harlowton had become absolutely necessary. But he made it possible for me to make

another contract with the Northern Pacific by which that company conditionally guaranteed our bonds which contract enabled me to build the extension.

The advance to Harlowton put real life blood into the road but even then our receipts over a large part of the year were not sufficient to pay expenses and the onward call began again to ring in our ears and then came the Lewistown extension, begun in 1902 and finished in the fall of 1903 and blocked with snow for four or five months during that winter.

Road Pays Expenses

The extension to Lewistown justified the enterprise for from the time we began to operate that line our receipts were ample to meet expenses and to maintain the very expensive line that lay between Lombard and the Castle mountains.

Great credit should be given to A. G. Lombard, the first chief engineer of the road, after whom the town of Lombard was named.

Were it not for his ability, optimism and tact the enterprise would have surely died in 16 Mile creek. He did not know the meaning of the word fail. He did not know when he was knocked down. He knew only one thing and that was to be up and doing.

F. T. Robertson took charge of the road after we reached Harlowton. He was an engineer and a traffic man. He ran the line from Lewistown to Harlowton and the proof of his skill lies in the fact that the same line is being operated by the Milwaukee road today, notwithstanding that company had unlimited funds to change it when it bought the property.

A Learned Magistrate

Henry was the neighborhood magistrate. He had been settling a dispute between two block-aders. The one in whose favor the verdict was cast was filled with admiration for the facility with which Henry made out the papers.

"You are one of those 'read' men, ain't you, Henry?"

"Yes, I kin read right smart," modestly admitted Henry.

"You been to school, ain't you?" With just pride Henry nodded his head.

"I reckon you been through algebra!"

"Yes, I have," said Henry, "but it was night and I didn't see nothing."

Neighbor—"Why do you look so tired and sleepy, Millicent?"

Little Millicent—"Oh, that new baby at our house—he broadcasted the whole night long!"

Spark Arresting Appliances, Including Ash Pans and Smoke Boxes In Use on T. M. Division

T. McFarlane, Master Mechanic, Moberg, S. D.

Since the invention of the steam locomotives, different devices have been tried out to prevent the ejection of sparks from the stack of the locomotive and a great deal has been said concerning the merits of the different spark arrestors. The inventors as a rule are, however, reluctant to tell of the sparks that are not arrested and many times result in fire claims.

Locomotives operating across the prairies of the Dakotas using the Montana coal, which is of a lignite formation, should be equipped with the best of appliances for fire prevention, and the forces should be so organized that there will be no slighting of the injection and repairs when needed.

We have had spark arresters with netting so fine that it stopped up, and prevented the engine from steaming, thereby causing delays. Another I have in mind would throw very little fire with full size nozzles, but the draft was so obstructed, that it was necessary to reduce the size of the nozzles to get the engine to steam and when this was done, fire was emitted from the stack and the efficiency of the engine was reduced to such an extent, it was unable to handle the rated tonnage assigned to it, economically.

We are using on the Trans-Missouri Division in the heavy power spark arresters made of No. 415 Draftac netting. This arrangement is self cleaning and does not interfere with the draft or free steaming of the locomotive. The effective area of the opening through the arrester is 190 per cent of the flue area, and in my experience this is the most effective arrester so far used, with the lignite coal as the fuel.

In the G and H class of power we use a Front End Arrester with the deflector plates backed up with netting to assist in pulverizing the sparks and to make it self-cleaning, and we have demonstrated it to be a very satisfactory arrester.

Ash Pans

Next in importance as a fire preventive to an efficient arrester comes the ash pan. A very thorough inspection of the same should be made each trip to see that there are no openings that will allow live coals to fall through, which are liable to set fire to bridges or dry vegetation along the right of way. It is also very important that enginemen be made to realize the need of their co-operation, and responsibility in thorough inspection of ash pans previous to departure, and the needs of the slides of the pan being kept closed throughout the trip.

Firemen and Fire-Knockers

Firemen and fire-knockers should be warned against pounding the ash pan hoppers with bars to dislodge clinkers as this bends the sheets from their fastenings causing openings through which live coals may

drop. With lignite coal we place netting on hinges between the flare of the pan and mud ring, and apply sprinkling pipes through each side of the pan as well. This not only extinguishes fire dropping from the grates but also prevents the hoppers of the pans from warping.

Smoke Boxes

With respect to the maintenance of the smoke box, care should be taken to see that there are no air leaks in the same.

Nozzles.

Nozzles should be used as large as consistent with good steaming and should be cleaned regularly. A clean nozzle reduces fire hazard very materially.

Organization.

To reduce fire hazard to a minimum, our method, consists of the careful inspection of front ends and ash pans each trip, winter and summer, and in extreme dry seasons the roundhouse foremen and engine handlers at out-lying points are held responsible for personal inspection, and a wire report is sent me daily, giving the numbers of the engines inspected and condition found. With this organized method and with good fire appliances maintained at all times, we have been able to reduce the fire claims greatly.

Fire Claims Paid.

In conclusion I submit these figures, which will substantiate the statement just made.

In 1918 the Claim Department paid out \$129,657.46 for fire claims on the T. M. Division.

In 1919 the Claim Department paid out \$87,970.75 for fire claims on the T. M. Division.

In 1920 the Claim Department paid out \$22,341.11 for fire claims on the T. M. Division.

This shows a decrease in Fire Claims for the T. M. Division of \$107,516.00 in 1920 compared with 1918, and I hope to have materially reduced this latter figure for the year 1921 when the returns come in.

Limericks

E. W. D.

A con had an automobile:
O, man, how grand he did feel!
Till the judge called him down
For speeding thru town,
And the fine plus the costs made him squeal!

II.

Another, whose name might be Otto,
Purchased a Ford, or an Auto:
Thro the town on the River
He flew with his flivver,
The fine was 2 and a naught, too!

III.

An "old-timer" who lives on the rail,
Thought his "Arrow" could beat the Fast
Mail,
But the J. P. said, "Now, M.,
You can't get by with them!
Hand over a helping of kale!

Chicago Station

F. M. McPherson

With our 11,000 miles of railroad, it is not unusual that many of our fellow employees should be unfamiliar with Chicago Station (Union Street), and the following description is given in hopes that we will become better acquainted.



The accompanying picture is a view of two of our warehouses with the office building at the left (taken during noon hour from Desplaines Street looking west to the great Fulton Market and Cold Storage Warehouse with its storage space of four million cubic feet and capacity of eighty million pounds).

Being located just west of the loop, you will find us adjacent to Chicago's great market center which is efficiently served by our warehouse and teamtrack facilities, all of which are equipped with wide and well paved driveways to enable us to give prompt and efficient service on fresh meat, butter, eggs, cheese, milk, fruit, and vegetables as well as all other commodities. Extending from Jefferson Street to Green Street, a distance of four blocks, our warehouses Nos. 1, 2, 3, and 8 are located, manned by busy freight handlers all working with a co-operative spirit which makes possible the prompt handling of our L. C. L. business, all of which is received by teams, trucks, and tunnel cars.

Right here it would be well to briefly describe Chicago's Tunnel System. If you would cut a slice out of the earth at the corner of State and Madison Streets, you would find forty feet below the surface this great horse-shoe shaped freight tunnel protected by solid walls of concrete and alive with electric locomotives handling thousands of tons of freight in interchange with the various railroads and commercial houses. Our warehouses are equipped with two tunnel shafts where cars loaded with merchandise are brought to the surface on elevators and the freight distributed to the various cars. An average of 119 cars per day are handled to and from our warehouses and tunnel, and it takes an average of 454 team loads per day to receive and deliver the balance of our present day business.

The teamtracks at Union Street extend from Canal St. on the east to Carpenter St., a distance of ten blocks and are called Union St. and Jefferson St. (Yard No. 1), Green St., Peoria St. and Morgan St. (Yard No. 2).

Our teamtracks have a capacity of 224 cars and are equipped with an electric crane as well as unloading platforms. Crossing the north branch of the river we arrive at Kinzie St. where warehouses No. 5 and No. 7 are located. A visit to this district would be interesting as here is located 17 large industries such as Montgomery Ward & Co., Sprague Warner & Co., George Rasmussen, The American Radiator Co., Proctor and Gamble, John Sexton, The Railway Terminal, The Ontario Warehouse, and also the Chicago Green Fruit Auction House where cars containing over 30,000 boxes of green fruit are unloaded and sold by auction within two hours every day, and this district also has a team track capacity of 94 cars.

Keeping in mind the handling and placing of cars for this great industrial district as well as setting houses and handling empties, you will realize that the system of prompt handling has been no small problem but one which has been worked out most satisfactorily and every unit must function properly twenty-four hours every day.

The picture will also give you a part view of the office where the clerical end is handled. The first floor is occupied by the cashier, accountant, and forces, the second floor is given up to tracing, claims, and records, and on the third floor we have the Chief Clerk and billing department. Much could be said with reference to our forces, but space will not permit. Each man and woman is a spoke in the great wheel from the cashier going over his million dollar balance sheet to the office boy who has his own important duties to perform, and we invite you to become better acquainted with us that we may co-operate with every employee on our great railroad in the interest of our company and for the best service to our patrons.



Girls Kitten Ball Team, Milwaukee Shops, Minneapolis, Minn.

Top row from left to right—Edythe Olson, Louise Hitzman, Thera Nelson, Violette Loffert, Jane Williams, Lila Nelson. Bottom row—Biddy Murphy, Andy Anderson, Marie Fagen, Florence Kelly.

G. A. Rossbach, dispatcher at Spokane, while traveling through the east stopped off at Milwaukee to renew acquaintances. While up on the third floor of the depot visiting friend Gahn of the stationary supply, he called in to see us. Come again, Gus.

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End of the Shopmen's Strike

On Monday September 18, the striking shopmen returned to work under an agreement between the Milwaukee officials and the working forces, which followed the so-called "Baltimore plan." After seventy-five days of strenuous exertion on the part of those who kept the railroad going in spite of the greatly diminished forces, it is expected the shops and roundhouses will again be fully manned, the striking employees being taken back as fast as they can be put to work. As there is a great accumulation of car repair work and the motive power stands in need of overlooking and overhauling, there will be work for all who apply and full time with a full quota will give the shops and roundhouses their old-time aspect of rushing business.

Good times are coming to this country, indeed are here and it only needs steady and efficient work on the part of everyone, to put business on the boom. Cars are the vital need because upon the ability of the railroads to furnish cars to move coal and the great grain crops rests the quick and permanent return to "good times." Petty differences and animosities should be forgotten and every man should get his shoulder to the wheel and help push this good old railroad up the grade to "Normalcy".

Too much praise cannot be given those who so loyally stood by through the long hot days of summer, and worked day and night to keep the trains running. To them is due the credit which this railroad is now receiving of not having taken off any trains and of keeping very close to schedule time with them all. Delays occurred here and there and now and then, but in general the "on time" motto was lived up to with remarkable precision.

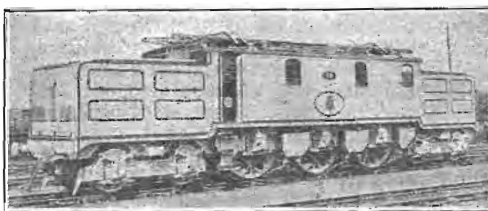
But let us hope that those days are gone forever, and as a reunited family, we shall all take pride and receive credit for good work and good service to the public.

Iron Ridge Passenger Train Electrically Lighted

Early this year, Conductor Willet S. Eidemiller of the Iron Ridge run of the Northern division decided that his train, which is the only passenger train on that

branch, ought to be electrically lighted, and be in the line of competition with trains on the more pretentious runs, and this is what the Daily Commonwealth of Fond du Lac says about Conductor Eidemiller's apparatus for train lighting: "The old rail knew that the engine had a turbine, for turbines are required to produce electricity for headlights. He managed to gather up some wire and some electric light bulbs. A saw and some handy tools were produced from somewhere and soon, Conductor Eidemiller, assisted by Brakeman Gus Sommerfield and Engineer Al. Lewis, had the combination passenger and express coach fitted for electricity. Connections were made with the turbine, and on the next trip out of Fond du Lac, the "Iron Ridge Flyer" was in a class with the Pioneer Limited. Oil lamps were promptly mustered out of service, but allowed to remain in position in the event anything went wrong with the Eidemiller Electric Company. So far, this has not occurred.

After this improvement had been made, the news managed to sift its way to the ears of Vice President B. B. Greer. "That's the type of employee the St. Paul boasts," said the railroad official and straightway dispatched a letter to Conductor Eidemiller telling him just how much the railroad Company appreciated his efforts. This letter is one of the proud possessions of the old St. Paul 'rail'."



Electric Motor on The Northeastern Railway of England

The above illustrates the type of electric motor in use on the Northeastern Railway. It is constructed to haul a 450-ton express passenger train at an average speed of 65 m. p. h. on straight, level track. The running gear is designed for a maximum safe speed of 90 m. p. h. without doing damage to the mechanical parts of the engine, which is of the 4-6-4 type, and consists of main frames mounted on three driving axles with three pairs of driving wheels 6 ft. 8 in. in diameter; and a four-wheel "bogie" at each end. The cab and sloping ends are rigidly fixed to the main frames, and are provided with the necessary supporting members for carrying the auxiliary and control equipment.

The current is collected from the overhead trolley by means of pantographs mounted on the roof at each end of the centre compartment. The main traction motors which are of the twin-armature type, are rigidly fixed to the main frame of the locomotive and transmit the torque to a gear wheel mounted on a

hollow shaft or quill drive. The high tension apparatus is located in one of the sloping ends; the other sloping end contains an electric boiler for train heating.

The capacity of the locomotive is 1800 h. p. one hour rating, or 1260 continuous rating.

—*The Northeastern Magazine.*



P. du C. Division Chief Clerk Otto Kloetzner

Ottomar Kloetzner Takes A Long Leave

"Otto" Kloetzner, chief clerk to the superintendent of the "Prairie" division has given up his position, account of ill-health and will go to Germany to be with his aged father and mother in their declining years.

Mr. Kloetzner has a long record of service with the Milwaukee and came to the P. du C. division fourteen years ago from a similar position on another division.

Four years ago he suffered a nervous breakdown and has twice been granted an extended vacation in the hope of restoring him to good health, but his zealous, earnest and conscientious regard for duty would not permit him to spare himself in any degree and he is now compelled to seek a longer rest, with plenty of exercise in the fresh air; with special treatments for his disorder.

He will sail from New York on Oct. 11, and take with him five large boxes of clothing which he had solicited for his impoverished country-men in Saxony. His address will be Ost Str. 2, Burgstaedt, Saxony, Germany; and he will be glad to hear from his friends of the Milwaukee Railroad.

Dan Healy

It is with deep regret that The Magazine announces the death of Daniel J. Healy, for many years dining car steward of the Pioneer Limited. Mr. Healy died at his home in Chicago on September 25th, after a brief illness.

It is probable that no single railroad employe, whether in the official walks or in the ranks, enjoyed such a world-wide reputation as "Dan" Healy. His stewardship of the Pioneer's dining-car brought a large patronage to the company, because "Dan" was courtesy personified and his aim was

to give such service that guests of his car would feel they had been splendidly dined, royally treated and sent on their way with nothing but a pleasant memory of the Milwaukee Ry. and its unrivalled train service. He had the honor of serving distinguished people of this country and of foreign nations and received many testimonials and souvenirs of their appreciation of his service.

His passing is a distinct loss to us all, and we join in expressing our deep sympathy to the bereaved family.

John Ralph Dickinson

Death has again entered the ranks of the legal department and taken John Ralph Dickinson, who passed away at his home in Winnetka, Ill. on September 17, after a long and distressing illness.

Mr. Dickinson was a native of Chicago, after completing his law studies, was for a time in the law office of the late Edwin Walker, at one time local solicitor for this company in Chicago.

Mr. Dickinson came to the Milwaukee in 1891 and was appointed Assistant General Solicitor January 1, 1908, having in charge the negotiation and preparation of contracts; looking after Illinois state taxes and matters between the railroad company and the city of Chicago, in respect to track elevation, opening of streets, special assessments, etc.

In all of this work he was efficient, and his attractive personality and genial disposition endeared him to all of his associates. He will be greatly missed.

Peter Sullivan

Peter Sullivan, for many years inspector of steel structures, passed away at his home, 1136 Fullerton Ave., Chicago, Saturday evening August 26th.

He was born in 1845 and started his career early in life as an apprentice and machinist at Racine, Wis. From 1862 to 1865 he served his country in the Civil War, and for several years thereafter was an engineer on a lake steamer.

Fifty-two years ago he entered railway service as a machinist, in the Western Union (now C. M. & St. P.) Railway shops at Racine, and in 1889 took the position of bridge inspector.

Mr. Sullivan worked for the Company faithfully, loyally and devotedly. In his many years of conscientious service he made a host of friends who consider it a privilege to pay tribute to his memory.

Movie Film Showing Watch Construction

The Illinois Watch Company has purchased a three-reel movie film which was produced under the direction of the Bureau of Foreign & Domestic Commerce of the United States Government. The watch company desire to have it generally understood among their patrons that this film may be secured without any expense to any group of railway employes to be used in their meetings, for the purpose of showing in detail the construction of a watch.

The Orient Folder

The passenger department of this railway has issued a very attractive new folder concerning the strange and interesting lands—beyond the Pacific.

The cover is gorgeously oriental in color and there is a picture of Japan's sacred mountain, some pagodas, Japanese umbrellas and a rickshaw to complete the suggestion of the Island Empire and its mighty neighbor on the near mainland. The folder is printed on heavy calendared paper and is profusely illustrated with pictures typical of the scenic beauties, the quaint and curious buildings, the various phases of human life as it is lived in both ancient and modern style among the various classes China and Japan; and also pictures showing the remarkable development of commercial and transportation facilities of recent years in those countries.

The descriptive text of the folder is both enlightening and entertaining, and has been pronounced by no less an authority than Captain Robert Dollar of Pacific shipbuilding fame, to be an accurate and understanding narrative of conditions as they are now, and of optimistic prophecy with regard to the future of the Chinese and Japanese Orient.

Officials of the Milwaukee, long ago had the vision of wonderful opportunities awaiting Americans, for trade development in the Orient, and beginning with the construction of the Puget Sound extension, they have consistently encouraged commercial relations and lent every assistance for its promotion. Quoting from the folder: "Powerful among the agencies now at work to bring the east and west together, is commerce. The practical men who trade across continents and seas know full well that where the Mediterranean was the sea of yesterday, and the Atlantic is the ocean of today, the Pacific surely is the ocean of tomorrow. Forerunner of this tide of commerce is the increasing tide of travel, east to west and west to east. Where yesterday the American in quest of new scenes of life and color journeyed to Europe, more and more he now responds to the magnet of the east. Travel to the east is various, by ocean, rail and river; it now is easy, safe and comfortable, delightful to the point of luxury.

And especially to the American, pioneer of a new world, the ancient Orient appeals with an irresistible lure. It is bewitching with beauty, fascinating with strangeness and electric with the new-found energy of its progress. It was rich when it lined Marco Polo's coat with rubies, but it was never so rich as now, when it stands at the beginning of a new era in which we are all invited to share."

One chapter in this folder is devoted to the Empire of Japan; one to the Republic of China and one to the American Philippines. This writer says: "Japan rises on the vision, a sharply defined etching of islands. Her snow-crowned mountains rise through groves of jet black pines, from the shining white sands of her beaches. Her hills are terraced with glistening fields of grain. Her cities,

villages and shrines are exquisite carvings in wood and ivory and pearl. And she is the symbol of Western progress in the East. In the few score years since Perry came, the Japanese have girdled their islands with railroads; threaded their roads and united their cities with telegraph, telephone and inter-urban lines; learned to drive automobiles and use typewriters; improved their cities and built modern hotels and sent their ships



Oriental Hotel, Kobe.

into all the ports of the world." Yokohama with the shipping of the world at its Bund; Nikko and Nara, the old capital cities of the Sho-gun days; Kamakura and its great bronze Buddha, Kobe, with its big mills; and Nagasaki, are told about, and then across the shimmering sea to Shanghai. He says "Shanghai is the show window of modern China. The wares and ways of the new nation are on exhibition there. The Bund, which is the modern part of the city reveals example after example of the combined science and art of engineering and architecture in their latest development. The clean and spacious streets are flanked with splendid buildings and beautiful homes. The shopping district is a bewildering array of silks, embroideries and jewels, while in the native city, ivory, jade and bamboo are wrought and sold in booths that are delightful of Chinese architecture.

Here is a land that is one-sixth larger than the United States. Within its borders it holds resources in minerals, forests, water



View of Harbor, Hong Kong.

power, oil, agriculture, grazing, fisheries,—every form of natural wealth such as no other country in the world can show. It has great river courses, lofty mountain

ranges, plains as wide as our own trans-Mississippi prairies. Its climate ranges from the sub-tropical, similar to that of our Florida to the clear North temperate like that of our Minnesota and Montana. It is peopled by four hundred million men, women and children as industrious kindly and honest as broad humanity contains."



The Bund, Shanghai.

Speaking of the antiquity of this country and this people he says: "Most of all, these people of China are interesting and important. They had attained a high stage of civilization when the Merovingian kings of our European ancestors were jolting along backwoods roads in ox carts. They had discarded methods of organization and administration with which Westerners are still fumbling, long before Western Europe had left off wearing bearskins and swinging flint axes. They are today, in the mass, the politest, fairest people you can find and their virtues are all the more significant because now the Chinese are responding to the urge of Western progress."

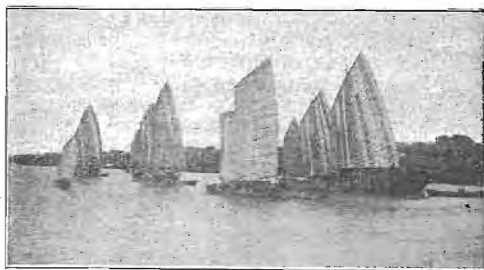


The Great Wall of China.

China is planning a national system of railways. She already has 6700 miles built and in operation; and these railways will open the great mineral and forest resources of the country, and the agricultural country of North and West China, that is as yet sparsely settled.

Modern machinery is highly regarded among the Chinese, who have flour mills, modern textile mills, oil refineries, foundries,

machine shops and electric power plants, all of the most modern Occidental type. A keen rivalry among cities has grown up, and great competition in the matter of up-to-date electric power plants. For instance, says one authority, the town of Mengtze acquired electric lights. Then its neighbor Kouchiu must have them or "lose face". The city of Nantungchow set a pace recently by advertising in the magazines, "preening itself as the model city of China with electric lights, a hundred miles of hard-surfaced roads, a city plan of 300 miles more of pavement, a population of 150,000," and a lot more quite in the real American booster style. Those are the things that inquiring commerce seeks out for its advantage. Ancient China also is open to the travelers, with all its wonders and splendor. Among these are the great Wall; the Grand Canal; Peking, the most famous and characteristically Chinese city in the Republic; the great river Yangtze Kiang; and Chunking, a city of 800,000 people, the head of navigation of the Yangtze Kiang.



The Yangtze Kiang, China.

Of this Great River of China, a most interesting account is given. For the first sixty miles up-river, the lordly stream is hardly distinguishable from the sea itself. Then for 700 miles, from Shanghai to Hankow, it is the river of the Chinese alluvial farmland, richly cultivated. A third section is narrow and tortuous for 400 miles, between Hankow and Ichang; and a fourth, of 462 miles is a mountain stream, but still regularly navigable between Ichang and Chungking. "Where the river foams through the gorges, great cliffs tower a thousand feet perpendicularly above the water. There is not a grander sight accessible to the casual traveler anywhere in the world. Here the trackers who tow junks at the end of bamboo hawsers have beaten a two-foot path into the very surface of the rock. Every mile is a kaleidoscope of changing scene. People live in caves in the cliffs; little patches of farms cling to the hillsides; the waterfalls of change-ful color. At the narrow passes, where the rock ledge almost overhangs the steamer, there are statues remarked upon by Marco Polo more than 600 years ago when he crossed the Great River here. They are dedicated to the God of the River. One is strikingly gilded and before it every passing vessel sets off fire-crackers in token of thanks or prayer for a safe passage through the rapids."

The Yangtze steamers are first class in every respect, with luxurious accommodations for travelers, and all visitors to the land of the Celestials are urged to take the river trip.

Peking, China's capital city provided many modern comforts for the traveler; and it is the great objective of Chinese travel. It is made up of cities within cities—The Purple Forbidden City, The Imperial City, The Tartar City, to the North and the Chinese City to the South. All are enclosed by walls and ornamented with temples, altars and imperial mausoleums. Hotels and transportation are excellent. Shopping for rare porcelains, rich furs, curious jades and embroideries, is a joyous business and sight-seeing includes old temples and shrines, the merry market on the Bridge of Heaven, parks, gardens, palaces, The Great Wall, and above all, the swarming people themselves.

The chapter on the American Philippines tells of the remarkable possibilities and their development, agriculturally and commercially, since "Dewey saluted the morning in the hazy waters of Manila Bay and lighted its shores with such a sunrise as it had never seen before". The accommodations for visitors are modern and luxurious—"The traveler may watch the far-famed sunsets over Manila Bay from the veranda of a luxuriously modern hotel. He may ride in a limousine or a swift-moving trolley car through the gates into the old walled city where time has stopped. If he tires of the city he may make a quick trip to the beautiful mountain resort of Baguio." This is another section of the Orient where beauty and opportunity have joined to welcome the visitor, comes he on pleasure or on business. The foundation of business progress has been laid and the impetus of Western energy gotten under way since the American occupation.

In these magic lands of the Orient, the Milwaukee trade-mark is a familiar sight blazoned high on the pilot houses of great Pacific liners that enter and call at all of the important ports of China, Japan, Philippines, Australia and the far south seas. The trade of the Orient comes and goes at Milwaukee docks on Puget Sound and travelers from the east land on our shores ticketed for the Olympian and Columbian from their home ports or inland cities. The "vision" has become reality.

John Bjorkholm Writes From Overseas

The following letter received by General Manager J. T. Gillick from Assistant Superintendent M. P. "John" Bjorkholm is passed on to the writer's many friends on the railroad, by Mr. Gillick:

On Board S. S. "Mauretania"
August 17, 1922

Mr. J. T. Gillick;—
Dear Sir:—

While I do not suppose you have much time in these troublesome days to devote to the reading of private correspondence, I thought you and others probably would be interested in a few lines in connection with

my trip, which could not have been undertaken without the very generous act on the part of yourself and Mr. Silcox. As you note I am on my way on the Cunard Steamer SS "Mauretania", the fastest liner afloat and in comfort and service considered the Queen of the Seas. I was not sure whether I really would get started or not, after all, as while I was at Washington, Friday, where I stopped over for a couple of days, mainly for the benefit of my boys, the rumors had it that the men on the C. M. & St. P. in transportation service were ready to walk out, so I once more cancelled my passage and was ready to return west, but Saturday's papers looked more cheerful so I decided to get under way and arranged to sail out of New York, Tuesday, which I did, leaving there at 12:00 noon. While traveling on the eastern roads I could not help but notice that so far as the appearance was concerned the engines looked much better than they used to do and running on time.

Now after some seventeen years of absence I am back on shipboard again and I must confess I am feeling quite at home. The ships have grown considerably however and it is really surprising to note the dimensions. The interior of the ship is as spacious as any hotel lobby of any large leading hotel, and I doubt if any hotel can boast of such wonderful dining rooms as those aboard the "Mauretania". Nothing apparently has been saved in decorations and all tables are decorated with such an abundance of fresh flowers daily that one would think they were growing wild on board. The food is excellent and so is the service, and the officers are the usual keen type of the gallant and chivalrous sea-faring Britisher.

Through the courtesy of one of the staff officers, I obtained permission to visit the engine room, one of the finest afloat. The ship is driven by four Pearson steam turbines, and the boilers are of the well known Scotch Marine type, double-ended, fired by oil, which has converted an engineer's job into a paradise as he now has comparatively few stokers to fight with, which, in the olden days, used to be the largest part of the job. The ship is consuming 180 tons of oil a day, not so much when you realize the immense machinery. The staff in the engine room consists of 32 engineer officers, four chief electricians, and two chief boiler-makers. While the turbines were running very smooth, I noted the engineer-in-charge, or as he is known on the seas "the engineer-on-watch", had to use the megaphone in transmitting his orders to juniors and oilers. In the boiler rooms the heat was intense in spite of the large fans and I felt a sure feeling of relief that this time I am crossing as a paid-up passenger. Looking down into the boiler rooms from the boat deck is very much like looking down the elevator shaft in a Chicago sky scraper.

The sea so far has been moderate and the last 24 hours we have covered 620 nautical miles, which equals something like 630 land miles, not so bad for a steamer of 32,000 tons. We have something like 3,000 people on

board but still the ship looks comparatively deserted. One of the big surprises to me is the very little drinking in the barroom. One would imagine from the manner people try to obtain their drinks of questionable quality at home in the States that now when they can get it they would indulge heavily but the contrary is the case, which indicates that after all there is something which urges on the man to get forbidden fruit. I will now stop writing temporarily to continue during the trip and mail at destination.

Today is Sunday, the 20th, and nothing of any interest has occurred on board since I laid my pen aside a few days ago. While sailing in the Gulf Stream for about two days, or its immediate vicinity, we had uncomfortably hot weather but since changing our course to N. E., we have experienced rather cool weather and the overcoats are making their appearance. The weather has been fine, at least to my estimation, and while the navigation officer entered the weather of yesterday as "rough sea" in the log, I am of the opinion that the old sea lions I used to sail with in former days would have classed it as "moderate sea".

Since Wednesday p. m., when we passed a large liner on our starboard side, it seems that we have had the ocean to ourselves but today we are getting closer towards the coast of Ireland and France, and steamers and sailing vessels are getting numerous. They are all making for the English Channel. Late tonight we expect to see the lights from the coast of France as, according to the log, we are, or rather were at 12:00 noon, on the 40° 34½" North Lat.—10° 20" Long., which should place us a little west and south of the Scilly Islands on the coast of England. We are already passing hundreds of steam trawlers towing their nets, and after six days in the sea a good many passengers will welcome the sight of land.

There are a good many interesting people aboard ship with whom I have talked. A conversation in the smoking room one evening with a Turk drifted to the timely subject of the Armenian atrocities. He informed me very politely, however, that as long as anything like the Herrin incident was permitted to occur and go unpunished in the United States we ought to keep our condemnation of the "Terrible Turk" for home consumption. I am sure I had no reply to make. From a German I learned that the Herrin affair has been capitalized in both Germany and Russia, both feeling that we better clean our own door steps before we start to condemn others. It is thus seen how an incident of that kind assumes international proportions.

Tuesday-22nd:

Since writing on the 20th I have been too busy to write until today, or rather tonight, and am now seated in a comfortable chair in the National hotel, Russell Square, W. C. London. Account of the French and German customs red tape, I decided the last minute to go to Southampton instead of leaving the ship at Cherbourg, France, and will travel that way on my return instead. This for the

reason that I have a few things for my brothers and sister that would demand duty and possible confiscation in Germany. We arrived at Cherbourg, the quaint little city on the coast of France, located below the beautiful hills and surrounded by a large number of ancient forts, too old to be effective today. The passengers for France and Central Europe were discharged on two lighters, together with the mail, and at 7:00 a. m., we lifted the anchor and proceeded for England and were docked at Southampton at 11:45.

A book could be written to do justice to the scenery we passed, particularly the beautiful Isle of Wight with its shores filled with ancient castles located on the slopes of the hills, and the nearby waters filled with yachts. On the opposite side is the mainland with its beautiful shores. On the hills is one of the largest hospitals ever contemplated but never finished, the hospital for wounded American soldiers and sailors, built during the war, and a few miles away lies the largest hospital in the world, the hospital for wounded British soldiers and sailors. Many large factories, (war babies) now idle, can be seen everywhere, and on the port side we passed a large number of battleships and cruisers, deserted and apparently waiting for the junkman. After the ship is tied to the pier, it takes about two hours for all the passengers to get off. It takes lots of time and red tape to pass by the various passport inspectors, etc. On the pier one mail train and one passenger train is waiting, and the mail train is gone long before the passengers are ready. It is amusing to watch the mail coaches and compare them with ours. The switching was being done by eight men putting their shoulders to the car and pushing it very easy wherever it was wanted. The freight cars load ten tons and the dead weight of the car is four tons, something like a good size American motor truck. The engines are, of course, in proportion but very nice and clean, and the roadbed, as we all know, is extraordinary. I spent a couple of hours at the Waterloo Station, London, W. C., today and one must admire the good condition of the equipment. But outside of that everything is punk. The London Southwestern Ry. shops are certainly very splendid shops, and I doubt if we can produce anything like it in the States, but good, nice buildings and nice premises are not all by any means. There is no real American "pep" here, and that tells the whole story.

As to London, I am disappointed. I used to think that there was only one city in the world and that was London, and perhaps that is true when it comes to wonderful Government buildings in all their splendor, but when it comes to a wide-awake city, it cannot be compared with New York and Chicago. The taxis are practically all one-lungers and I have seen more horses today than I have seen in the last six months in the U. S. A. Besides, everything is too blooming slow, don't you know, to suit an American. How-

ever, when it comes to such buildings as the House of Parliament, the Westminster Abbey, etc., we must confess that we have nothing in the States that can compare. One thing in which London is particularly prominent is the number of beggars on the streets, ex-service men especially, are in great prominence and one can hardly pass a block without being molested.

August 25, 1922: Gothenburgh, Sweden:

Leaving London on the Great Northern Railway at 10:50 a. m., Wednesday, the 23rd, I passed through some 260 miles of England for New Castle on Tyne, where I was to board a Swedish Steamer at 5:00. We passed through some of the most intensively farmed regions in the world; wonderful crops and not a single square foot that was not tilled.

I could not but notice again the exceptionally good right-of-way and roadbeds; not a weed to be found anywhere, not any rubbish of any kind littering up the yards, but no pep. About two hours before lunch time, the steward came through the train inquiring how many desired lunch. The dinners were not very nice in my opinion, but a dainty lunch was served for four shillings—one dollar.

Arriving at New Castle I went on board the boat at once, and going down the river Tyne one gets a real sight of industrial stagnation. Here most of England's famous ship yards are located and we are passing hundred of unfinished hulls, started during the war but never finished, rusting away on the beds. Thousands of idle ships are anchored along the river, I really never thought there were so many ships in the world as those here seen idle. Ships are Great Britain's greatest industry, and there are Captains and other officers here seeking in vain to get a berth before the mast, and on many ships they are all officers.

What happened on the North Sea, after we left the Tyne, I do not know as I was sick as a dog. Now I am ashore, thank God, and I am going to take a look around and see what changes have taken place in the last twenty years.

August 29th, 1922:

I am now at my destination, home among my people, and after twenty years absence it naturally feels good. Poor old dad, however, is very sick having been confined to his bed for almost five years, but it was well worth the trip only to see the old gent; how happy he was to see me home. At a junction station a few miles from home where I changed trains, a young lady of nineteen and a lad of fifteen were walking on the station platform, and finally the young lady was brave enough to come up and inquired who I was, and, after learning that, she introduced herself in charming English as my sister and afterwards introduced the lad as my brother. They both passed inspection as they were real fine youngsters and we now surely have many things to tell each other.

Sweden has progressed wonderfully in the last twenty years. The American automobile

has introduced itself to stay and are to be found everywhere, in that respect far ahead of England. The Railway equipment is larger than in England and quite modern, but the American "pep" is missing here as elsewhere in Europe.

I am afraid I am going to have some difficulty in getting passage back as all steamers are booked to capacity by returning Americans, but, no doubt, I will be able to find something.

Trusting you will be able to read this carelessly written letter and with best regards to everyone, I am,

Yours very truly,

(Signed) J. E. Bjorkholm.

The Yarn of the Skirt Parade

(With Apologies to Tennyson)

Half an inch, half an inch,
Half an inch shorter—
Whether the skirts are for
Mother or daughter.
Briefer the dresses grow,
Fuller the ripples now,
While whisking glimpses show
More than they oughter.

Forward the dress parade,
Is there a man dismayed?
No—from the sight displayed
None could be sundered.
Theirs not to make remark,
Clergyman, clubman, clerk,
Gaping from noon till dark
At the Four Hundred.

Short skirts to right of them—
Shorter to the left of them—
Shorter in front of them,
Flaunted and flirted—
In hose of stripe and plaid,
Hued most exceeding glad,
Sporting in spats run mad,
Come the short-skirted.

Flashed all their ankles there,
Flashed as they turned in air.
What will not women dare?
(Though the exhibits show
Some of them blundered).
All sorts and kinds of pegs,
Broomsticks, piano legs—
Here and there fairy shapes
Just built to walk on eggs,
Come by the hundred.

When will their glory fade?
Oh, the wild show they made—
All the world wondered.
Grande dame and damoiselle,
Shop girl and Bowery belle—
Four Hundred—H'm—oh, well,
Any old hundred.

—Ellis Burnett.

Teacher's Mistake

John—"Teacher, can anyone be punished for something he didn't do?"
Teacher—"Why, no; of course not."
John—"Well, I haven't done my arithmetic."

CLAIM PREVENTION

Claims reflect directly against our ability as a carrier particularly is this true with respect to delay and rough handling claims. Our reputation suffers when they are filed against us. We cannot afford to pay them. They are most undesirable and unprofitable from every aspect.

Delay and rough handling stand far in the lead of all other individual causes which contribute to our freight loss and damage account. 21.2% of all our claim payments is charged to delay, while rough handling is charged with 22.3% of the entire account.

It goes without saying that the full force of our claim prevention efforts must be continually directed against these two claim causes.

Not long ago a thorough study of rough handling damage was made by using shock recording machines in many cars all over the railroad. It was conclusively shown by these machines that all damage chargeable to rough, careless handling of cars occurred in yards and terminals. Such damage occurring on the road was practically nothing. It was also developed in every case that just one or at the most two switch engine crews were responsible in any one yard for almost all the rough handling damage occurring there. This knowledge of rough handling damage serves to materially localize the trouble and makes its correction comparatively simple.

Reducing the loss and damage claims which grow out of delay presents a more difficult problem. It necessarily goes to the very fundamentals of our operation and requires the interest of many departments, principally, however, that of the operating and mechanical. In fact, it may not be far wrong to say that the joint interest and close co-operation of these two departments alone in this endeavor will eliminate all preventable delays. However difficult the task of moving our business right on schedule may seem, each of us should bear in mind what has been accomplished in the last eighteen months in getting our stock trains to market. It is quite reasonable to assume that the same methods which were so effective in eliminating delays to live stock will, in the main, do the same thing for grain, perishable freight, and merchandise.

It is becoming increasingly difficult for the freight claim department to justify a delay to the extent that a claim resulting therefrom may be successfully declined. Although the law governing this class of claims is unchanged the persistent efforts of shippers in late years has had recognition in the courts until it has become all but impossible for us to longer disclaim negligent liability for any delay short of one caused by an undisputed "act of God." This is not

a theory any longer. It is a practical situation actually confronting our business.

Let no one forget that we must continue to **CHECK FREIGHT** so that we positively know two things:

1st. That we actually receive everything for which we sign a bill of lading. 2nd. That we get a good receipt for everything we actually deliver.

Because of the important bearing on our own claim prevention efforts the following remarks of Wm. C. Fitch, freight claim agent of the Southern Pacific Railway, are quoted from his talk at a meeting of claim prevention representatives at Chicago on July 14 1922, on loss and damage to fruits and vegetables by delay and rough handling.

"The service on 30% of our tonnage is not in such bad shape, but there is still room for improvement. Your perishable service men are going to get improvement in connection with containers and through your efforts in connection with inspection. There is vast room for improvement there, and we are making it every day, but I am surprised that the two big subjects before us do not seem to have struck home as they should to many of us. **I call your attention again to delay and rough handling. When you get 70% of \$14,000,000.00 chargeable to those two accounts, then I say to you gentlemen it is about time somebody woke up and changed these conditions.** Mr. Stackhouse confirmed the thought expressed by Mr. Horrigan that the seriousness of the delay proposition is not understood by the railroads generally or the operating departments. They still feel that the carriers are liable only for negligent delay, and perhaps expect to find some definition of negligence that will permit carriers to reject claims based on delay, and for their information and for the information of those gentlemen who are so vitally interested in the matter, but who are not here, I would like to say that there is nobody in the railroad service who can presume to say what is negligent delay. I will proceed to tell you why. The claimants who have suffered real loss or alleged loss on account of delay insist that the burden of proof is on the carrier to show that there was no negligence in connection with the movement, and they are correct. They insist that any delay, except that caused by an act of God, is negligence. and any operating man who undertakes to convince a jury of twelve men that the missing of a schedule is not covered by negligence, has got his task cut out for him. There may be a delay of only 30 minutes waiting for someone to take the train out, or due to necessity of getting out on the line and fixing up the engine, but those explanations ordinarily will not be accepted as a defence. The claimants insist

that where shipments reach destination three or four hours off schedule, and a loss is sustained by reason of a decline in the market, the carriers must pay for that loss of market. Now any railroad might decline such a claim, and I say as a matter of fact practically all railroads do decline that kind of a claim, but no one railroad can long decline that kind of a claim when the majority of the competitors are paying.

Many claims coming under my personal observation have necessarily been paid by our connections where the delay was only a few hours distributed over a trans-continental haul. I venture to say that almost no railroad west of the Missouri River is now attempting to decline loss of market claims where the delay causes the missing of two markets. The railroads east are still attempting to stem off that class of claims, but with the strength of the movement in the middle west and the west, which has been forced on the carriers, there is no question but that ultimately the eastern carriers will find they cannot stem the flow. All of which leads up to my answer to Mr. Stackhouse as to what constitutes delay and my idea is we should impress upon the operating departments the fact that any delay is dangerous. I would say to these gentlemen that if they deliver a car at destination off of schedule, they are likely to find that sooner or later a claim will be presented because of that fact.

Now, gentlemen, when you consider out of this \$14,000,000.00 paid by the railroad, 40% is chargeable to delay, can you not see it is the thing that ought to have the greatest attention of the railroads? Delay are costing us 40% of \$14,000,000.00 per year. Isn't it time somebody woke up and made a special effort of getting these cars over the road on time?

Now what I have said with reference to delay, applies about 50% as seriously to rough handling, because the figures show that rough handling causes approximately 30% of the trouble. It is not as difficult to reach the cause of rough handling as that of delay, but surely the railroads ought to get a vast improvement where so much money is involved. Assume, if you will, a portion of this 30% is attributable to poor packages. The field we ought to cover in that connection is both with the railroads and shippers.

It was very properly stated by Mr. Breidenstein that the shippers want to get their stuff to market in good condition, but as was also said they cannot see where it is to their advantage to put money into a package that is going to make the package unprofitable to them.

Now what we have got to do is to educate the shipper to make his package as safe as he can without any undue expense. I do not know so much about your troubles in the east and southeast, but I imagine the majority of the people shipping this stuff do not want to make their money out of freight claims. We can educate them to improve their package and to co-operate with us, but we must also educate our people to

get this stuff through safely and promptly.

I would like to leave with you the thought of impressing upon our operating departments the importance of getting these cars over the line without delay, and not to feel that a little bit of delay here and there does not amount to anything. It is not a theory confronting us gentlemen; it is a fact.

Where you have any cause for delaying a car, you are going to be forced to pay a claim: so the only remedy is to analyze the various causes and then begin to see if you can cut this down, that and the other cause, and when you have done that, in my judgment, the special claim prevention representatives will be able to devote their energies and thought to the 30% that is almost cut down to the minimum now.

Reclamation Notes

Now that the "troublesome times" are over and we are again taking up the work in earnest, we find that we have a great deal to do to make up for two and one-half months when the mechanical work on the Road was crippled by the absence of the regular forces.

It was, of course, impossible for the reclamation work to continue during this period, and as a consequence there is an accumulation which can be disposed of only by making strenuous effort and bending every energy to bring about the desired result.

During the time when there was a shortage of help the usual manner of making use of material to the best advantage was not followed, and as numerous emergency cases arose, a great many purchases were made which under ordinary circumstances would have been unnecessary.

There is no doubt but that much of this material, purchased locally perhaps, at prices in excess of the ordinary market, is still on hand and all of us should see to it that the best possible use is made of it.

There is a good deal of material also which the inexperienced forces employed did not use to the best advantage, or which was more or less damaged in the handling, and much of this can be utilized by our experienced men who have in the past shown their ability in this line, and have made possible the very favorable reports submitted each month to the reclamation committee.

DON'T WASTE ANYTHING is the motto which we should all try to live up to.

Reclamation committee.

Jim Moore Philosophizes on Safety

Don't pass the buck; play ball!—Jim Moore.

There's many a slip 'twixt the foot and the step.—Jim Moore.

When you're at the bat you've got three chances to hit the ball; but if you miss the grab-iron once, the game is over.—Jim Moore.

There's a time and a place for all things—and the top of a box car is not the place to do a shimmy.—Jim Moore.

Interlocking Plants and Automatic Block Signals represent wonderful achievements for safety, but neither of them is—or ever will be fool proof.

—Jim Moore.

Current News of the Railroad

Claims Decreasing

Statement showing new claims received during first seven months of 1922 compared with the same period of 1921, showing decrease.

Month	1921		1922		Decrease	
	No. of Claims Presented	Amt. of Claims Presented	No. of Claims Presented	Amt. of Claims Presented	No. of Claims Presented	Amt. of Claims Presented
Jan.	16,333	\$629,954	8,934	\$253,038	7,399	\$376,916
Feb.	13,378	493,044	7,526	240,229	5,852	252,815
Mar.	12,542	421,797	8,941	263,043	3,601	158,753
Apr.	11,255	357,331	8,739	231,053	2,516	126,279
May	9,309	324,418	7,150	213,163	2,259	111,254
Jun.	9,109	286,742	7,696	200,400	1,413	86,341
Jul.	8,430	269,450	6,750	158,811	1,671	110,638
	80,356	\$2,782,736	55,745	\$1,559,737	24,611 30.6%	\$1,222,999 44%

Statement of Claims Paid during the first seven months of 1922 compared with the same period of 1921, showing decrease.

Month	Claim Payments 1921	Claim Payments 1922	Decrease
January	\$387,871.00	\$131,401.00	\$256,463.00
February	332,028.00	158,586.00	173,442.00
March	339,056.00	102,181.00	236,875.00
April	279,132.00	156,037.00	123,095.00
May	298,932.00	98,096.00	200,836.00
June	272,806.00	118,542.00	154,264.00
July	245,472.00	87,934.00	158,438.00
	\$2,153,297.00	\$851,884.00	\$1,303,413.00 or 60% Decrease for the seven months

The Orient

Silk shipments from the Orient handled over our rails during the year 1921 totaled a value of \$53,000,000. With this immense amount of mutually lucrative business it is interesting to know that Tokyo, the capital of Japan and the principal city of the Orient, is an extremely progressive municipality. It has a population just under two and one half million and has been increasing at an annual rate of 133,000. To serve this population they have a traction system second to none and have now decided to build a subway, ten miles of which are to be in operation before 1925. Plans call for an ultimate total of 44 miles at a cost of \$90,000,000. This will be equal to about one-half the underground mileage of Paris. The first construction is to be 22 feet wide and 12 feet high, smaller than the American model but larger than either the German or English tubes.

Some "Living Wage" Statistics

The pro argument always presupposes that five persons (a man, his wife, and three dependent children under sixteen) constitute the so-called normal family in the United States.

Contradicting this assumption, the 1920 national census shows 24,351,678 families, but 33,059,793 male workers, or an average of 1.36 for each family. Therefore, if each individual worker is supposed to support a normal family of five, 1.36 male workers per family would be supporting 6.8 persons per family and not the hypothetical normal family of five.

The theoretical living wage budget fails to take into consideration varying local conditions, tastes and habits, actual expenditures, actual needs, and varying prices.

Strikes Won and Lost

The following table quoted from a leading publication is interesting as showing the trend of strike results over a period of six years:

Year	Number of Strikes	Won by Employers		Won by Strikers	
		Number	Percent	Number	Percent
1916	1462	729	50%	733	50%
" 1917	996	382	38%	614	62%
" 1918	1071	459	43%	612	57%
" 1919	1228	661	54%	567	46%
" 1920	998	633	63%	365	37%
" 1921	872	651	75%	221	25%

Equipment

The Railway Age in a recent editorial points out that the danger of an early shortage of transportation is due much less to the amount of equipment in bad order than to the

fact that there has been within recent years a great decline in the number of locomotives and cars built and put in service.

The following figures for the entire country are quoted from the article in question and in this connection it is interesting to note what we have been able to accomplish during these periods when new capital for railway purposes has been so difficult to obtain:

	Seven Years Ending		Seven and one-half Years	
	June 30, 1914		Ending Dec. 31, 1921	
	All Class		All Class	
	1 Carriers	CM&StP	1 Carriers	CM&StP
Number new locomotives installed.....	22030	1064*	12818	461
Number retired	11451	112	10926	354
Net increase	10579	952	1892	107

Number new freight cars installed.....	901061	27058*	593862	19765
Number retired	561568	5378	552765	19144
Net increase	339493	21680	41097	621

*Includes locomotives and cars taken over through acquisition of the C., M. & P. S. Ry. Co.

Since the first of the year we have had built 2500 50-ton coal cars, bringing our revenue freight train car ownership as of September 1st to a total of 66,017 cars. The 3500 box cars and 500 auto cars of 80M pound capacity now under construction for early delivery, will, when received, give us an ownership of approximately 70,000.

Passenger Equipment

The Company's passenger equipment as of date consists of:

- 808 coaches
- 201 Standard Sleeping Cars
- 36 Tourist Sleeping Cars
- 21 Parlor and Parlor Observation Cars
- 24 Buffet Observation and Cafe Observation Cars
- 47 Diners
- 352 Express and Express Refrigerator Cars
- 181 Mail and Express Cars
- 7 Motor Cars
- 4 Open-top Observation Cars,

a total of 1681 passenger-train cars.

October

E. W. D.

Here is a mystery! That Nature should adorn herself in so rich coloring just as her shroud of snow is gathering to enfold her form and change her beaming face, now wreathed in smiles of autumn, into a somber frown!

How we have loved to wander far and near, conversing with her in quaint and quiet tones on quaint and quiet themes! The flowers have sung to us in many melodies at morn; the moons have been resplendent in their robes of sunny shafts, while the lingering evenings have cast their silken shadows here and there, entrapping us in their filmy fibers of fancy, till we slept in her embrace to dream and dream again.

We would beguile her departure, but that she kisses her hand to us and calls: "Adieu but for a day and I will come

again and woo thee, that in eternity we shall not forget!"

What a treasure month to have all the beauty of the year put into this! No human art to hamper or dispute the dainty coloring that we should miss but for the perfect artist whom we try in vain to imitate, and to whose genius we sometimes think to add our imperfect touch.

The glowing, growing light of morning; the blush of western skies; the adorning of the hills and the chanting music of the flowing stream,—lights and shadows of October, unbounded by rigid canvas. The mountains wear their own crowns as titled kings, and Nature bids all the earth to her reception. We gaze, enjoy the gift, and know that, of all the world we are her nearest kin!

Employees' Solicitation of Passenger Business.

Name	Occupation	Residence	Report Made
G. F. Richmond.....	Demurrage Inspector....	Chicago	1 Chicago to Minneapolis also the movement of household goods Chicago to Minneapolis.
R. D. Marsh.....	Demurrage Inspector....	Chicago	2 Minneapolis to Chicago.
C. S. Thompson.....	Agent	Isabel, S. D.....	2 Chicago to Seattle.
Arthur Freitag	Ticket Auditor's Office..	Chicago	1 Chicago to Isabel, S. D.
J. J. Cassin.....	Demurrage Inspector....	Tacoma	1 Chicago to Lake Preston, S. D.
Miss Anna C. Olson....	Secretary to Ass't		2 Chicago to Seattle and return.
	Comptroller	Chicago.....	2 Seattle to Columbus, O.
P. Pollack	Aud. of Expenditure....	Chicago.....	2 Chicago to St. Paul.
John Masloff.....	Warehouse man.....	Wisconsin Rapids.....	2 1/2 Chicago to Minneapolis.
Wm. Rittberger.....	Freight Claim Dept....	Milwaukee, Wis.....	1 Wisconsin Rapids to Kansas City.
R. E. Deutsche.....	Valuation Engineer's Office	Chicago	8 Assistance in securing German Singing Society delegations to the Saengerbund at Milwaukee.
Quida E. Pribyl.....	Ass't. Comptroller's Office.....	Chicago	1 From Seattle and 12 from Kansas City to Chicago account convention of Delta Delta Delta Sorority, to be held at Ithaca, N. Y.
Mr. Yapman.....	Engineering Dept.....	Chicago	1 Chicago to St. Paul.
Mrs. E. Mueller.....	Office of Car Accountant.....	Chicago	1 Chicago to Seattle.
Geo. L. Shay.....	Freight Claim Dept....	Chicago	1 Chicago to Omaha.
			1 Chicago to Sioux City.
			1 Chicago to Seattle and return.
A. R. Lowrie.....	Conductor.....	Sioux City, Ia.....	1 Milwaukee to Minneapolis.
			1 Seattle to Chicago.
			1 Sioux City to Stoughton, Wis.
Thos. G. Oxler.....	Yardmaster.....	Sioux City, Ia.....	1 Sioux City to Kalama-zoo, Mich.
T. A. Biggs.....	Conductor.....	Sioux City, Ia.....	3 Sioux City to Vancouver, B. C., and return.
			1 Sioux City to Chicago.
			1 Sioux City to Chicago.
			1 Sioux City to Milwaukee
			1 Sioux City to Detroit.
			1 Sioux City to Cedar Rapids.
			3 Sioux City to Des Moines.
H. Kraebler.....	Freight Aud. Office....	Chicago	Several passengers Chicago to Middle Inlet, Wisconsin.
Lloyd Lindley.....	Ticket Aud. Office....	Chicago	1 Chicago to Wahpeton, N. D.
Geo. Flood.....	Chief Clk. to Gen. Mgr.	Chicago	1 Round trip Chicago to Minneapolis and return.
Wm. Sunter.....	General Frt. Dept....	Chicago	2 Chicago to Bemidji, Minn., and return.
Mr. Highland.....	Engineering Dept.....	Chicago	1 Chicago to Seattle.
O. E. Hoyt.....	Operator	Iron Ridge, Wis.....	1 Iron Ridge to Seattle and return.
			2 Hartford to Malden, Wash., and return.
C. A. Peterson.....	District Adjuster.....	Aberdeen, S. D.....	1 Minneapolis to Harlowtown.
A. Woodward.....	Demurrage Inspector....	Minneapolis.....	2 Chicago to Minneapolis and return.
Mrs. Clara Langtry....	Secretary to Supt.....	Beloit, Wis.....	2 Beloit to Omaha and return.

No Bargain.

"Dear John," the wife wrote from a fashionable resort, "I enclose the hotel bill."

"Dear Mary," he responded, "I enclose check to cover the bill, but please do not buy any more hotels at this figure—they are cheating you."—*Life*.

Stop! Look! Listen!

"Is this a fast train?" the salesman asked the conductor.

"Of course it is," was the reply.

"I thought it was. Would you mind my getting out to see what it is fast to?"—*Evansville Crescent*.

Re-Vamped.

Thirsty days has September,
April, June and November
All the rest are thirsty too,
Unless you make your own home brew.

Fun for the Neighbors.

An eastern woman is the proud mother of an ingenious child of 7.

One afternoon when he came in about an hour later than usual, she asked, "Where have you been, Clarence?"

"Playing postman. I gave a letter to all the houses in this street; real letters, too."

"Where on earth did you get them?"

"They were the old ones in the attic, tied up with a blue ribbon."—*N. H.*

Lock the Switches



*This may
occur
if you
don't.*



*If children or tramps
throw the switch **THAT
YOU DIDN'T LOCK** and
an accident results—who
is to blame?*

*Never leave it
this way---*



LOCK THE PADLOCK

National Safety Council



Steam Railroad Section

FROM THE BUREAU OF SAFETY

A. W. Smullen, G. S. S.

A Money Maker

*F. M. Metcalfe, Supt. Safety Section
Northern Pacific Railroad
Reprinted from Railway Age.*

During the past few years much has been said about the safety movement on railroads and figures have been published frequently to show that there has been a large decrease in the number of persons killed and injured as a result of that movement. Little or nothing, however, has appeared to illustrate the financial saving to the carriers from the decreased lists.

To the railway managers who are impelled in these times to overlook no opportunity to decrease operating expenses, it would seem that this feature is important and one on which they should be fully enlightened in order better to appreciate what their safety departments mean to them. Instead of the safety department being the obtruding semi-essential humanitarian agency it is frequently regarded, it is an organization which, on many well managed roads, has become a big money-maker and a valuable asset to the company in other ways.

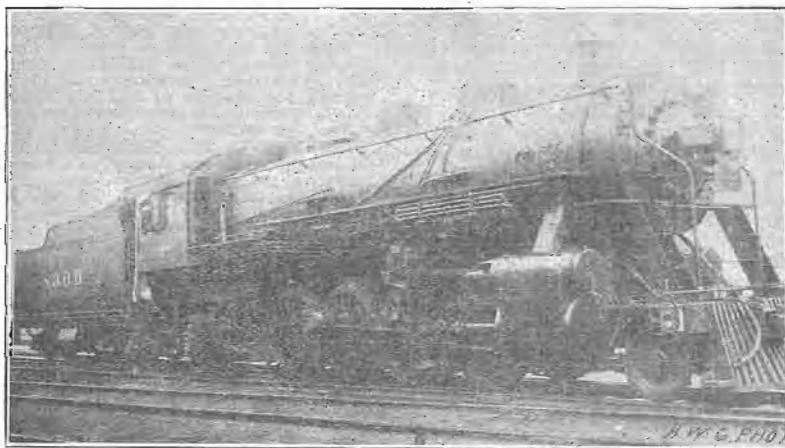
Illustrative of its money-making ability, a certain western trunk line's record shows that for the first three years after its safety department was established (year 1913) the yearly average number of employe casualties was 2,516. By increasing safety activities, a gradual and material reduction of these casualties was effected so that during the past three years (notwithstanding that there was an annual force increase of about

20 per cent as compared with the former period) the reduction averaged 703 per annum. Each compensated injury averaged \$350.00 and 65 per cent of all of the casualties were compensated, hence this reduced casualty list meant a saving in compensation payments of \$140,832 per annum—a saving which is amply verified by the official operating figures.

The total cost of conducting the safety department on that line did not exceed \$12,000.00 per annum. The return upon this expenditure therefore was 1,173 per cent, from which, of course, should be deducted the expenditure for physical changes made in carrying out the safety program. If a liberal estimate of \$50,000 per annum was allowed, the yearly profit to the railroad would be 214 per cent as the result of its safety operations.

That the safety department activities were responsible for this showing is rather conclusively confirmed by the 1921 record of employes' casualties (the best showing per 1,000 men in service for which there is a record). During that year the major portion of the force was composed of men who had long been in the service of the company and had become thoroughly imbued with the principles promulgated by safety representatives.

The above amount was a direct and tangible saving, but there was a further saving effected which, though direct, is less possible to determine, and that is the increased efficiency produced through a decrease in casualties which automatically reduced the labor turnover.



New L 2b Locomotive—same dimensions and capacity as the L 2—8000 series, except larger tender. Note the outside trailer journal, front steps, and railing, and trade-mark. Cylinder 26"x30". Wt. Eng. 275,000 lbs. Tractive effort 54,720 lbs.

At Home

Hazel M. Merrill, Editor

Winter Fashion Notes

The decided change in winter models is welcomed by most women who have grown tired of the extreme "flapper" style. If we adopt the new styles with a degree of moderation, they are graceful and beautiful. Everything has a drapery, billowy effect. Many of the new gowns draw the skirt tightly across the back and hips, forming small folds, mere wrinkles, caught by a buckle or similar ornament in front. Many of the skirts bring the drapery forward, often giving the appearance of having them on "wrong side to." For those who prefer them, and for more general wear, there are many beautiful creations with long straight lines; one particularly pleasing model of finely tucked crepe-satin, dull side out, long straight lines, with small-plaited drapes over each hip, hanging two or three inches below hem line; in fact, the fine pin tucks are very new and very good, and are being used with everything, even heavy winter coats. Sleeves have never been so charming and so varied. Many gowns, at first glance, appear to be all sleeve. Materials are about the same, with the possible addition of cloke, and velvet will be very much in vogue this season. Dame Fashion seems to be making a determined effort to lift the veil of gloom and replace the sombre with brilliant color. However, mi-lady loves black, and except for a bright, French flower, placed daintily at the neck-line, left front, or possibly a touch of color on the girdle, clings to it tenaciously.

To be expensively-dressed does not always mean to be well-dressed. To be well-dressed takes a good deal of time and study with attention to the minutest detail. It does not mean spending a lot of money on clothes, but buying the correct clothes and wearing them at the right time. To be well-dressed, one should give as much attention to the care of teeth, skin, hair, finger-nails, as one does to the actual matter of gowning.

The Little Tots

The busy mother's problem may be solved by a suggestion that she dress her little girls in the new guimpe dresses, having guimpes that will go with any of the skirts, and skirts that may be worn with any guimpe. A little jersey slip-on makes a nice school frock worn with a simple waist, while it may be worn for dress-up with a pongee or crepe de chine guimpe. Buddy's trousers may also be made to match any blouse, thus giving him more of a variety of changes, and incidentally saving laundry for mother.

The Flower Garden

Did you, who are lovers of flowers, and have gardens, know that you may make a careful selection now, get the plants set out in time to give them a good start before cold weather, and have a lovely garden in April? Among the varieties which can be treated in this manner

are, the crocus, dwarf iris, tufted pansy, English primrose, giant cowslip, English daisy, moss pink, iceland poppy, bleeding hearts, etc. Make your choice now; set them in well-prepared ground, and before cold weather, cover them with dried leaves or litter. Do not burn the leaves that you rake up, but pile them into a pit hollowed in the ground and let them mold for use in the garden later. Also do not rake the leaves which fall around the shrubs, but leave them there for fertilizer. This is the season to clean-up, transplant, make cuttings, etc., preparatory for spring.

Good Things to Eat

Baked Ham. One pig ham, or half of a larger ham: one teaspoon of mixed spices in one-half cup of molasses, mixed with water in which ham is boiled. Boil two hours, or until tender. Take from kettle, remove outside skin, and cover with brown sugar. Place in roaster and pour over one-half cup of grape juice and one-half cup vinegar. Bake slowly for one hour.

Pepper Pickles. 18 green peppers; 9 red peppers; 14 large onions. Cover with boiling water. Add three tablespoons salt. Let stand ten minutes and drain. Cover with boiling water again and let stand fifteen minutes. Then boil fifteen minutes in one quart of vinegar. Seal in jars.

Egg Vermicelli. Slice the whites of three hard-boiled eggs into enough cream sauce to cover four slices of toast. Spread over the toast and press the yolks through potato ricer over the top and serve very hot. Nice for luncheon or breakfast.

Green Tomato Mince-Meat. We have a call for a green tomato mince-meat recipe, and give this one because it has been thoroughly tested and found always satisfactory. 8 lbs. green tomatoes, chopped. Pour boiling water over and drain immediately. 6 large apples, chopped; 3 lbs. sugar; tablespoon salt, one tablespoon cinnamon; one teaspoon allspice and one nutmeg; one lemon and small half cup of vinegar; one cup of boiled cider; one lb. raisins. Simmer tomatoes and raisins one hour. Add spices and apples and simmer one hour more. Seal in tight jars.

Cheese Sandwiches. One blue label cream cheese; one green pepper; one small onion chopped with cheese. Mix with cream. Butter thin slices of bread and spread cheese between.

FASHION BOOK NOTICE

Send 12c in silver or stamps for our UP-TO DATE FALL AND WINTER 1922-1923 BOOK OF FASHIONS, showing color plates, and containing 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 hints to the home dressmaker.

Address Miss Hazel M. Merrill, Room 1241, Ry. Exchange, Chicago, Ill.

THE PATTERNS

4114. Juniors' Dress.—Cut in 3 sizes: 12, 14 and 16 years. A 14 year size requires 4½ yards of 36 inch material. Price 10 cents.

4117. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 3½ yards of 32 inch material. Price 10 cents.

4125. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires 4 yards of 54 inch material. The width of the dress at the foot is 2½ yards. Price 10 cents

4145-3847. Ladies' Costume.—Coat 3847 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 4145 cut in 6 sizes: 25, 27, 29, 31, 33 and 35 inches waist measure. To make the suit for a medium size will require 5½ yards of 54 inch material. The width of the skirt at the foot is 3½ yards, with platts extended. TWO separate patterns 10c FOR EACH pattern.

4122. Ladies' Dress.—Cut in 6 sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 4½ yards of 44 inch material. To trim as illustrated requires



$\frac{5}{8}$ yard of 44 inch material. The width at the foot is $2\frac{1}{4}$ yards. Price 10 cents.

4103. Girls' Cape.—Cut in 6 sizes: 6, 8, 10, 12, 14 and 16 years. A 12 year size requires 4 yards of 44 inch material. Price 10c.

4130. Ladies' Apron.—Cut in 4 sizes: Small, Medium, Large and Extra Large. A Medium size requires $3\frac{3}{4}$ yards of 36 inch material. Price 10 cents.

4150. Girls' Dress.—Cut in 4 sizes, 4, 6, 8 and 10 years.

A 6 year size requires $3\frac{1}{2}$ yards of 32 inch material. Price 10c.

4123. Ladies' Dress.—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires $7\frac{1}{2}$ yards of one material 44 inches wide. The width of the skirt at the foot is $2\frac{1}{4}$ yards. Price 10 cents.

4128. Ladies' Work or Porch Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires $5\frac{1}{2}$ yards of 32 inch material. To trim as illus-

rated requires 1 yard. The width of the skirt at the foot is 2 1/2 yards. Price 10 cents.

4153. Girls' Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires 4 1/2 yards of 32 inch material. Price 10c.

4120. Girls' Play Suit.—Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires 2 1/2 yards for the Rompers, and 2 yards for the Smock of 32 inch material. Price 10 cents.

Household Helps

When salt becomes damp, put rice in the shaker with the salt.

To prevent hot grease from sinking into the floor, when spilled, pour cold water onto it immediately to harden it. Scrape off what is on the surface with a dull knife, then remove stain with a damp cloth sprinkled with baking soda.

Take the cuffs of two or three old shirts and stitch them together, and you have a nice holder for pots and pans. Sew a metal fastener off an old garter in one corner, and hang in a convenient spot in the kitchen.

Hard-boiled eggs will be easy to shell if one tablespoon of salt is added to the water in which they are boiled.

To prevent scum or skin forming on boiled

starch sprinkle with a little cold water as soon as it is removed from the stove.

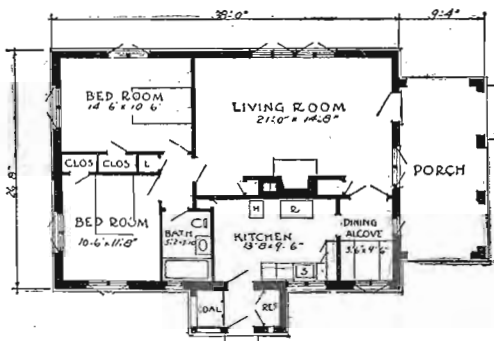
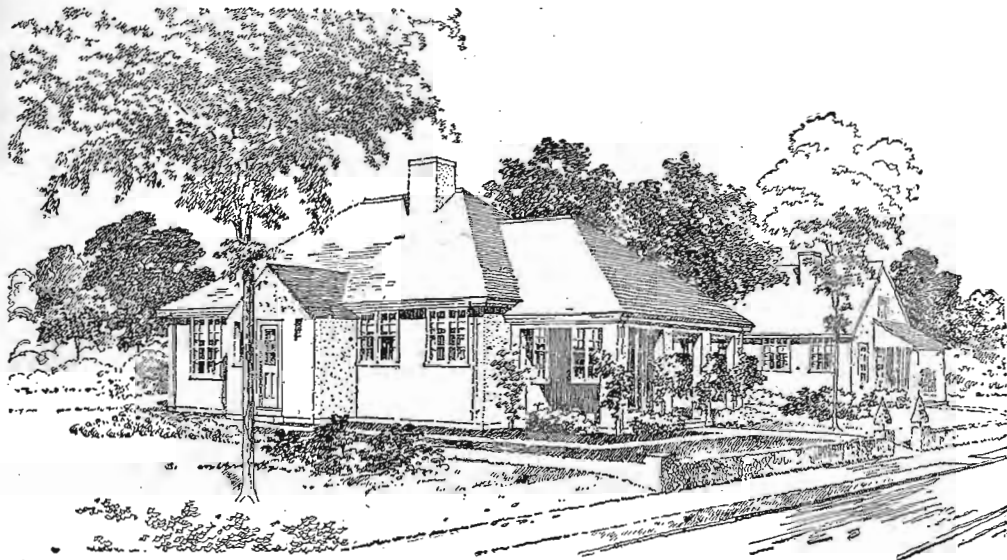
When laundering a garment with a finely plaited ruffle, lengthen your machine stitch and sew one or two rows around the ruffle. When ironed, the machine stitches are easily pulled out and the plaits are right in place.

When in a hurry to iron a piece of starched goods which has not been previously sprinkled, sprinkle with hot water and it will dampen much quicker.

If you butter your bread on the loaf, when making sandwiches, and then cut it, you will find the bread will not crumble nearly so much.

A large cork is handy to use for scouring knives, forks, etc., instead of using the dish cloth.

Make your fireless cooker keep food cold as well as hot. The food must be chilled to the desired temperature before being placed in the cooker. By chilling a cold drink, and placing it in the cooker, it can be kept cool until ready to serve. Milk delivered early in the morning can be kept cool and fresh for breakfast in this way. Ice cream placed in a well-made fireless cooker will remain solid until ready to serve.



A Four Room Bungalow

Our house plan this month is a cozy little four-room bungalow adaptable to a narrow city lot,—but just as attractive on a larger village plot. The living room—21 ft. x 14 ft. 6 in. extends across the front of the house, and entrance is from a spacious porch that may be screened in summer and glassed in winter, if desired. There is a fine fireplace, and the room is lighted from two sides. The living room opens into a snug little dining alcove, with windows on front and side, and this leads into the kitchen, which is provided with lockers, cupboards and sink. The rear entry has place for coal box and refrigerator.

The bedrooms are reached through a passageway opening from the back of the living room. The front bedroom is large and both rooms have cross light and ventilation. Both bedrooms also have good closet room. There is ample space in the loft for storage, and a stairway could be arranged from the back of the living room, so that if at some time

the owner wished to finish off rooms upstairs, he would have an attractive stairway.

The plans of this bungalow do not show a basement, and the heating plant is a modern type hot-water heater in the kitchen, which is a very economical plan. A cellar however could be arranged for, and the coal stored there, as well as space for the laundry. Laundry tubs are provided in the plans, in the kitchen, beside the sink, and these covered over may be used for a kitchen table.

This is an inexpensive and "tasty" little house. It is designed for concrete block construction, covered with Portland cement stucco, but the plan is adaptable for either brick or wooden construction.

At special arrangement with the Portland Cement Association, a special book of house plans prepared by the Association may be procured upon application to the editor, for the nominal sum of 50 cents. The book contains twenty-five plans and many excellent hints on house construction.

Future of Railroad Maintainance

Address Delivered Before The Western Society of Engineers

By R. H. Ford, Assistant Engineer, C. R. I. & P. Ry.,

Reprinted by Courtesy of Rock Island Magazine

In this very able paper Mr. Ford says there is a great field for design and standardization in railway labor saving devices, some of which he points out, and concludes by saying that if his observations may in any way serve to draw the attention of engineers or other practical men of inventive turn of mind, to the opportunities in this direction, his paper will have served its purpose.

"Labor saving devices here considered refer particularly to maintenance of way, because there is greater opportunity for the substitution of such devices for much of the common and unskilled labor now required in road-way maintenance.

About 60 per cent of railway employees are engaged in maintenance, the greater part being in maintenance of roadway; and of this proportion, approximately 75 per cent consists of the untrained worker.

On American railroads conditions are such that they must depend upon the seasonal or extra worker for the greater part of the annual maintenance program, hiring on short notice, largely through labor agents and discharging in the same manner. These men, of necessity, have little adaptation for the work in hand. The results must necessarily be that vast sums of money are paid for numbers of inefficient workers who cannot give a fair return for the compensation received. It is without the scope of this paper to inquire as to the reason for this, whether from lack of proper training and living, resulting from poorly nourished bodies and

lowered morale, or from inability of the railroads to finance their operations so that other methods may be employed.

Every employe added to the railroad payroll represents an average capital investment of about \$10,000.00 which is doubled and trebled in proportion to their inability to give a normal return on the investment.

Time studies, made some years ago on various railroads, of seasonal or extra-gang laborer engaged in similar classes of work, showed productivity to range from 28 to 33 per cent, and although the regular section organization runs higher than this, the fact remains that on the larger part of our American railroads, the productivity of maintenance labor has not been commensurate with the results secured in other lines of industrial endeavor where other means have been employed for gauging output.

With the permanent section force consisting usually of a foreman and one or possibly two men; as a general rule such conditions will not be found, but the effect of years of low rates paid to this class of really skillful labor has been a tendency to lower the standard and drive from its ranks much of the desirable material to other lines of industrial activity, a condition which has become gradually more and more pronounced in the years just preceding the war. The correctness of this fact is well known and I believe universally understood. While a great deal must yet be done in the way of selection, training and education of its labor

generally, the fact remains that before railroads can effectively lessen the body for maintenance of the physical property devoted to transportation, a means must be found that will permit them to take advantage of the best and most modern methods and facilities in decreasing labor expenditures to a degree not heretofore considered possible, until ultimately there will have been built up facilities for practical maintenance that will be directly comparable with similar means found in lines of the more highly specialized industrial activities. More attention will ultimately be paid to the design of railroad facilities so as to combine economical use with standardization of parts in conformity with recognized commercial practices. In place of specializing on the design of the composite, effort must be in the direction of interchangeability of parts as far as possible that may be adapted to varied types and classes of facilities, rather than to special classes as at present. This fact, of itself, will not only permit of great reductions in maintenance, but will also in return affect the design and adaptability of labor-saving devices used in their upkeep. For example, locomotive cranes, motor cars and work equipment of all kinds, should have their parts so arranged as to be interchangeable wherever possible and in conformity with M. C. B. standard rules and interchangeable with locomotive or car parts. Wherever practical, details in structures, coal chutes, water cranes and various forms of mechanical appliances should be similarly designed and more attention paid to widening the range of interchangeability and economy for maintenance and renewals.

Specialization in railroad maintenance has lagged far behind nearly all other lines of industry. The reason for this is not due to a failure on the part of the railroads to appreciate the importance of such matters but because of the fact that for years the roads have been too poor to be economical, a fact that will as a rule be found reflected in more or less expensive methods of upkeep, whether it be on a railroad, in a factory or on a farm. The inability to keep pace with science and invention in providing proper appliances to replace obsolete methods and facilities prevails to a marked extent on our American railroads. Working conditions, legislation and higher costs of labor have served to accentuate this of late and as a result, changes in methods of upkeep are sure to come. As evidence of this, there has been in the last few years, more attention paid and more actual advance made in this direction than in the previous twenty years; and from every economical and industrial standpoint, this is bound to continue at an accelerated degree.

Last year about 460,000 men were required in maintaining the roadway of railroads in the United States. This is equivalent to over sixteen army divisions, and if marched in army formation, in columns of

four, it would extend for 208 miles and require nearly nine eight-hour days to pass a given point. Approximately 360,000 of this force performed work that some day will be done either wholly or in part by mechanical means. Employees required in 1920 to maintain the American railroads were equivalent to the entire population of North and South Dakota, while those engaged solely in roadway maintenance (or maintenance of way and structures, as this is usually termed) was equivalent to the entire population of Wyoming and Delaware with Nevada thrown in. To maintain the railroads of the country vast amounts of labor and material are annually consumed, for which there is little or nothing to show at the end of the year. Three hundred and fifty-four million dollars, or about 54 per cent of the maintenance outlay was for roadway and track repairs, requiring a vast army of men for the purpose.

The roadway must be continually drained and ditched, approximately thirty-one millions being annually expended for these causes alone. In former years this class of work was performed entirely by manual labor, it being one of the principal jobs of the track and extra-gang force to clear out the side ditches in cuts or slopes, either casting the material back, if no means were at hand to otherwise dispose of it, or removing it by means of a push or flat car to be placed upon adjoining embankments. Years ago such work could be done at a cost of from 10 to 25 cents per yard. To do the work today in the same manner costs from 75c to \$2.00 per yard and if performed by teams, the cost is from 50c to \$1.75 per yard.

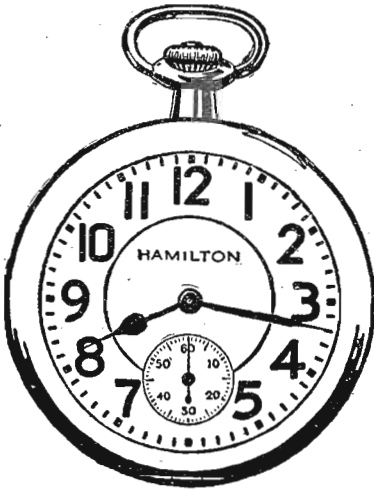
The introduction, a few years ago, of a self-propelled steam ditcher, consisting of a small steam shovel, weighing about fourteen tons and working from a flat car, has afforded great opportunities for labor reductions in this direction. One of these machines will perform the work of from 75 to 100 men and cuts the cost enormously. The push and flat cars have given way to an automatic air dump car with the steam ditcher in the center, the machine working from the track and loading and moving the material by a self-propelled device to the point of disposition. These steam ditching machines can also be put to a variety of uses such as handling coal and loading and unloading various classes of material. Their daily use as a labor saver, when not engaged in ditching, depends largely upon the ingenuity and organization controlling the work of same.

A comparatively recent innovation in the list of ditching equipment is the ditcher-spreader, consisting of a steel car, equipped with wings similar to ordinary spreaders (for which it is also used) but with the addition of a detachable cutting edge so shaped as to clear the standard ballast section. This machine not only clears the ditches but it also shapes the sub-grade from the toe of the ballast to the shoulder of the road-bed and also cuts and cleans the side ditches

Hamilton Watch

"The Railroad Timekeeper of America"

**You Don't Doubt Your Time
When Your Watch is a HAMILTON**



IT'S dangerous to be in doubt about your time. A Railroad Man must be sure of his time, his signals, his train, and his schedule. The HAMILTON WATCH eliminates doubt about your time. Its fame as an accurate timekeeper is well established among railroad men throughout America, due to its accuracy, sturdiness, and dependability.

Conductor N. J. Lorang, here shown ready to board his train, the "Peoria Flyer" on the Rock Island, has been a conductor for over seventeen years and has owned his HAMILTON for over twenty-two years. In all that time his HAMILTON has rendered True Time service.

If you want accurate time, with doubt eliminated, ask your jeweler to show you the twenty-one jewel "Railroad Timekeeper of America,"

The HAMILTON No. 992
Now Priced at \$48.50
(Movement Only)

When you invest in a "992" you can rest assured that you will have true time—for this is the watch that times many of the fastest trains and is the proven choice of most Railroad Men.

HAMILTON WATCH COMPANY
Lancaster, Penna., U. S. A.

Send for "The Timekeeper," a Book that describes and illustrates the various Hamiltons and gives much valuable watch information.

The New York, New Haven and Hartford Railroad has recently purchased five Westinghouse electric locomotives of the alternating-current, direct-current type, each weighing 181 tons. These locomotives are to operate in high-speed passenger service and are to be practically a duplicate of the last locomotives purchased by this company which have operated so successfully. The a-c-d-c. feature enables these locomotives to operate over the railroads 11,000-volt, alternating-current electrification and, at the same time, makes them suitable for operation over the direct-current installation, into the Grand Central Station at New York.

The Norfolk & Western Railway has also recently purchased four double-cab electric locomotives for freight service on their present alternating current electrification. They will be of the split phase, jack-shaft and side-rod type, weighing approximately 382 tons and having considerable increased capacity over the present locomotives now in service on this system.

The Norfolk & Western electrification operates through the coal region of West Virginia and the success of the electric locomotives in handling the heavy coal trains on the mountain grades has been remarkable. In the month of March they moved 1,999,424 tons, not including empties over the electrification, this being accomplished without having once to reduce the tonnage of any train after it had started, due to locomotive trouble. The new locomotives will enable this road to still further increase its hauling capacity in this section.

Intelligent handling of modern locomotives

Modern locomotives are in themselves self-propelled power plants. Not only must they be well designed and built, but they must be properly maintained and intelligently handled on the road.

We give full credit to the Milwaukee organization for its share in the success achieved by Baldwin locomotives operated on its lines.

The
Baldwin Locomotive Works
Philadelphia

beyond the roadbed in one operation, leaving a uniform and highly satisfactory appearance.

The ditcher-spreader is pushed by a locomotive and will complete from ten to twenty-five track miles per day, ditching on both sides of the roadbed, where necessary. It does the work of several hundred men at a cost of from 2c to 6c a yard. This machine will dig new ditches, but its main advantage is to keep the sides clear of the annual accumulations while the steam ditcher, previously referred to, is most economical in long, heavy or sliding cuts. The steam ditcher costs about \$10,000 and the ditcher-spreader from \$15,000 to \$20,000, depending upon the size of the machine required. Both of these have now become essential for economical maintenance on the American railroad of today.

In certain sections of the country right of way ditching is necessary near the fence line, as a rule these ditches are deeper and larger than required along the roadway and construction by manual labor is an expensive operation. A ditcher-tractor offers many attractive possibilities for the future in reducing labor requirements, combining as it will, many other items of upkeep for work than cannot be reached directly by machines operated from the track.

The strengthening of railroad embankments is also an operation which is more or less continuous because of the effect of the elements on the material supporting the roadbed. It is necessary to strengthen these embankments from time to time to provide a uniform sub-grade, but only to support the ballast and track structure but for economy in the use of ballast material.

For years it was customary to use flat cars with the work train, on which the material was loaded by hand or steam shovels and hauled out to the place of use, to be unloaded by means of unloading plows attached to the rear end of the train, the latter drawn through the material by a Lidgerwood unloading machine, at the head end, steam for the operation being supplied from the locomotive. After unloading, it was necessary for gangs of men to go in between the cars (unless special aprons were provided) and shovel out the accumulations of dirt resulting from moving the plow over the cars. After the train moved out of the way, the spreading machine placed the larger part of the material on the widened embankment, that remaining being removed and placed by hand.

Changing conditions, greatly accelerated by the introduction of new rules and working conditions, affecting all departments of the railroad, have made this method, with some of the revisions of same, so expensive and cumbersome that it has now no place in economical maintenance. The automatic air dump car, operated direct from the locomotive and loaded by the locomotive crane, steam shovel or other appliance, replace the Lidgerwood plow, flat cars, bunk cars and the other accessories and, in the hands of

a skillful operator, can be made to unload at will with the train in continuous motion. The latest type is arranged with an apron extension so that the material can be dumped clear of the ballast and then followed up, where necessary, by a modern steel spreader which permits the whole operation from the initial loading to the final placing to be done with very little labor and expense as compared with the large gangs of laborers heretofore necessary. These air dump cars cost approximately \$3,200, and there are several excellent types on the market today.

The average maintenance man can well remember the great array of men engaged in this class of work and the camp cars and other essentials required to house and feed the necessary labor engaged thereon.

The railway mileage of the United States is cut up for track maintenance into approximately 55,000 sections of from three to seven miles in length, each in charge of a section foreman who looks after the maintenance of the roadbed and right of way, exclusive of bridges, buildings, signals, etc. The track force constitutes 75 per cent of the total force required in maintenance. Each work day of the year, an army of approximately 275,000 track men start over the tracks of the railroads, using as a rule manually operated cars to permit them to move back and forth over their sections. Only those who have had occasion to work with these laborious devices can realize the great drain

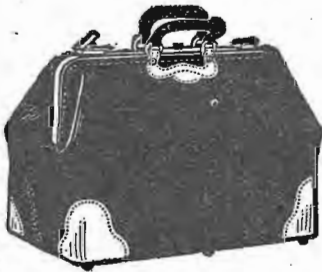
on the physical power of the laborer in operating a hand power car back and forth over his section, especially when working against heavy grades, head winds or in inclement weather. The results are directly affected each day in the loss of time and productive effort in this great army of men.

Although the pump type section car is an obsolete and expensive factor in railway maintenance, it still continues to be used on a very large part of the railway mileage. The section motor car replaces this and has now become an essential for track maintenance, both as a means of economizing on labor and reducing expenditures. A section motor car costs about \$275 with an annual maintenance of about \$25, exclusive of fuel. Besides the saving of time in moving back and forth and the ability to cover a larger territory than by hand car, it leaves the men fresh to start on their job, irrespective of the location of the work.

(Concluded next month)

The Bowling League

The C. M. & St. P. bowling league has re-organized and the officers of the season of 1921-22 were re-elected with the addition of E. Brock, who was elected to second vice-president. It was decided to have a ten team league this year, the two new teams being the shop accountants and ticket agents. A third team was added known as the Muskego to take the place of the special agents who dropped out. An eighty-one game schedule has been drawn up and bowling begins on September 11 at the Parkway bowling alleys. The League is to be run on the handicap basis and a good season is expected.



EXCLUSIVE LINE

TRAVELING BAGS

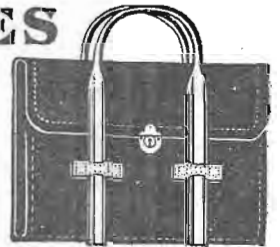
PORTFOLIOS & BRIEF CASES

POPULAR PRICES

NEW DEPARTMENT

Omaha Printing Co.

13TH & FARNAM STS.



Special Commendation

The following named employes have received special commendation for meritorious acts performed while in the conduct of their regular duties:

S. M. Division Brakeman Elmer Houghton discovered a loose wheel under tender of engine 2388 No. 23 as train was pulling by west wye switch at North LaCrosse.

S. M. Division Brakeman Massino in looking over train extra extra east, August 27 discovered broken arch bar on engine 6537 leaving LaCrosse on No. 57. Brakeman Massino notified the engineer and thus saved what might have been a serious accident.

Bellingham Division Conductor W. T. Terry and train and engine crews R. L. Curry, J. A. Adams, H. L. Roblack; Engineer Alonzo Hunt and Fireman Geo. Hunter rendered fine service in putting out a fire which threatened the destruction of Cornell Creek bridge, on the night of August 26. Had it not been for their timely discovery and prompt action the bridge would have been completely destroyed and traffic into Glacier tied up for a considerable length of time.

Illinois Division Fireman Lloyd Kuntsleman discovered broken arch bar on car in extra east 8298, August 18, when the train stopped at Leaf River for water. Car was set out, thus preventing a serious derailment as the truck was riding the rails when discovered.

R. & S. W. Division Conductor J. N. Kelley and crew discovered a fire in CM&G box cars that were stored at New Milford, as their train was passing through on August 16. They stopped at Camp Grant and reported to the sentry on duty. Conductor Kelley and crew then went to Rockford and got a switch engine, returning to New Milford and saved all but four out of the thirty-eight cars that were stored on those tracks.

He Rode Away On The Olympian

The following was sent to the Magazine by City Passenger Agent Joe Bahl, Seattle, who received it from Mr. L. Frank Brown, an insurance lawyer of that city, who was apparently more than pleased with the Olympian service and so broke into the following song:

The Olympian

I rode away on a train from the West
Of all I've been on, The Olympian was the best.
Its conductors were all both courteous and kind
And of requests for service, they didn't seem to mind.

Up mountains we traveled both lofty and great
That towered toward Heaven in awesome fate
Down, valleys we passed both fruitful and fair
Where prosperous city and hamlet nestled there.

But on scenery and service we could not exist,
So of its cuisine, its steward, this rhyme consists.
His cheery smile as he bade you take a seat
Was a "bracer" to help you his good food to eat.

And unlike most menus you have on a train
Its sameness did give you nary a pain
For of all things substantial there was ever a change
And thus neither mind nor body could be changed

By special request he would give you some food
That would have all his guests in a jolly mood
So, dear Mr. Getty, on this train coming out of the West
You had a steward not only good, but the best.

For the man who insisted I go on this train
I want to give thanks but have forgotten his name,

For he routed me over a road that was right
And for the Olympian, of the Milwaukee, I'll ever fight.

And if any of the men who made my trip bright
Should see these lines, may their hearts be light,

By knowing while their life is hidden on a train
They fulfill a great mission, their life is not in vain,

For what is finer in this journey through life,
Than to make others happy, be free from strife,
And surely the Milwaukee teaches this to us all
And we who use her service should always this recall.

So here's to the Olympian, the train of speed and power

Which brings to its patrons comfort every hour,
And whenever my friends to the East want to go
To plead for the Olympian, I'll not be slow.

A Courtesy That Receives Reward

The following letter from a member of the Heller Brokerage Company of Milwaukee to Superintendent N. P. Thurber speaks for itself.

Superintendent,
Chicago, Milwaukee Div.,
Union Depot, Milwaukee, Wis.

Dear Sir:—

It is with considerable pleasure that the writer wishes to call attention to the courtesy of the night dispatchers of your division the night of July 29 when the writer was very much worried about a lady cousin who was traveling from Boston to Milwaukee to attend the funeral of her mother and who was held up enroute on the Century between Boston and Chicago.

The courtesy and consideration I received at the hands of your night dispatchers does not permit me to let this instance go by without calling same to your attention.

Your Mr. O. J. Pokorny, city freight agent, called at our office today and we mentioned the fact to him and he advises that these dispatchers were R. A. Woodworth and G. T. Carroll. We have advised Mr. Pokorny that we would arrange to reciprocate this courtesy in the way of giving the Milwaukee road a larger portion of our business than in the past and have today given him routing on one carload and will continue throwing business your way.

Respectfully yours,

HELLER BROKERAGE CO.,

Per John S. Wetzler.

W. W. Appleyard, agent at Gurnee, Ill., discovered hot box on second 16, Sept. 5 as train was passing his station and reported immediately to train dispatcher. Train was stopped at Roundout and the defect remedied.

On Pioneer Limited leaving Chicago Sept. 11, Porter Thomas Dozier assigned to sleeping car Arbutus, found a pocket book containing \$107.00 in cash and valuable papers, property of Mr. Norman Elleson, who made his loss known the following morning when the pocket book was returned to him.

George Feauto, agent, Burbank, S. D., discovered C&A car 37051 loaded with wheat to be leaking badly, as train was passing his station. Train was stopped and car set out for repairs, thus saving a heavy loss claim.

Some Letters of Praise for Milwaukee Service

The following letters of appreciation are indicative of the high character of our service, and as such will prove interesting to Milwaukee employees whose efforts to make passenger travel on their railroad are responsible for such expressions of commendation.

Providence, Aug. 1st, 1922.

C. H. Miles,
San Francisco, Cal.
My dear Mr. Miles:

I want to take this opportunity to thank you for the wonderful service that our party received aboard one of your trains leaving San Francisco on July 2 at 6 o'clock.

Everything was done for our pleasure and comfort during the entire route from San Francisco to Chicago and I can say only words of

praise for Mr. Andrew C. Stewart who assisted in making this trip so pleasant.

Trusting I may have the pleasure of using your road many times in the future, beg to remain

Sincerely yours,

CLARENCE M. DUNBAR,

Racine, Wisconsin
Sept. 2, 1922.

Mr. Geo. B. Haynes,
General Passenger Agent,
C. M. & St. P. Ry.,
Chicago, Illinois.
Dear Sir:—

On behalf of Racine Post No. 76, American Legion, I wish to thank the C. M. & St. P. Ry. Company for the fine service rendered upon the occasion of our recent trip to Beloit, Wis., on a special train on August 24.

Changing conditions required changes in details of our plans for the trip several times, but in each instance we were met with courteous, helpful co-operation by your representatives, Mr. Bush and Mr. Gibson, and as a result, our excursion was most pleasant and successful.

Mr. Bush accompanied us on the train to see that everything was done for our comfort, and employees of the railroad at Racine and Beloit were very kind about helping us unload a heavy parade float which we took with us on a flat car. Mr. Gibson at the local yards without suggestion from us decorated the locomotive in honor of the Legion excursionists and both he and Mr. Bush did everything they could think of to make our trip satisfactory.

Thanking you again, I remain

Yours very truly,

(Signed) W. R. WADEWITZ.

Our Savior's Ev. Lutheran Church
Chicago

Chicago,
August 29, 1922.

Mr. Victor L. Hitzfeld, Chief Clerk,
Chicago, Milwaukee & St. Paul RR.,
Marquette Bldg., Chicago.

Dear Sir:

On August 13 our Church had their annual outing at the Forest Preserve in Edgebrook, Ill., and I am taking this means to thank you for the kindness shown us and the splendid service given us at that time; also for the courtesy of your conductors, trainmen, etc., on the special coaches which you were kind enough to favor us with that day.

Assuring you of our appreciation in this matter, and with kindest regards, I am

Sincerely,

(Signed) ALFRED JOHNSEN,
Superintendent of Sunday School,
44 Poinciana Building,

Reading Road & Hutchins Avenue.
Cincinnati, Sept. 3, 1922.

Drawing Room "A".

Olympian No. 16, out of Seattle 9:30 A. M.
August 29th. Sleeping Car "Everett".
The General Passenger Agent,
Chicago, Milwaukee & St. Paul Ry.,
Chicago, Ill.

Dear Sir:

Allow me to express my sincere thanks for the courtesy, kindness and assistance received at the hands of the crew, from brakeman to conductor of the above train on my trip east, also to Mr. Cunningham, your agent in Vancouver who took much trouble in securing the best possible accommodation knowing that I was for the time under doctor's care.

This was my 22nd trip on various railways across the continent and I can truthfully say that the trip, which, on account of my health caused me apprehension before starting turned into a pleasurable one through the kindness of your employees.

I may add that the electrified sections of your railway are a great comfort and a great improvement over steam.

Yours very truly,

(Signed) MAURICE GINSBURG.



Our Village "Wobbler"

Under the spreading roundhouse eaves
Our village wobbler sits;
His frame is clothed in heavy fur,
His hands encased in mitts.
And tho' it's ninety in the shade,
He sits and sits and sits.

With ear muffs and steam-heated pants
And heavy woolen knits,
He heats the joint until it's hot
Ezell, but he insists
It's cold and shakes and toasts his shins
And sits and sits and sits.

The sun shines east, the sun shines west.
And while his pencil fits
Across the "Enginehouse Expense"
The hosteler gives him fits;
But still he says he's cold, by heck,
And sits and sits and sits.

Our hero waxeth sleepy,
He's dreaming of the Ritz,
And of this afternoon at five
When he can call it quits.
So on he sleeps and sleeps and sleeps,
And sits and sits and sits.

But all our dreams must have an end,
Like Wilhelm or like Schlitz.
The radiator got too hot
And now our friend admits
It hurts him when he sits and sits
And sits and sits and sits.

Let's Bury This Fellow

The applicant was very much interested in what the medical examiner called the "expectancy of life."

"Do you think I will live to be 90, doctor?" he asked.

"How old are you now?" asked the doctor.

"Forty-five."

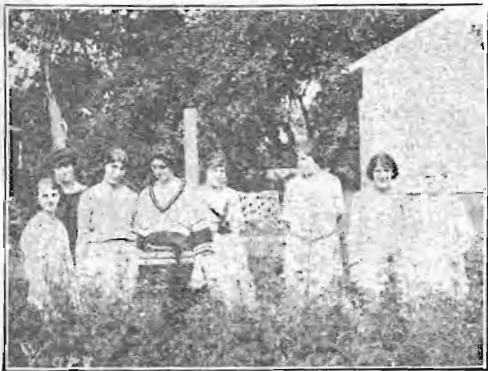
"What is your mode of living?"

"I am single, don't smoke, drink, chew, swear, play cards or anything like that."

The medical examiner looked him over carefully, then asked.

"Why the dickens do you want to live forty-years longer?"

On the Steel Trail



A "Rosebud Garden of Girls."

East Wind Mile a Minute

On Saturday the 26 of August a very pleasant afternoon was spent at our Editor's attractive home in Libertyville. Pitchemwinks was played and a lovely prize awarded the winner. Later a sumptuous picnic supper was served on the porch and the guests departed for Chicago at a late hour. The picture below is indicative of the good time enjoyed and those who were not able to accept the invitation missed a splendid time. To enable you to recognize the tallest flowers in the garden, the guests are named below: Alice Ohlaver, Edith Carlson, Marie Ceder, Hazel Merrill, Villa Graves, Mollie Stickney, Ruth Price, and Mary Merrill.

East Wind blows at a mile-a-minute rate heartiest congratulations and best wishes to Mr. and Mrs. Harry Wurzbacher.

Gasoline Alley (1228) welcome back to the fold Myles Kenashaw Buckley.

Have you secured the latest edition of the Railway Exchange Pictorial Knock Out? Wallie Swanson, the able editor, says the sales far surpass all expectations.

On September 6 Miss Mae Conroy, of Mr. Lodge's office, became Mrs. M. Burke. Congratulations are extended.

Ann Plattner returned from her vacation and is still her own sweet self. Now our worries are over until next summer.

The engagement of Elizabeth Gregg of the vice-president's office to Logan Finlayson was announced last month and at last our anxiety is relieved. Bessie is wearing a very pretty sparkler and our best wishes go with her.

A most pleasant time was had by Florence Walsh during her vacation spent at Three Lakes, Wis., and her favorite outdoor sport now is "knickering."

We are glad to know Granger Smith still passes the cigars. Nothing like stopping smoking so your friends can get in on the donations. Werner Fischer of Room 1314 is enjoying a bumper crop of hay fever.

Elinor Kresin of the employment bureau, was married on September 16 and is leaving the employ of the Company. Congratulations are extended to Mr. and Mrs. Robert Wallace.

Bill McCormick has been promoted from the Oriental freight department and is now a full-fledged annuensis in the general fire department. We understand the purchasing department has been compelled to revise their oil contract in view of the increased supply of that commodity necessary to overcome the burning out of bearings, stripping of gears, overheating, etc.

Murel McCurdy is now officially installed as statistician in Mr. Greer's office, vice Lloyd Fairbanks, who resigned to pursue other duties. Mr. McCurdy was formerly employed in Mr. Christoffer's office.

Mrs. Elmer Schroeder paid us a visit to say goodbye. Elmer sent an S. O. S. to come home. He got tired of batching it. Mrs. Schroeder has been in Chicago for four months and leaves for Seattle next Wednesday. Hope you can come again soon, Margaret.

By the way, we overlooked mentioning the fact that Jimmie Stafford has purchased a brand new Tiffany pearl necklace. Looks like we are all going to get stuck for another wedding gift in the very near future.

We are all wondering where Max and Charlie, Mr. Whipple's office, found the bargain on specs. It seems to be the fashion.

Alphabet, in Mr. Morrison's office, spent her vacation in Estes Park and Colorado Springs. We don't know whether Alphabet was too tall or whether the burrows were too short, but anyway she has had difficulty with her peddle extremities since her return because of her feet dragging on the ground while touring the park.

We had more news promised, but as time, Milwaukee trains, and the editor wait for no man, we needs must go to press without it. We'll save it for next time.

Sing a Song of Swapping

Say, Ell Bee, at South Cle Elum,
You're a dead game sport—you tell 'em.
But we wonder if you're really on the square.
May be you are up to tricks
And would sell us golden bricks
Which would surely make us rave and tear our hair.

Tho your pome is keen and snappy,
Still methinks that you're unhappy
Or you really wouldn't care to make a swap.
Your kind offer's so delicious
That it makes us quite suspicious
And we feel that you are coming out on top.

We would like to trade you "lizzies"
If you'd throw us in some "dizzies."
Or a bird cage or a bale of hay or two.
But if we should swap you even.
We're afraid that you'd be leavin'
For Chehalis, Moberidge, Zane or Timbuctoo.

Probably you have a harp,
Or a hook for catching carp.
That you'd throw in with your "laborsaving"
mill?
Haven't you a silver lyre
Or a second-handed fire
That would sort of even up the little bill?

Do you have a few lead dollars
Or some old style standup collars,
Or mayhap a pair of green and purple socks?
We'll consider spuds or pickles
Or a feather bed that tickles
If you promise you'll not land us on the rocks.

Minneapolis Shop Happenings

James Nellins

Veterans here are expressing regret over the abandonment of the annual convention for this year, as a large number were making arrangements to attend and were working up a large attendance; and now that it is over for this year; wish all better luck next time.

James Elder, superintendent air brake department, was a most welcome business caller at these shops on August 14 and 15. All glad to see him.

Many old timers here expressed sorrow on learning of the death of City Ticket Agent Charles R. Lewis, who died on August 14. Mr. Lewis had an extended acquaintance with veterans and particularly so among the enginemen, and he always stood ready to do his railroad friends and associates a favor, and it is too bad that his big, broad, smiling face will be seen no more over the counter in the city ticket office.

Business is good in the shop accountant's office. Time draft men are surely a busy lot.

And the Puget Sound veterans also have to stand a put-off of their annual meeting, and we are sorry that friend John Horan cannot use that camera at Cover d' Alene beach. Oh, John, Griggs appears to be onto you, but better luck next year.

It is comforting news here to learn that Veteran Machinist William T. Nelson is improving from his siege of sickness and all his friends hope he will be around again with his customary alertness.

Regret is expressed over the passing away of another old veteran. John Foster, who died August 21. Mr. Foster was a man with a large acquaintance at these shops and was popular with this crowd of friends, and they all made an expression of sorrow at his death.

Further expressions of sorrow were heard over the passing of Veteran Machinist Peter A. Moe, who died on August 25, and such sorrow was genuine and sincere, for Mr. Moe was a gentleman and just the sort of man one would like for a friend, associate or neighbor, and in his death this company loses a most faithful and capable workman. He had a service of thirty-six years up to the time of his retirement a few years ago.

Veteran Sheet Metal Worker Roland E. Estabrook is on the sick list, but recent reports show that he is on the gain, which news is cheerfully received by his fellow shop associates.

Work appears to be booming in the car department, and seems like good times are with us again, for that part of the plant is buzzing with business.

Round-house Foreman Charles Lumberg now has his new car, a Willys-Knight, and it is a dandy. He has been puzzling his brain whether to get a Ford, a Packard or a Pierce Arrow, but is now satisfied with his new machine.

That cheery young time keeper in the round house, Russell Loberg, had an additional cheerful look on his face, the cause, his recent marriage. Congratulations and good luck, but remember and take it from any old married man, that marriage starts out with billing and cooing and the billing part of it never stops.

It sounds good to read of brother Griggs commenting on the matter of Shop Superintendent J. A. Anderson giving credit to whom credit is due in the matter of an idea concerning a light tool for a frame planer. Even the most calloused of us appreciates a compliment now and then. Good for Mr. Anderson.

Another old veteran has passed away. Charles R. Capron, eighty-six years of age and an employee of this company since 1856, died at his home in St. Paul September 7. He commenced as a station clerk at Janesville, Wis., on what was then the Milwaukee and Mississippi Ry., but for many years has been in train service in this neighborhood, and he had a large acquaintance with old time eugeniemen here, and this causes those old veterans to gather in groups and recall the days of long ago and the good old times they had then and how the old men are passing on.

News a little slack this time, but hope to do better for next month's issue.

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CHICAGO

Motoring on the Milwaukee. Up and down hill on the Rocky Mountain Division *Nora B. Decco*

What's the division news without a wedding? So we learn that Robert Chambers and Miss Marie Conway of Deer Lodge were quietly married September 5. Mr. Chambers is a Rocky Mountain division engineer and his bride has for some time been employed at the Deer Lodge yard office. We extend congratulations.

Three Forks had a fair, yes'm everything too. It lasted a whole week and nothing happened to scare folks off except the rain and that didn't bother them a bit; splash, splash right through the mud and after having two tickets, none of my family won the Chevrolet sedan. Mrs. Kirwan, Mr. and Mrs. Vanderwalker, Mrs. Joe Daniels of Deer Lodge, Mrs. Jack Weatherly and Mrs. Schaffer from Piedmont looked in on our city during the week, to dance in the Ringling Brothers Circus tent.

Operator Ralph Kimberling and wife who spent a short vacation in California where we understand Ralph was almost mobbed by the movie queens, have returned and back to work again. Mr. Ludwick who relieved him is now working at Two Dot while Agent Crowder and family are away for a few months' rest.

Conductor James Toy left the first of September for a few weeks' visit with his Mother in Kansas: Jim shows pretty good judgment in more ways than one, the main one is that he waited until fall to visit in Kansas. I didn't. Mercy but it makes me almost uncomfortably warm to think of the middle of last June.

Engineer Chas. Davies of Piedmont has been recalled as traveling engineer of the R. M. division, more tieups, and he even has a mail box all to himself with his name on it too.

Mrs. Hamp and children, wife and family of Conductor Harry Hamp is visiting in Minnesota where she was called recently by the illness of a member of her family.

Another wedding of interest to friends on this division was that of Dr. Larson of the Three Forks hospital and Miss Louise Viewig, sister of the head nurse in the local hospital here, Miss Cora Viewig. The wedding occurred in Chicago, the home of the bride and after a short trip of a few weeks the happy pair returned to Three Forks where they expect to make their home. The division offers best of congratulations although a little late as this all happened in July, but better late than not at all and as Dr. Larson is a very popular company employe he knows we all mean it when we wish them a long and happy life.

Miss Grace Lee who has been away so long on a trip around the world or somewhere, that we almost forgot what she looked like, has returned to our little home town and says Main Street looks funny. Well so it does but she will get over it all right, we all do in a few days.

The cause of all the celebration on the street where Fireman Shauger lives, is the birth of a son and heir at his house August 28. Honestly some people do put on a lot of airs over something like that, don't they? Why the proud father can hardly see ordinary folks any more, his head is so far up in the sky and almost every one in town had cigars I understand but me, I don't smoke any more.

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CHICAGO, ILLINOIS

No wonder the time sheet don't figure out as they should and the checks are short or over, the latest message sent up from the Canyon; "Bent five rails, eight men and one foreman 72 hours." Goodness, Pat Walsh went out to Malden for a day and look what happens.

Illinois Division Mabel Johnson

Miss Bernadine Wheat, daughter of Conductor H. E. Wheat, and Miss Margaret Wardlow, niece of Conductor N. E. Winslow and sister of Brk'm H. Wardlow, have gone to New York on their vacation. Miss Wardlow is employed at the Fullerton Ave. office, and the girls anticipate a pleasant time.

Train Baggage-man A. F. Falk on trains 53 and 54 is off duty for a few days, and with Mrs. Falk will attend the Knight Templar Conclave at Peoria, Ill.

Dispatcher Geo. Humphrey informed us that someone had discovered another Sun. We agreed with him, for the old and new one were both "Jerry on the Job"—working full blast, the early part of September!

Conductor M. C. Simons resumed service on No. 50 Aug. 28, after a 30 days' lay-off spent vacationing with his family.

Conductors W. Fritz and W. Huston have returned to duty from their hunting trip spent at Sand Slough, Savanna. Conductor Fritz expects to go again soon, making his third hunting trip this season—says he'd rather hunt than eat!

There was a run on ice cream cones at the dispatcher's office one of those scorching days. Conductor C. E. Abel was the contributor, and they did just hit the right spot.

Now for the funny item! "Ain't we got fun?" said the girls who went to Delavan! Misses Delia Cush, Doris Calahan, Eunice Stevens, Pearl Brink, Viola Donohue, Betty Cole, Mabel Johnson and Mrs. Helen Law spent the week-end of Sept. 2, including Labor Day, in camp at Lake Delavan. To begin with, we had a wonderful ride on R. & S. W. No. 36, leaving Savanna 2:40 p. m. Saturday afternoon. The weather was ideal—(just to the melting point) and at Durand station we were greeted by Agent Frank Losey, our old friend, at one time in the dispatcher's office at Savanna. We were treated to a drink from his grand old "still" (the "Windmill pump"). Soon No. 9 from Milwaukee came and we all made a "bee-line" for our train. Arrived at Delavan about 7:00 p. m., and that ends my story—couldn't begin to relate the happenings from then on—they were numerous and spicy. Oh, yes, as per the Savanna Daily Journal, "we returned."

Baggage-man Walter Dyer and Mrs. Anna Schmieg were married at Savanna Sept. 10, and left on No. 19 Sept. 11 for California on their wedding trip. Mr. and Mrs. Dyer both have been employees at the Savanna depot, and their many friends join in wishing them much joy and happiness in their wedded life.

Hans, don't be peeved, but we thought you were due for a "ricing." More later!

Attention! Did you know that our D. M. M. was going to be — ? Well, it hasn't happened yet, so perhaps better wait for the big item in next month's issue.

Machinist E. H. Shaffer and wife welcomed a baby boy to their home Sept. 3. "Blonde" is all smiles. Congratulations are extended.

Timekeeper Joe of the superintendent's office played a "yellow" stunt and left us for a week, because he was sick with the jaundice!

Miss Avis Ostema, superintendent's office, has returned from a two weeks' vacation spent in camp, also visiting her parents at Cascade, Iowa.

Engineer C. W. Parker was recently married to a Chicago lady. Congratulations are extended.

Miss Iona George of the D. M. M. office is spending her vacation in Wisconsin visiting friends.

Mrs. Harry Gregg, wife of Engineer Gregg, has returned from England and Scotland, where she has been visiting during the summer. Engineer Gregg and son, Donald, went to New York to accompany her home.

Deepest sympathy is extended to the Schwartzinger family on account of the recent death of Chas. Schwartzinger, car repairer, Savanna. Mr. Schwartzinger was a faithful employe at the car

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department for many years, and will be missed by those associated with him.

Mrs. G. B. Spoor, son, Harley, and daughter, Ora, of Cordova, family of Agent Spoor, visited at the E. E. Cuth home at Savanna Sunday, Aug. 20.

Last month's magazine had some rather broad hints as to a coming marriage of one of the force at the freight house. The excitement is all over now, for on Sept. 6 occurred the marriage of Miss Mildred Tyler, O. S. & D. clerk at the freight house, and Arthur Hiber, machinist at the round house. They have the heartiest congratulations and sincerest wishes of a host of friends and co-workers. The following verse accompanied the gift which the freight house employees presented to the young couple:

I am a busy eight-day clock,
With you I've come to stay,
To tick above your fire-place
And help pass the time away.
Just put some oil upon my springs;
Wind me up and away I'll go,
I'll promise (since you're a newlywed)
The time will not go slow.

May life's path be strewn with roses,
With never a dark cloud in view.
May every day be as sunny
As the day you said "I do."
The employees at the freight house
Bade me loudly tick out to you
That they send their sincerest wishes,
Wish you joy your long life through.

The men packing cars during that hot spell in September sure believe that some one was wasting coal, for the heat in the cars was far too great for comfort. They, without a doubt, wish it could be bottled up for some wintry day when the mercury goes down-down-down. Br-r-r!

We often wonder what a veri-check slip thinks about when it has its poor face thumb-marked and washed so much. Who can tell? Poor thing!

Nell Nolan, abstract clerk, spent her vacation in Madison and Fall River, Wis. If it had not been for excessive heat and hay-fever, Nell would have greatly enjoyed her trip. Better luck next time, Nell. Summer is only once a year.

Whiz-Bing-Bang! What's that, heavy artillery? Naw—don't get excited, it's only the clerks swatting flies.

One hot summer day our boiling temperatures were cooled off considerable when we were surprised with a 5-gallon can of ice cream, being presented to us by Mr. Grandy. His heart is in the right spot. Also a watermelon, from Mr. Poorman, was greatly enjoyed.

Some one asked the other day why it was George was so interested in hardware stores. That's easy—every one knows that the name of George is associated with Wood-n hatchets.

**Old Line, Line O' Type—Northern Division
Hazel E. Whitty.**

Lunch rooms in Oshkosh are running out of sugar, the real reason being Ewald Zastrow being such a sugar hound. He takes it in soup, on potatoes, and even in his glass of milk. How sweet he will be soon!

P. Bourbiel is working for Brady until Ice Miller decides to make another change, or until the next dance comes along.

L. H. Tracy is back on the job after having a bad time with his hand, which was very sore account of his being bit by a black bass at Duck Creek, Portage.

Fred Piscke and Lew Kreps are planning a duck hunt at Rush Lake for opening day.

Fred Francis took a hunting trip at Fox Lake, Brady filling his place as usual.

Mr. Armstrong visited his mother recently at Sioux City, Ia. We regret to hear that his mother is losing her eyesight.

Quite a serious accident happened to our old friend, "Mique" Bartsch. He was on his way to Horicon one evening and the auto in which he was riding ran into a ditch, throwing him out, and in falling his head hit a large rock. "Mique" was unconscious for about two hours, but at present he is reported as improving and will soon be able to resume work. Cause of accident was a defective steering gear.

The North patrol run out of Horicon was discontinued Sept. 9. Inability to secure cement on some of the jobs at Waupun and Brandon and the finishing of the others caused a falling off of the business.

Ray Little has moved to Horicon from Milwaukee and has been working on the North patrol run out of there.

We asked Don Pierce who his engineer was the other day, and he replied: "They took the Ehr out of Ehrenhart and I have him today."

Our roadmasters have each invested in a touring car and have had them equipped with flanged wheels, so they are able to operate them on the track.

Recently our local officials took a trip of inspection partly over the north end with A. F. C., but understand they have engaged an auto mechanic to take with them on their next trip.

Our Pump Repairman, Louis Moe, is erecting a new residence at Horicon.

We felt sure we were to be kept posted on all the new stories going, but now we are afraid we won't be able to hear them all, as I understand John Norgaard is not going to take up his residence at Horicon.

At the home coming and dedication of the new school building at Horicon we noticed former Roadmaster Sawtelle and wife of Madison, Felix Quandt and wife, Fred Shilker and wife, Mrs. E. M. Douglas, Madison, who was formerly Miss Esther Kreuger.

Adolph Kammermeyer is erecting a new home in Horicon.

S. M. West
Ray H. Hoffmann

Ole Laugen of Albert Lea, Minn., and formerly agent at Madison, So. Dakota, visited friends at the latter place for a few days recently.

J. S. Healy, assistant roadmaster at Madison, So. Dakota, for the past six months, has been promoted to roadmaster to take the place of W. H. Crabbs, deceased.

On Wednesday morning, August 16, occurred the marriage of Agent Tony Malek of Vienna to Miss Mae McBride of the same place. Congratulations on the happy event.

During the month of September 60 cars of crude oil, comprising two solid trains, passed through Bristol enroute from the Montana oil fields to refineries in Indiana. The C. M. & St. P. handled the entire shipment.

Passenger Brakeman "Dan" McCreedy has taken a month's lay-off and Mr. and Mrs. McCreedy left for Milwaukee, Wis., where they will visit their son, Harry McCreedy and family. Passenger Brakeman O. Ratledge is relieving him while he is away.

Billy Hamilton, freight checker at the Madison station, celebrated his 70th birthday during the month of September. Some 50 years of that time has been spent in the service of the railroad.

Car Foreman Frank Washburn, at Madison, was laid up for a few days recently on account of sickness.

Roadmasters Healy and McGee have been released from the round house and are back on their regular jobs.

Trainmaster F. J. Holmes, Master Mechanic H. J. Dimmitt and Traveling Engineer Roy Austin have left for Austin to resume their regular duties after two months spent in the Madison round house.

Born to Mr. and Mrs. August Kortz of Westington Springs, So. Dakota, on Sept. 8, a son, Mr. Kortz is section foreman at the above place.

Merle Fredericks, formerly relief foreman on the S. M. 4th division, has been promoted to section foreman at Erwin, So. Dakota, to fill the vacancy left by W. H. Chapman, who has returned to his former position on the K. C. division.

Carl Gulbrandson, section foreman at Lake Preston, has been granted a leave of absence, and Charley Monroe of Madison is relieving him while away.

The painters have given the Madison passenger depot a couple of coats of new paint, both inside and outside, and I believe we can say that we now have the neatest appearing passenger depot on the S. M. division.

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(continued from last issue)

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West I. & D. Inklings "Dott"

Excitement has been running high in and around Murdo lately. Murdo, you must understand, is the town that figured so extensively in the capture of the four Sioux Falls convicts during the latter part of August. Of the four men who effected the capture, namely, Ted Hubbell, E. B. Townsend, Sheriff Wilson and C. C. Cline, one, C. C. Cline, will be remembered by many who read these pages as a former engineer on the I. & D. until the lures of business called him, and at present he is proprietor of the Derby billiard hall at Murdo. It would be useless to go into detail here, as the papers all over the country were full of details about this event, but suffice it to say that all the three men who were so cruelly injured before anyone knew the convicts were in the county, are recovering as rapidly as possible from their wounds.

Fireman Bill Drager and wife and baby returned the first part of the month from a visit with relatives in North Dakota, and he has resumed his work on the road.

"Stickey at the Fair" might be the title of the latest song hit—but it isn't. Anyway and howsoever, he was there. Even layed off and took the West End so he would be in Rapid City during the "Alfalfa Palace." Well, it's the old, old story—"when the cat's away the mice will play."

Mrs. C. A. Beebe, wife of Traveling Engineer Beebe, who is here assisting in supervision during the strike, was out and spent the week-end with her husband, and while here was a guest of Roundhouse Foreman and Mrs. A. A. Ricks, returning to her home at Reliance Monday, Aug. 28.

Mrs. Benj. D. Morrison, wife of a stationary fireman in Mudro shops, spent a couple of weeks in August visiting with relatives and friends in Rapid City.

The Depot Agent, Bowers and Conductor Gallagher families returned the latter part of August from their trip to the coast, and report a lovely time. While Mr. Bowers was away he was relieved by Lester Abbott.

Locomotive Supplyman Warren Zickrick was a victim of a painful accident the first of August when, in lifting a heavy piece of timber, he misplaced some vertebrae in his spinal column, and was forced to abandon his work for about three weeks, during which time he took chiropractic adjustments at Rapid City. He is now back on the job.

Oscar Johnson is back from his trip to Sweden and says the "Old Country is just as nice as ever, but the U. S. A. is better," and of course there's one place in the United States that is better than all the others, and that is why Oscar didn't stop until he arrived here.

Wedding bells don't always ring in June. This time they rang in August, when Chas. Salmon, machinist helper until July 1, stood before the altar with "the most beautiful girl in the world and promised to love, honor and obey her the rest of his days," or something like that. The happy bride is (was, I mean) Miss Merle Lathrop, daughter of Car Inspector Carl Lathrop, and may the young couple have all the happiness there is in the world.

Brakeman Ott Callen was the victim of rather an odd accident while pulling out of Stamford one morning on his way to Kadoka. The first anyone knew of the accident was when Ott came into Stamford from the west. He had quite a gash in the back of his head and other injuries about the neck and shoulders. He is recovering speedily, though, and will be back to work in a few days. He cannot to this day tell what happened to him.

News from the Connecting Link

The platform at Joliet has been repaired and we are ready for any amount of business.

Thelma has left us and Miss Elizabeth Koelsch is filling her place.

We see very little of Mr. Schmitz and Mr. Cook these days.

Howard Osman is relieving Mr. Phelan, time-keeper for the extra gang at DeKalb. Mr. Osman seems to be jack of all trades lately.

Miss Mildred Roupee has been enjoying her vacation the past week.

We are looking forward to a visit from Mr. Lollis soon. He has been missed very much during the recent trouble.

Mr. Schmitz is still doing his own cooking. We understand he is getting real good at it.

It has become quite noisy around here again since the E. J. & E. train and enginemen have resumed work.

We are waiting patiently for a ride in Mr. Mohr's new car.

J. H. Hendrickson is being transferred from the R. & S. W. division to the C. M. & G. division.

We see someone donated Hummy a spare tire. Hummy, you sure are lucky.

If E. D. Cook keeps on improving he will be a first class mechanic before he knows it.

I have just been informed that some six years ago our agent, Mr. Mohr, purchased a Ford car for \$300.00 and recently he sold the old Lizzy for \$175.00. If Mr. Mohr fell in a well he would come out with his pockets full of doughnuts.

LaCrosse Division Notes

C. W. Velsor

The primary election gave the LaCrosse division another mark of distinction when Engineer Henry Nein of LaCrosse received the Republican nomination for member of the State Assembly by a large majority.

Engineer F. C. Warren and wife are spending a few weeks on a fishing trip on the Wisconsin division.

Miss Gene Birnbaum, who is now working in the superintendent's office of Tomah shops, says that she MUST go to LaCrosse at least twice a week, for reasons best known to herself.

We understand that Assistant Timekeeper Capron of the superintendent's office is receiving catalogues from Sears, Roebuck and Montgomery Ward & Co. What's the idea?

Side-wire Operator Oscar Manske seems to have a great desire to go to Sparta. No wonder! The young lady meets him with her car.

It was very gratifying to see the LaCrosse division rise to second place in efficiency standing for the month of August. ALL TOGETHER, NOW, FOR FIRST PLACE.

Roadmaster Frank Buffmire has been confined to his home on account of sickness.

Train Baggageman Hy Bartram of Pewaukee was recently awarded first prize of \$5.00 by the Milwaukee Sentinel for catching 36 fish in one day.

Conductor Jacobs was quite severely injured a short time ago when his train broke in two. He had to be removed to St. Mary's hospital at Watertown.

City Passenger Agent Joe Rosbach of LaCrosse was called to Kansas City to consider a similar position in that city, but has decided to stay with us for awhile, which we are all glad to hear.

Fireman Leo Bishop on Special ahead of No. 14 on Sept. 4 saw a plank or timber on west track at Lakeside and stopped Extra West at Pewaukee and notified them which no doubt saved a derailment.

Engineer George Behm and wife have been visiting the Minnesota State Fair. Suppose George went up in the airplane which he enjoyed so much last year.

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Conductor John Larkin is running the pile driver on Dan Smith's line, so as to get it in shape for the winter.

Notes from the Local Office, Tacoma R. R. I.

There have been various social events among the Milwaukee family at Tacoma since our last correspondence, enough to keep our society reporter on the jump.

To begin with, Jack McKay, assistant warehouse foreman, and Mrs. McKay have been entertaining Jack's sisters. Mrs. McKay gave a musicale in honor of the guests on August 11th, all the Milwaukee girls being present. In addition to the musical offerings the guests were favored with dainty refreshments, such as only Mrs. McKay with her acknowledged culinary skill can prepare. The visitors left for their homes in Spokane August 20.

Bob Shipley has been entertaining his mother, Mrs. Frank Shipley, and his sisters, the Misses Alice and Orna Shipley, of Cross Plains, Wisconsin, Bob taking a week's vacation in order to show them the city and surrounding country. They were very much impressed with our wonderful Puget Sound country and were quite reluctant to return to the heat and thunderstorms of Wisconsin.

Miss Margaret Bolander, assistant bill clerk, entertained all the Milwaukee girls on Monday August 21. The evening was largely devoted to music, varied by refreshments.

Mr. and Mrs. Charles Rohrs rejoice over the birth of an 8½ pound baby boy on Saturday, August 12. Mrs. Rohrs may be remembered by our readers as Miss Grace Erickson, for several years a member of our Dock forces. The baby has been named Charles Frederick and will no doubt become a skilled detective like his proud father.

Miss Esther Thiele went to Seattle on August 11 to visit old Montana friends now living there.

Miss Frieda Marty, private stenographer to Mr. Alleman, took a vacation in the latter part of August and spent four days of it at Paradise Inn.

Billy Woodard, car clerk, was off on a vacation about the middle of August, but as he put in the time taking care of his father-in-law's farm, milking the cows, putting the chickens to bed, husking pumpkins and digging corn, and other agricultural pursuits, we imagine that his vacation was anything but a rest-cure. While he was off, Roy Kidd held down the car desk.

Mr. Rouse, our faithful O. S. & D. man, was also off on a vacation in August; we certainly missed his pleasant visits around the office. In his absence, Roy Kidd, our all-around handy man, held down the desk.

Emmett Maloney, bill clerk at Dock Two, likewise took a vacation, but we haven't heard as yet whether he again succeeded in breaking into the movies at Hollywood, as he did last year. During his absence Bernie Bartels, again held down his own old job at the dock; it is almost needless to add that the ubiquitous Roy Kidd took Bernie's place in the meanwhile. (If Roy wants any more notices from me, he will have to pay space-rates.)

Miss Conway returned to work August 11, after two months' vacation, with much groaning and longing for those lovely times in Minnesota.

Jack McKay and Mrs. McKay are now the proud possessors of a Buick car. On their first trip we understand they traveled so fast that they burned out several bearings, but fortunately they managed to escape the attention of the traffic cops. On their second trip they got mixed in a big Elks' parade and of course the car stalled, self-starter wouldn't work and Jack had to get out and crank, amid the jibes and jeers of the populace.

Tubby Gleb, the best natured man we have in the freighthouse, had already received his annual bath from top of a box-car but the other day he received another one for good measure. He blames it on Kenneth Alleman, but Kenneth loudly protests his innocence.

Howard Baldwin, delivery clerk in the freighthouse, recently took a brief vacation in order to visit his daughter at Cle Elum and also went to Ellensburg, where he was agent for the Northern Pacific for a long time.

Railway Electrification

Not only in the United States, but in other countries, the electric locomotive is more and more invading the domain which for years the steam locomotive has had all to itself. Electric locomotives are being used today on 5,000 miles of railroads and trolley lines over which freight is hauled in the United States, a mileage nearly equal to that of all Belgium and practically twice that of Denmark. More than 700 electric locomotives are being operated. The number of miles of electrified railroad in all other countries was estimated not long ago at about 1,200 and the number of electric locomotives in use as something less than 500.

Both the mileage and the number of electric locomotives in other countries will be increased by two projects authorized this year (1921)—the electrification of 117 kilometers (72.67 miles) of the Paulista Railway in Brazil, and of a 40-mile section of the Spanish Northern Railway, Spain.

The Paulista installation, which includes a double track section 28 miles in length between Jundiáhy and Campinas, provides, as stated, for the electrification of 117 kilometers. The motive power equipment consists of eight freight locomotives weighing 100 tons each, and four passenger locomotives weighing 120 tons each.

The contract for this installation, which was awarded to the International General Electric Company, Inc., included, in addition to the locomotives, the equipment of a complete 3,000 volt direct-current sub-station of 4,500 KW. capacity consisting of three 1,500 KW., three unit motor generator sets, transformers, switches and high tension equipment. Overhead line material has also been furnished for 122 kilometers of track, and material for 16 kilometers of 88,000-volt, three-phase, 60-cycle high tension transmission in duplicate from the lines of the Sao Paulo Light and Power Company.

The line from Campinas to Jundiáhy is a main section connection at the southern terminus with the Sao Paulo Railway and the Central Railway of Brazil. The electrification of the Central Railway has also been authorized. At Campinas and other points north, connection is made by the Paulista Railway with a number of feeder lines, which bring large quantities of coffee and other raw material from the interior.

The present motive equipment consists of heavy type locomotives for freight service, with high speed engines for passenger service. All are equipped for burning wood instead of coal as fuel. Because of the high price of coal and the great difficulty in obtaining it, wood is burned almost exclusively in that part of South America. The variety most used is known as quebracho, which gives satisfactory results except that, of course, the quantity required for a 100-mile run is very bulky. There has been difficulty recently in procuring even wood that is suitable for this work. Electrification was therefore decided upon as the solution of the problem.

The accompanying illustrations give an idea of the bulk of the wood used in the wood-burning locomotives, and emphasize the advantage gained by the substitution of hydro-electric power.

In this connection it is interesting to note that in spite of the small bulk of coal per heat unit as compared with wood, the steam locomotive has to devote a considerable amount of its

energy to hauling the coal which it itself uses for fuel. Practically one-fourth of the coal mined in the United States is used by the railroads. In 1918 the coal production was 678,211,000 tons, of which the railroads used 163,000,000 tons. A. H. Armstrong, chairman of the Electrification Committee of the General Electric Company, declared not long ago that approximately 122,500,000 tons, or more than two-thirds of the coal burned by the 63,000 steam locomotives of the United States, would have been saved during the year 1918 had the railroads been completely electrified.

The section of the Paulista Railway selected for electrification presents a rather difficult profile, including maximum grades of 1.5 to 1.8 per cent. While the immediate plans of the Paulista Railway Company contemplate electrification for a distance of only 117 kilometers, the design and capacity of all apparatus and equipment is suitable for operating on an extension to Sao Carlos, a total distance of 206 kilometers. The approximate amount of tonnage handled over this line during the year 1918 from Jundiáhy to Cordeiro was 400,000,000 ton-kilometers, or about 275,000,000 ton-miles, including freight, passenger and non-revenue producing service. The electrical development is designed for handling approximately double this amount, and the sub-station and line equipment is also capable of handling approximately double the 1918 revenue tonnage. As a basis for estimates it was assumed that the number of trains per day over the initial electric zone will be six passenger and twenty-one freight in each direction, making a total of fifty-four trains per day.

The initial order for locomotives included eight freight and four passenger, all of the twin geared type. These are similar to those in successful use in the United States on the Chicago, Milwaukee and St. Paul Railway, the Butte, Anaconda and Pacific Railway, the Detroit River Tunnel and other railroads.

A complete set of tests was run on all locomotives, including regenerative braking and high speed running. After test, the locomotives were transferred to the Shipping department, where they were disassembled and prepared for export shipment. The cab complete was removed from the truck and the pantograph, bells, etc. removed from the cab roof. Each truck was shipped separately without removing the motors from the truck frame. In the case of the passenger locomotives, each bogie truck was shipped with the adjacent motor truck without disassembling.

Early in December a contract for the electrification of a section of the Spanish Northern Railway was announced by The Sociedad Iberica de Construcciones Electricas, of Madrid, Spain, one of the associated companies of the International General Electric Company. This initial order constitutes one of the largest European railway electrification projects now under development.

This electrification will employ the high voltage direct current system, which not only has so many notable examples in the United States and elsewhere, but which has been adopted in Europe as standard for the railways also of Great Britain, France and Holland.

The equipment will consist of six 78-metric ton, six motor locomotives, two complete sub-stations, each comprising two 1500-kilowatt, three unit motor generator sets, transformers and switch-gear and the material necessary for line construction.

This first electrification project of the Spanish Northern comprises about 40 miles of the Leon-Gijon line running through the mountains between Ijo and Busdongo. Although this is a single-track line, traffic is extremely heavy, as it is a link between the mining district and the northern seaboard through a mountainous region with many tunnels, considerable grades and severe climatic conditions.

Thus the electric locomotive scores further gains—gains that mean the saving of fuel, an increase of efficiency, and a distinct step forward in the history of transportation.

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A great event took place in the freighthouse on August 15. Joe Gordon and Bill James cleaning the windows in the warehouse office until one could look right through them without any trouble. While we applaud their efforts, we nevertheless from an artistic point of view regret the disappearance of the fine frosted glass effect which was popularly said to be largely due to Warehouse Foreman Clover's cigars.

Ralph Bement, assistant agent, had the pleasure the other night of staying up until 2 a. m. to superintend the loading of the silk cargo from the Himalaya Maru, Voyage 7, which was discharged at Dock Two and rushed into baggage cars for immediate forwarding by passenger train service. However a little thing like that couldn't keep him from showing up bright and chipper at eight o'clock.

The ocean business, by the way, is showing considerable signs of picking up lately. Just a few days ago, on August 24, the Osaka Shosen Kaisha (the Japanese line co-operating with our line for Trans-Pacific business) had three of their big liners at our docks at the same time, the Arabia Maru and the Himalaya Maru loading and the Arizona Maru discharging, which begins to remind one a little of the days a few years ago when four and five of their steamers at a time were not so unusual. As there were twenty-one deep-sea steamers in the harbor of Tacoma that date the longshoremen's union was for a time unable to furnish men enough to work all the vessels, which is certainly a very encouraging sign of activity.

The other day when Ringling Bros. and Barnum & Bailey Circus was here, Kenneth Allemen, our messenger, begged two complimentary tickets from the Great Northern people who handled the circus to Portland from here. Now that is all O. K., but the question naturally presents itself: what does Kenneth want with two tickets, since none of his family went with him? We have referred this to our own detective bureau which is now engaged in shadowing Kenneth and we hope to be able to report further in our next correspondence.

W. J. Burroughs, our expert accountant and cashier, was taken sick the other day and was under the weather for several days. Some reports have it that green apples were to blame, while others place the blame on the fact that he is doing his own cooking while Mrs. Burroughs is in the East on a visit. He has stuck pretty close to a milk and cracker diet since then.

M. C. B. Gossip

"Lee"

Someone has remarked that now-a-days the Magazine contains nothing but "He went on his vacation and reports having had a good time". When asked what he would like, he said "Something different, a little scandal, anything". Now the M. C. B. office is an absolutely respectable domain where nothing scandalous happens, and as so many went on their vacations there was little chance of anything else happening so I will try to tell about the vacations in a little different manner, which I hope will soothe this dissatisfied reader.

Martin Biller took Alfred Koch to Rochester in a Ford,

And both of them got just as stiff as though riding on a board.

Steve Filut went to Lake Dinoon and visited South Shore.

Bernice Kruse went to Okauchee where she had fun galore.

Gertrude Haas decided it was far too hot to roam,

This self-same heat kept Donald Cleary from wandering far from home.

Julia Weins was more ambitious, she went way down east,

And enjoyed Washington, Philadelphia, New York, and Atlantic City to say the very least.

I do not think that Walter Stark or Edgar Geis went anywhere at all.

But Linda Sell had a wonderful time in Minneapolis and St. Paul.

Lorraine Oelke had a spiffy time way up in Markesan,

And Kathryn O'Donald went and married The One and Only Man.

Floyd Streeter was very busy moving to a new little nest.

While Rose and Leona Schultz went traveling way out west.

Jack Poenisch to Chicago, The Dells and Lake Dinoon went traveling apace,

And came back sunburnt on but one side of his face.

There, that takes in all of us who had a little rest,

And I guess each and every one considered his holiday the best.

We are glad to have Norma Lutzenberger back and hope that she has eaten enough eggs, etc., to sustain her for all times.

The motoring bee stung quite a few in the office, or it may have been the heat, for Herman Klatt drove to Hammond, Ind. Bert McNeil and Freddie Koehn drove to Chicago, and Geraldine motored to Hartford.

Linda Sell had an additional day to her vacation and gave us rather a shock when she came back with her hair bobbed. Did it take a whole day to get up courage enough to face us, Linda?

Rumor has it that Josephine Sweeney became Mrs. Somebody on the Saturday preceding Labor Day, but as we have to take everything Joe says with a grain of salt, we are undecided whether to congratulate her or not.

Bets are up as to whether a certain young lady in the office will come back after she has taken her vacation, or whether she will promise to love, honor, and obey. The odds are three to one and all bets will be accepted up to Oct. 15th.

Twin City Terminals

"Molly O"

The station ticket office nearly lost one of its efficient ticket sellers at the style show on Nicollet avenue. William Golden attended the show accompanied by a lady. As the street was crowded, he felt no surprise when some one took hold of his arm. As the crowd surged he gently pressed the hand on his arm (in a reassuring manner). They had proceeded about half a block when he glanced down and discovered to his dismay that he did not recognize the lady clinging so soulfully to his arm. Simultaneously, the lady looked up and appeared equally horrified to find that she was not clinging to her husband's arm. After a few minutes of hurried explanations and stammered apologies, they located friend husband a few hundred feet behind enjoying himself viewing the living models in the shop windows. Billy vows it is a plain case of attempted kidnapping with himself in the role of kidnapper.

Tom Ward has returned from a business trip along the line through North Dakota.

District Adjuster R. F. Alterton is spending three weeks in California and other Pacific coast points.

Let me see. Wasn't it Tennyson who said: "In the spring a young man's fancy lightly turns to thoughts of love"? Well, this is August (dog days) and wedding bells to right of us—wedding bells to left of—all around us—past, present and to come. (There may not be any connection between the two, and then again there may). Anyway, the hope that spring's eternal, etc., revives once more. No telling just where this matrimonial lightning will strike before it stops. The wedding nearest our hearts so far has been that of Miss Lucille Meyers to Howard Simmons, which took place Saturday, September 2. The office was represented at the wedding by S. J. Farley and Miss Forester. S. J. F. reports the bride looked simply stunning in a draped gown of grey canton crepe with black picture hat. Though she left a trail of bleeding hearts from basement to roof, we shall miss the "Vamp." Our best wishes follow the young couple.

We enjoyed the candy sent up from the river division by John Ritter, whose marriage to Miss Helen Partridge took place a short time ago. Congratulations again.

Deep gloom and heavy silence hover like a pall over the engineering department. All brought about by the approaching departure of Miss Hannah Lokken, who leaves October 1 to enter a love nest of her own. Miss Lokken is one of

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the most popular young ladies in the station, and our best wishes go with her, and our heartiest congratulations are extended to the lucky young man, Amos Franzen of Minneapolis.

Miss Gertrude Forester is once more among us, succeeding Lucile Meyers as comptometer operator. She has the same smile and good clothes. Gert certainly wears well.

Miss Margaret McNamara has returned from a month's vacation at Niagara and a fishing trip through northern Minnesota. She reports fishing very good all along the route, having landed one 10-lb. pike and one slim sucker—species not classified. For some reason, though, she seems to prefer her bi-monthly check. Some taste!

Alvira Ecklund, after a vacation of several months, has resumed her labors on form 110.

Miss Sherrets of the legal department is spending her vacation at her home in Wolsey, S. D.

Alfred Obermowe, who got his start in the accounting department, has gone to Cresco, Iowa, as telegraph operator. Al is an ambitious young man, who spent his spare time mastering the science of dots and dashes, and is now reaping the reward of his industry. His brother, Henry, formerly mail clerk in the passenger station, has been transferred to Leroy, Iowa, as station helper. Gordon Kierce succeeds Henry as mail clerk.

Tobin of the superintendent's office says it is hard work trying to make a steno wear a smile that will not come off, when she apparently cannot assume that sunny disposition.

Rail Rumbblings from St. Paul Allen

Well, Fred Overby won another gold medal awarded to him for placing second in the St. Paul Daily News five-mile swim, which is held annually at White Bear lake.

Fred must have about a bushel basket of medals and cups by now, according to the newspapers. If some of us won so many prizes we would be telling the whole world all about it, we would be so tickled; but with Fred it is different; he really should be given another medal for his modesty.

By the way, we had a little tournament of golf—I should say pig tournament, pardon me—and who do you think copped? None other than our little friend and fellow worker, Joseph Edward Kulischek, won the honors of the office by defeating such stars as "Chic" Moorhead, "Bobby" Peterson and "Cookie" Voss. Hats off to the midget champion.

It won't be long now and Arthur Peterson will be telling us all about the Payne avenue Saturday night bowling league.

H. King Voss spent several evenings at Tonka Bay recently. Why? Mildred Nyberg was deeply interested in the auto races at the fair, but when her favorite met defeat at the hands of a Ford driver, the enthusiasm died. She says it wasn't "fair."

Up to the time of going to press no report has been received from C. H. Felt as to the kind and quantity of crops raised this year on his Dakota farm. We would suggest, Charles, that you market the crop gradually, thus avoiding the flooding of the market and saving a downfall of market prices, and possibly a panic. Go easy, Chas., go easy.

Freight Claim Department

From present indications our old John Hamm is going to set the bowling world afire. Each noon he has the crowd over at the crystal alleys watching him. His last five noon-day games show scores of 202, 217, 209, 205 and 226. Here's hoping he keeps up the good work when the freight claims go into action next week.

C. Larson is all worked up over John's performance, and from last reports gave his girl the cold shoulder so he could save a little dough. He figures buying a new ball and a pair of shoes. With this kind of competition going on among the bowlers, the freight claims will be a hard team to beat.

Our esteemed friend, Felix Specht, has been added to the freight claim team, and with this star in action, leading off a place, which was our weak spot last year, will no doubt inspire the others and help the freight claim win many a game.

Old Bill Enthof, although not with the regu-

lars, says he has his ball over at Ewald's (being embalmed) as he figures it won't be long when Capt. Heyn will call for him to bring the old funeral ball into action.

J. J. Gleason states he never felt better in his life, and just to show he meant it, took us over one noon and dropped the pins for a 225 score. Nuf sed, we know Joe, and if he had the angels with him like some of the others he would be right on top.

Miss Olga Markshaussen of the typing bureau is going around sporting a diamond. Some class!

Miss Anna Slahor is going to sail on the sea of matrimony. Here's wishing Anna and Andy a long and blessed wedded life.

Wisconsin Valley Division Notes

Lillian

Mr. and Mrs. W. E. Gerry of Traer, Iowa, are visiting at the C. H. Conklin home. This is their first trip into Wisconsin, and they are very much pleased with conditions here. C. H. C. is having a delightful time showing 'em around.

Thomas Callahan, son of Mr. and Mrs. E. C. Callahan, passed away at the home of his parents at 7:00 a. m. on Aug. 27, after a lingering illness, although he had been up and around up to about a week before his demise. He had a host of friends, being born and brought up in Wausau and held the position as switchman in the Wausau yards until about a year ago, when he was forced to retire on account of failing health. The C. M. & St. P. employees extend sympathy to the bereaved family.

Mrs. Nick Obey and son, Harold, are visiting with relatives at Tomahawk.

Mrs. R. E. Bullis and mother, Mrs. Mary Macomber, are spending a few days visiting friends and relatives at Madison.

Mr. and Mrs. A. H. Munger have been declared to be the champion blueberry pickers in Wisconsin, having picked three bushels in nine hours. Anyone having a record, and proof of same, in excess of the above figures, please report to headquarters.

Eric lost his hat—

Mildred and Kathrine are contemplating a trip to New York and other eastern points some time in November. Preparations are in full swing and donations will be cheerfully accepted—in case of shortage.

August Gleason, section foreman at Necedah, passed away at his home on Sept. 8, after an illness of six weeks. Mr. Gleason started to work for the C. M. & St. P. Ry. Co. in 1878, working in various departments, and in 1881 was promoted to section foreman, which position he held up to the time of his death. He has always been faithful and loyal in serving the Company, and he has a host of friends who mourn his death. Expression of sympathy is extended to the Gleason family by the employees of the C. M. & St. P. Ry. Co.

Louis Wilcox was a visitor at the office recently. We didn't see him, but heard his voice, which is something to be thankful for.

Madison is a good place to stop at, but some people are satisfied when they reach Portage. Is Portage in Taylor county? Mill ought to know.

Mabel Lund, clerk of division store keeper, is spending a week's vacation visiting at the Minnesota State Fair and Tomahawk. Most of the attraction seems to be at Tomahawk. There has been considerable attraction "UP IN MABEL'S ROOM" ever since the removal of the division store keeper's office from Tomahawk. So far all the boys have fallen. Nile is in pretty deep.

Mr. Lemay has moved his family to Wausau, and is now comfortably located on Steuben St.

Edna Larson, cashier, spent Sunday and Labor Day in Chicago with a friend. She reports a good time, but Oh! the morning after!

Miss Margaret McGinley, abstract clerk, started on a month's vacation to Seattle and other western cities, where she expects to visit with friends and relatives.

C. & M. Division Gossip

"Buck"

Now that the warm weather has passed, the yearly re-examination on the standard rules classes will be held on the first Sunday of each month. Those that fail to attend will have to make a special trip to be re-examined as every

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DETROIT

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MICHIGAN

engineer, fireman, conductor and brakeman must be re-examined each year and a great many have failed to comply with instructions. Bear this in mind, first Sunday of each month, Room 10 at 10:00 A. M.

Brakeman Horton and Carlin spent a week fishing—never even came back with a big story. Regular "Honest Abe" boys, eh!

Miss Brandner spent her vacation in Kansas City—says it was so hot she had to stay inside, also passed a remark about not needing clothes. No doubt the reason for staying inside is plain.

R. J. Richardson has been appointed chief caller at Bensenville in place of John Tipping. It is a stiff job and our good wishes go to the new chief.

Norman spent his vacation at Tomahawk, says he had a good time—only being married a short time, friend wife was with him. In a few years, it will be the same as all the rest and F. W. will stay home.

'Twas on a Saturday, Louis missed the first train home, and stayed around and then missed the last train home. 'Smatter Louis need a new watch?

Now that the long whiskered boys returned to work the extra list looks like an army. The extras are already talking about snow flying, extra specials, etc.

Wood says it is too late in the season now to have the depot windows washed—what with the passing of the warm weather and the coming of the new styles! Well, we saw them all for a long time and did not miss a thing, what say Zimmie?

F. H. K. back from two weeks' rest—what say about a rest at home for the old married man?

Irma is high stepping around the movies in California—from the cards received, one would believe they have nothing there but fruit trees.

We have all heard about the man that said "Go West Young Man," but who told Blora B. that the ladies should travel? The point is, Madame Y is going to visit and everything—how will the everything turn out?

Little Oscar, former clerk to the trainmaster, visited the office recently, passed around stories of adventure. Um, different life for the big boy.

Ain't it a grand and glorious feeling when somebody rides way beyond their own destination just to accompany you. Yes, Mary Hickey went to St. Paul and came back smiling.

The Saturday Afternoon Outa-luck Club has another member—nuff sed.

Chicago Terminals

Guy E. Sampson

Guess we better start our monthly budget by reporting the new son born to Yard-master Walter Christenson and wife, and the daughter born to Mr. and Mrs. G. E. Sampson since our last report. All concerned doing well except the fathers and we notice they have each purchased a new hat of a larger size than ever worn by them heretofore.

"Biddie" Bishop and wife visited at his old home up on the W. V. division last month. He did not say whether the trip was to show her his old home or to show his friends there what a jewel of a wife he had won down in Illinois. Perhaps both.

Those on vacation this month are Night General Yard-master H. B. George, who spent the time visiting Excelsior Springs; Yard-master Harry Stockwell, but we were unable to learn where he hid himself, only know that the "Clickety Bang" as the Mannheim lead is known, did not worry him, as he never was seen around there during his vacation. Wm. Walthers, John Baker and Jas. O'Keefe have been doing the bossing around that neck of the woods for the last two weeks.

Assistant Train-master Ed Johnson has returned to his old stand from "Goose Island" and says he really gets more tired here than he did over there.

Mr. Washburn, our Train-master, has been at Galewood attending to matters there since July 1st and says that he is getting to be an "All around rail" from filling different positions and that he really has enjoyed the strenuous labors of the past two months.

Business in the Chicago Terminals is sure booming and if you don't believe it, just ask

Harry Meeks of the superintendent's office or Newcomer of G. L. Whipple's office. When the first coal started to come in after the miners' trouble was settled, we had the pleasure of sending 450 empty cars to the C. T. H. & S. E. in one eight hour period and they were not slow in returning them to us, loaded. But the cars of coal no more than landed here than they were on their way to various points on the Milwaukee.

James Kirby, second trick train director is back from a six weeks' vacation spent on the western coast and J. Burke, first trick train dispatcher also back from his two weeks' swim in one of the lakes on the Janesville line.

Don Capron spent a few days in his old Wisconsin home while Wm. Dome also spent a few days back on his old stamping grounds.

Vernon Weidenbacher has purchased a lot and erected a cottage at River Grove. No more rent paying for him, so he says.

One of the busiest men in the Chicago terminals these days is Assistant Superintendent N. A. Meyer. When it came to a "Jack of all trades" from running his own office to operating a motor car, he is there and then some and he does it with a vim that makes everybody realize that he is master of any job he tackles.

Two large gangs of track men are putting things in good shape around the Godfrey Yards and as all work is now being done by flat switching instead of using the "bumps" the leads at Cleveland avenue and the Northwest bridge have both been raised so as to make them faster.

We have been asked by several if we wished them to send us some items and we desire to make a public statement for the 'teenth time that all such are more than welcome but please get them to me before the 13th of each month as the editor will not accept them after the 15th and it takes a day to get them included in our budget and mailed to the editor. THANK YOU!

Has any one seen Pat Carey's pig lately?

Who was the train director that kept all the men awake at the North Hump a few nights ago?

Mr. Mulvanny of Mr. Meyer's office has a brand new Ford. We are all waiting for an invitation to go riding some evening. How about it, Jim?

Florence Donohoe of Mr. Meyer's office spent labor day at Springfield, Ill., visiting her brother (?). How about Russell, Florence?

Murel McCurdy has resigned his position as assistant to the division accountant, and accepted a position in Mr. Greer's office. We all wish you good luck, Mac.

Miss Gertrude Hanson is vacationing in the east for two weeks. She's getting New York ready for the reception of Peg and Lil.

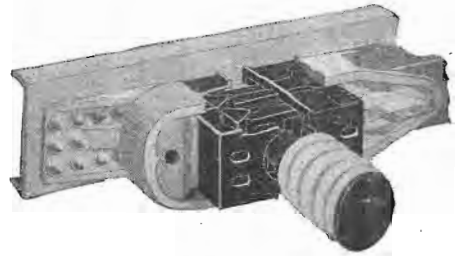
J. W. Blossingham, our new train master in charge of passenger terminals is putting in some hard knocks these days, but Jack seems to love abuse and hard work and comes up smiling regardless of circumstances and is getting the passenger trains out of here on time. Go to it, Jack, we are with you.

Miss Norma Everson, steno in the superintendent's office returned recently from her annual vacation, which she spent in Portland, Ore., and the surrounding country. Norma relates some wondrous tales of happenings in that far away land, especially dwelling on the subject of mountain climbing in company with a Pontiac gentleman she chanced to meet in the wild and woolly west. She tells of snow and ice and high altitudes which had much to do with making us feel cool during the recent warm weather here.

Roy Provancha, new office boy in superintendent's office is some fisherman. He came back the other day with a 5 pound pickerel and presented it to the chief clerk. Mr. Sittler showed up the next morning so I guess the fish was not so bad, and was really caught by Roy, instead of bought in town, to get a drag with the boss.

Joe Charleston, division accountant, has not been fishing now for nearly a week. What's wrong, Joe? I guess he has not had the pep since knocking fires at Western avenue round house. That takes it out of them, eh, Joe?

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There's M. J. F. chief of us all, who is always with us no matter what may befall, and Charley Leroy who is always fair, when Martin is gone Charley fills his chair. Then George comes next with notebook in hand, a better steno can never be found. Elva-goodnatured—there's no better than she, but there's a reason, she has a butcher you see. Then there is Charley Montford, short fat and queer, always on the job and never drinks beer. And Clara, well, she just can't be beat, she's 100% from her head to her feet. Verdi, industrious, poor little lad, overlook his errors, poor boy's in love bad. Eddy, the girl that runs the Comp-tom-e-ter, there's never a word said but good about her. Now Dot, or Veronica, she's not very tall, but that doesn't hurt, she's liable to fall. Next is the Master Mechanic, F. L. Paul, no matter how busy he has a HELLO for us all. F. E. F. Mr. Paul's chief clerk, he delivers the goods, a better man can't be found in this neck of the woods. Ernie, always busy, seems to be, but how he gets by is what gets me. Then Frank Hemsey, the Traveling Hogs Head, works like a nigger, no more can be said. R. E. S. with his new Willys Knight, when he's not on the job flies round like a kite. There's no better girl than Della-Mae, always on the job and never misses a day. Chief J. E. A. is a real good scout, in this gamble of life he'll never lose out. And F. T. B. a man of possible means, acts as though he's hardly out of his teens. Then comes the Dispatchers, Len, Bock, Brown and Walt, Ruehmer is the relief man but that's not his fault. Jerde, Wik and Jarv, are three of a kind, always hanging around on the Telegraph Line. Viv Engman always peaceful and calm, tell him a story and he'll sing you a Psalm. Brownie and Mack who keep the time, always working hard and looking fine. Let's not forget O. P. R. We may be good but he's got us beat by far; one family are we living peaceful and free, in box cars and shacks but what care we.

—Author Unknown.

W. E. B. Dunlap has purchased a swell nine room house up in the swell part-o-town on the hill.

J. G. Wik has a brand new Overland, some class to Jap, he rides to work and he rides to dinner and he rides all night.

Mr. Scott, agent Wegdahl, notified 264 of the 30th they had a car leaking grain badly, this shows Mr. Scott is very much on the job, and probably saved the Company a big claim.

E. E. Swan of Stewart was taken seriously ill with heart trouble last Sunday morning, he will probably have to lay off for 3 or 4 months.

Did you know Ole Sletton of Wegdahl is a PAPA? A big boy arrived at their home a week or so ago, Ole's a pretty proud old man and walks around town like a peacock, all swelled up, yes, this is Ole's first offense.

Eddy Conus of Norwood Tower has a new car, now's when your troubles begin Eddy.

Elva of the superintendents office took a few days leave and visited friends in Elgin, Ills. Elva was away only 7 days but that's a pretty long stay considering the butcher in Monte and everything.

E. J. Scott, Jr. of Wegdahl met his father at Appleton after not having seen him for 17 years, he was relieved by Mr. Wik. Mr. Scott, Sr. is 85 years old.

Mrs. H. P. Jarvis is reported to be doing nicely after a few days in the Montevideo hospital. Jarv has been laying off during his wife's illness and has been relieved by C. H. Anderson of Mellette.

Len and Dock Smith are going to kill chickens round Summit this Fall, help stock them on provisions and they should bag the limit.

The H. & D. mourns the loss of one of its best friends and agents, Ray Fordyce Walker, who died at his home in Ortonville, about 12 o'clock a. m. August 20th at the 46th year of his age, following an illness of nearly a month. When first he was taken ill, there appeared to be no danger but despite the fact that the best medical care was afforded, complications developed that later terminated in typhoid fever, which was the direct cause of his death.

During the past five or six years he has been

affiliated with the transaction of the city's business, and has been a member of the city council of Ortonville under several administrations. At the time of his death he was president of the city council. He was a member of the Local I. O. O. F. Lodge, the Canton and Encampment, and was honored by the state organization of the Lodge at various times, having at one time served in the capacity of Grand Patriarch of the state of Minnesota.

He was also a member of the board of education, a position which he has held for many years. Deceased is survived by his widow and seven children all of whom are at home in Ortonville. All H. & D. employes join with the entire community in extending deepest sympathy to the bereaved relatives.

Signal Dept. Bubbles—Lines East "Suds"

I have been asked all along the line what is the matter with the bubbles, they being conspicuous by their absence, so will try to get in regularly again. We have been pretty busy in this department the past summer and through one cause and another, failed to get in any notes.

Most everyone in this department has had his or her vacation and all report a splendid time.

Howard Chevalier and wife spent a week at his home in New Hampshire where a family reunion was held.

F. D. Morehart and family spent two weeks in Ohio where a family reunion also was held. F. D. said he never knew he had so many relatives. They came from far and near.

L. B. Porter was away for a week, somewhere in Iowa with relatives.

Bill Seemuth after winding up his affairs in Washington thought he would take a well earned vacation so he motored up to New Richmond near St. Paul where Mrs. Seemuth and family had been spending the summer. They motored back by way of LaCrosse and Kilbourn and report a wonderful trip. Bill had some good fish stories to tell, especially about the big one that got away.

The correspondent and wife spent a week at Owen Sound, Canada, with his grandparents, also looked the old swimming hole over and where they used to bite the best.

Phillip Lindereth, Mrs. Philip and Mibs motored down to Rockford, Ill., where they spent a week.

Martha was somewhere up near Eau Claire for a week.

Auckie left the 9th of September with three other fellows on a motor trip to Spider Lake, the haunt of the Muskies. Auckie says that's the only place to spend a vacation and we agree with him it's hard to beat. We'll have a real muskie story for the readers next month.

A deplorable accident happened on the 7th of September at Hartland, Wis. Peter Dabroski, signal maintainer, while working on a fifty-foot pole to make repairs to high tension power line on account of ditching machine breaking guy wire and pole, making it necessary to make immediate repairs to line, his spur evidently slipped, causing him to throw up his arm for protection which came in contact with the high tension power line and secondary wires and he was instantly killed. Peter was an efficient maintainer and very favorably known among his fellow workmen and employers. He leaves a wife and four small children to mourn his untimely death. This department extends their heartfelt sympathy to the sorrowing family.

Phillip Lindereth has been transferred to S. Bassett's crew for a brief period. Sheldon and crew are following a steel gang near Pewaukee.

Joe Munkhoff after returning from Washington, went to his home in Iowa City before taking up his duties as a maintainer again.

Some time ago Ruth Stollenberg of Savanna was here on business. Account of C. Mattes being out of town, it fell to the lot of F. P. Leaby and B. Wilkerson to entertain Ruth. Come again, Ruth.



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S. M. East
 I. McCarthy

Agent J. E. Ober attended the meeting of the Kiwanis Club at Grand Forks, N. Dak. On his return he spent a few days visiting his son, Floyd in Mankato.

Blake Williams and Dwight Kneeskern recently spent Sunday in Wykoff. Can't say whether they were hunting grapes or chickens.

We are sorry to report the death of Edward A. Shay, which followed a fall from a bridge near Mankato on August 5. Mr. Shay was taken to the hospital in Mankato after the accident and died there on the 26th day of August. The remains were taken to his home in Lanesboro for burial.

Mr. Shay was employed as carpenter in the B. & B. department and he will be greatly missed in that department as well as by other numerous friends. The sympathy of all is extended to his bereaved family in this sad hour.

Engineer Comeau and wife and two sons, Rouald and Fay have returned from a western trip. They visited in Seattle and Spokane and report a delightful time.

Guess Fireman Levy can keep a secret. We have just learned that Mr. Levy and Miss Ethel Grant were married some time in January.

Ronald Evenson of the superintendent's office is back on the job again after a week's vacation spent in St. James, Fairmont, and Seton, Minn. While at Seton he was a guest of the Hoff camp, Lake Minnetonka.

Welghmaster Roy Booth slipped off for a few days vacation, which he spent in Fargo, N. Dak. "Scottie" took his place and did very well considering the new work.

Dispatcher Sorensen loaded up his Hudson and gladdened the hearts of a few of the town's people by taking them to Lake Interlocken at Fairmont to spend Sunday.

Mrs. Katherine McShane Burken, a former correspondent of the Employes Magazine, with her husband and two daughters visited home folks the latter part of August.

"Bits from the Superintendent's Office"

Marcella McShane spent a few days in Chicago with her brother before his departure for Rome.

Timekeeper Larson enjoyed a week's vacation which he spent in LaCrosse.

Ethel Mady Ryan, formerly of the superintendent's office called on us while in Austin. She said that it seemed good to see us all again but she preferred housekeeping to running a comptometer.

Operator Mordaunt enjoyed a short vacation from his duties at Austin, Frank R. Bloom of Ramsey has been doing the relief work at Austin.

Conductor McGreevy has moved into his new house on Grove St.

Engineer Wm. Sucha and wife have returned from a visit in Eldora, Ia.

J. E. Lasley, agent at Alpha and wife enjoyed a three weeks' vacation with home folks in Missouri. Switchman Marvelet and wife took in the State fair.

Operators' and Agents' Bits

W. O. Burnett has returned to his duties at Isinours after a week's vacation. Operator Gillott was absent for a few days. O. A. Laugen is spending a few weeks at his home in Kasson. Operator Hamilton of Albert Lea has returned to work after a short vacation. C. W. Stephenson of Ramsey enjoyed a short outing.

Engineer George Smith of Minneapolis called at the office during a short stay in Kansas.

Trans Missouri Gossip M. F. H.

Mr. and Mrs. R. S. Lewis spent a very pleasant two weeks at the home of their daughter, Mrs. H. E. Cook at Bozeman during the past month.

Otto Petre has returned from a prolonged stay at Long Prairie, Minn., and will take up his duties as fireman on this division.

Miss Ann Marx of the superintendent's office spent her vacation Miles City and Forsyth, Mont.

A baby boy was born to Mr. and Mrs. Arnold Running August 25. Of course this is the finest baby in the country. If you don't believe it, ask Arnold.

Edwin Carlson has just returned from a pleasant trip by car through the Black Hills country.

Miss Thelma Herschleb has accepted the position as stenographer at the store department offices.

T. A. Dodge has returned to the division as freight auditor, relieving Mr. Steedman who will go to Aberdeen to work from there.

Mr. and Mrs. G. H. Hill and daughter spent a few days visiting at Perry, Iowa.

Robert Wolfram has returned from the coast where he spent the greater part of the summer. Clyde Caldwell spent several weeks visiting in Wisconsin and Minnesota during August.

Mr. and Mrs. Max Obst made a short trip to Minneapolis recently.

Bruce Dewey, son of Switchman C. B. Dewey, will enter Brookings State College Sept. 18.

S. W. Fuller and wife spent several days visiting in Minneapolis during the past month.

Mr. and Mrs. J. R. Price left Moberg Saturday, Sept. 16, by car and will drive to Minneapolis. After spending several days there, they expect to go on to Chicago where they will meet Mr. Price's brother who is there on leave from the Naval Academy at Annapolis.

Mr. and Mrs. Gus Deutcher, of Marmarth, have moved to Moberg and expect to live here this winter.

Mrs. H. V. Wyman visited with friends at Marmarth recently.

Walter Fero, night pumper at Lemmon, was severely burned when gasoline, which he was transferring from iron barrels to the storage tank at the pump house, became ignited from a lantern, setting his clothing on fire. The pump house was damaged to some extent also. Mr. Fero is getting along very nicely at the present time and expects to be back to work within a short time.

J. L. Caldwell is taking his vacation this month and is spending his time hunting.

Bad Land Echoes Poor Little Joe

We all love the dear boy Joe, and tried our best to have him go in the path that's straight and narrow. But all our pleadings and our tears, our spoken words and silent fears availed us naught but sorrow. To keep him in our midst we tried, but he left us all and went dry eyed to Moberg and the flappers. And now we sit and nurse our grief and search in vain for some relief for Joey from his trappers. But alas, alack our think tank wilts, we hide our head beneath the quilts and weep aloud for Joey. But stop, at last the idea seem to come upon us like a dream and sorrow all goes flooey. We most forgot or lost the habit of calling on our dear friend rabbit when troubles do assail us. But now our sorrow does grow less as to rabbit we send our S. O. S., we know he will not fail us. For he the flappers bait has tasted and counts the time was all but wasted down by the river side. And he we know the job will take of our dear Joe a man to make who can his time abide. Until some fine Miss for weal or woe becomes Joe's boss for life, and so we surely are befriended. We do not care what her name may be, a real nice sweet one like Elsie and our troubles will be ended.

—Aye See Bee.

Milwaukee Terminals Renay

On the first Friday in September the fourth annual meeting of the Chicago, Milwaukee & St. Paul bowling league of Milwaukee was held in room 22, union depot. Officers for the year were elected as follows: President, Geo. Steuer; first vice president, H. Brilling; second vice president, E. Brock; secretary, E. Forster; treasurer, H. Franzen.

After a record 1922 season it was decided to enlarge the league from 8 to 10 teams. Although requests for franchises were received from six more teams, only three could be accommodated, as all teams of last year, with the exception of the special agents, desired to renew their charter. The newcomers in the league will be Milwaukee shops car department; union depot ticket agents and Muskego yards; the seven other teams being Milwaukee terminals; Milwaukee shops

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store department; rates; cashiers; signals; Chestnut street and telegraphers.

All games will be bowled on the Parkway alleys on Monday evenings starting September 11.

It is very unfortunate that all teams requesting to enter the league could not be taken care of. However, Milwaukee has a large number of bowling alleys, and another organization of this kind could be supported by employees of the Milwaukee road here. In fact, every place along the line, where a place to bowl is available, should have a bowling league of some kind. An organization of this kind goes a far way towards promoting good fellowship and fraternity among the employees of the C. M. & St. P. Ry., and a better co-operation in the fulfillment of their duties.

The second annual C. M. & St. P. bowling tournament will be held in Milwaukee at the end of the present season. Milwaukee bowlers will try hard to make the second annual affair a success, but we will need outside help. Bowlers of Chicago, Madison, Green Bay, St. Paul, Minneapolis, are you with us?

The last time we heard from John Geisler he was getting along just fine. Hurry up, John, and come back, as we surely miss your smile.

We wish to extend our sympathy to John Spychalla in the loss of his brother, who passed away after a long severe illness.

Irma Knoll of the general superintendent's office has left for a three months' stay in California. We trust she won't like it so well that she will forget to come back, as did our old friend, Agnes Hebard, who has taken San Francisco by storm and refuses to come back.

What would our column do without the help of Dan Cupid? Along comes "Our Marie" wearing, oh, just a wonderful ring. We wish you and Tom just loads of happiness, Marie.

And then there's Florence of the baggage department, who is wearing a very, very good looking ring which she got from her Charles. Better watch her, Charles, now that she has moved.

Great promises of notes, but no notes. Someone said they didn't know who the correspondent was, and for the good of all those who know something and want to tell it, please address all bits of news to Irene Mistele, care superintendent terminals, Milwaukee, by the 10th of the month. Thank you!

"I. & D. Prairie Waves"

Joyland

Autumn is here, and we need no one to tell us. A little heat feels pretty good these chilly mornings.

D. W. Kelley, superintendent, and G. P. Hodges, D. M. M., have just returned from a business trip to the west end.

All the girls are busy letting down hems. Ain't the styles terrible? First they're up, and then they're down. But really, girls, short skirts are cheaper.

J. A. Elder, air brake supervisor, was a caller on the I. & D. division. Jim has lots of friends here, and they are always glad to have him come.

Corn palace week next week at Mitchell. Wish we could all be there, for we would be sure of one dandy time. Meet me there.

Hear Bill Brown is interested in lots and houses. Looks kinda suspicious, Bill. Tell us. Wm. Colloton, conductor, is the proud father of a fine boy, born September 10. Another railroad conductor or engineer.

Miss Helva Olsson, comptometer operator, and Elsie Hodges, clerk in the division superintendent's office, were pleasure seekers last week. They went to the Twin Cities. Did they have a good time? Always.

W. H. Stewart, conductor, has returned to the Dakotas for the winter. While he makes his annual trip to sunny California, he always returns to us. We would miss him if he stayed. Glad to see you.

Our friend, John E. Bjorkholm, A. S. M. P., is traveling on the other continent, taking in Sweden and England. But in other words, trying to escape the hay fever climates. Hope you have the best of times, John.

The west has always been noted for its attractions. So may it always be. Marion Mc-

Guire and Marie Faila took a trip to Murdo. The attraction may be the country or it may be something else. We wonder, you and I.

We understand that "Joyce" is running around loose. Pretty dangerous. Someone had better bring a halter down and catch her.

Geo. Bryan has returned from his vacation. Came back with his same old smile, which everyone is glad to see.

Hay fever patients on the I. & D. division, especially in Mr. Cody's office, are much relieved since the cool weather.

We hear Marion McGuire has taken out accident insurance since buying her car. Pretty good idea, Marion.

Katherine and Margaret Kelly, daughters of Supt. D. W. Kelly, have departed for school.

That's where my money goes. Where? Oh, I save it up and enjoy life in Chicago. So says Lillian Ong. Take some of us along with you next time, Lillian. We will not run in front of the street cars.

Iowa & Minnesota Division D. M. W.

We are sorry, indeed, to hear that two of our I. & M. passenger conductors are on the sick list. Mr. Campbell has been off for some time. Mr. Cross was taken sick recently, but we hope to see both back on the job again enjoying the best of health.

Miss Inez McCarthy, S. M. correspondent, has returned from her vacation.

"Miss" Furst returned, safe and sound, and single so far as we know, from Pike's Peak. Miss Furst was gone for six weeks. She says she didn't have time to get lonesome.

Well, we don't seem to be getting any news from down the I. & M. Surely there must be something going on, can't all be dead.

"M. T. S." is touring Minnesota in the old Overland, and leave it to the chief, he will make it. The only trouble he will have is the other cars in his way.

Some people can get by with murder. Division Accountant T. M. Hartz don't care for the cops. He parks his car in the 60-minute parking zones from 8:00 A. M. to 5:00 P. M. without getting tagged. He also passes the "Stop" sign when the cop has his back turned, and gets by with it.

"When the frost is on the pumpkin and the corn is in the shock the evenings won't be so lonesome between eight and twelve o'clock." Now that we have had a good, hard frost, I think everything will be jake until the golden-rod blooms again.

Iowa Division Ruby Eckman

J. J. Morgan of Milan, Mo., spent a few weeks in August in Perry with his sons, Conductors W. J. and M. B. Moran.

Engineer L. M. Rice returned to work on his run on 4 and 3 on the middle division September 15, following a three months' lay-off. During the time he was off, Mr. Rice was called to Springfield, Ohio, on account of the sickness and death of a brother.

Engineer and Mrs. H. Colburn left September 14 for Tulsa, Okla., having been called there by the serious illness of their son's wife.

Conductor C. R. Cornelius returned to work the middle of August, after having been off duty for a month or more.

Machinist W. G. Buck and wife were out from Marion the latter part of August to spend a few days at the home of their daughter, Mrs. W. J. Fuller.

Switchman Elmer Brooks resumed work the middle of August, following a several weeks' lay-off on account of a broken wrist. Conductor Rumley of the west division, who was also off duty a number of weeks on account of an injured arm, went back to work August 13.

Harry Buswell, dispatcher in the Perry office, made his usual summer trip to South Dakota to spend a few weeks during the hay fever season.

Engineer Oscar Woods has recently been elected to the presidency of the Security Savings Bank at Perry, and is now spending all his spare time assisting in the work at the bank.

Brakeman E. S. Clifton reports the birth of a boy at his home on September 13.

"I Would Not Part With It For \$10,000"

So writes an enthusiastic, grateful customer. In like manner testify over 100,000 people who have worn it. Conserve your body and life first.

The Natural Body Brace

Overcomes **WEAKNESS** and **ORGANIC AILMENTS** of **WOMEN** and **MEN**. Develops an erect, and graceful figure. Brings restful relief, comfort, energy and pep, ability to do things, health and strength.

Does away with the strain and pain of standing and walking; replaces and supports misplaced internal organs; reduces enlarged abdomen; straightens and strengthens the back; corrects stooping shoulders; develops lungs, chest and bust; relieves backache, curvatures, nervousness, ruptures, constipation, after effects of Flu. Comfortable and easy to wear.

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Children
Also

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Work like magic in emergencies or prove whether your door or padlocks are burglar-proof. Open and test thousands of different locks. Recommended by users in ten different nations. Most wonderful and only keys of their kind. Send \$1 today. Novel key chain FREE with set. **MASTER KEY CO., 14 Manhattan Block, Milwaukee, Wis.**



Be Ready

Cooler weather and the more strenuous work of winter make greater demands on the system. Greater efforts and more energy require heat-giving, strength-giving foods.

Fit yourself for winter's demands by eating **FLEISCHMANN'S YEAST**. It gives you strength, energy, enthusiasm to enable you to perform your winter's tasks.

The
Fleischmann Company

Conductor Grubbs of the Kansas City division was in Perry the fore part of August attending to business matters.

Engineer Morgan Hildrith, who submitted to an operation for appendicitis several weeks ago, has recovered sufficiently to resume work.

Mrs. C. R. Dumler and baby came down from Milwaukee the fore part of August for a visit at the J. F. Krohn home. Mrs. Dumler's mother, Mrs. Krohn, accompanied them home and will visit in Milwaukee for some time.

Caller Howard Whitlock was off duty the greater part of August on account of sickness. Brakeman C. D. Milnes came back from Brainer, Mo., the fore part of August and resumed work on the road. He had been working on a farm for several weeks.

Guy Emerick has taken a passenger pool on the west division with Engineer Ben Moore.

Engineer Irving Chubbuck and wife were in Colorado the fore part of August for a visit with relatives.

Train Master Bowen's wife and daughter, Virginia, spent three weeks of August with relatives in Wisconsin.

Donald Kanealy, the oldest son of Yard Master James Kanealy, had an operation for the removal of his tonsils the latter part of August.

August 14 a daughter was born to Boiler Maker John Barth and wife at their home in Perry.

Switchman Ward Baker and wife were in Auburn, New York, in August. They had gone there in order that Ward might take medical treatment, and while there his brother was taken ill and died suddenly.

Missoula Misgivings

It was only
A few short weeks
Ago
That our system
I mean,
Our corporeal System.
Was crying
Out loud
For change,
As well as rest,
And so,
We picked up,
And jumped on the
"Yaller Cars"
And now,
We are back,
And after the inventory,
We find,
That the hotels
Got all the change
And the beaneries
Got the rest.
So,
We are happy
And broke.
But able to work
Once more.

Migosh, but news is scarce, and if we hadn't gone for a few days we wouldn't have known that Conductor Sam and Mrs. Eisenminger had a big time at the State Fair in Spokane, because we came back in the same train.

Conductor Billie Gress took a day off last week and washed his hair. We don't know what he uses, but from the appearance of that shining dome of thought, we would say it was "Bartenders Friend."

Wilson Smith, who spent the summer in the store department at Avery, has returned to his home in Columbus, Nebraska, for a short visit, after which he will resume his studies at the Art Institute of Chicago.

Bill Greetan is sure dragging in some nice messes of fish these days, and says it's a fine country.

J. L. Stoddard has just returned from a two weeks' visit to the west coast, but says it hasn't anything on Montana and Idaho.

By this time next month we will have the dope on Billie Lee, and we are going to spread it on good and thick.

"Nemo" Zimmerman left for the Flathead country recently on urgent personal business, or something like that.

Brick Fullerton and family are in the east visiting friends and relatives, and while we miss his smiling face, we also notice that the welkin doesn't ring quite as much as it does when he is present.



Less than half pre-war prices.
Latest Model 9 Shot Automatic. Shoots standard cartridges. Convenient to carry—lies flat in the pocket—perfect, safety device. World's Famous Luger 30 cal. \$21.95 — Hand Ejector Revolver swinging out cylinder 32 cal. \$16.95. 38 cal. \$17.95. All our guns brand new latest models—guaranteed genuine imported.

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8-45 25 Cal. BLUE STEEL ARMY AUTOMATIC—32 Cal. \$10.45. Officers automatic. 8 safeties. 25 cal. \$10.50
MILITARY TRENCH AUTOMATIC—
32 Cal. 10 shot, extra magazine FREE, just like you used "over there" \$11.65. Imported TOP BREAK revolver 32 cal. \$7.45 38 cal. \$8.45.

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ASK YOUR DEALER. If he can't supply you, send direct, giving dealer's name. Accept no substitute. Get the genuine Nu-Way. Look for guarantee and name on buckle. Write for story of Nu-Way Spring Stretch.

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Goodyear Mfg. Co., 4808RD Good-year Bldg., Kansas City, Mo., are offering to send a Goodyear Combination Top and Raincoat to one person in each community who will recommend it to friends. If you want one, write today.

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Kodak prints needed by 25,000 publishers. Make vacations pay. We teach you how and where to sell. Write **WALHAMORE INSTITUTE, LA-FAYETTE BLDG., PHILADELPHIA, PA.**

AGENTS

Large Shirt Manufacturer wants agents to sell complete line of shirts, direct to wearer. Advertised Brand. Exclusive patterns. No capital or experience required. Big values. Entirely new proposition. Write for free samples
MADISON SHIRT CO.
508 Broadway New York

Conductor Walter Shadle, of the S. C. & D. division, and family, visited in the far west recently, spending some time with Mr. Shadle's brother in Spokane. On their return they visited in Alberton, Montana, and under the guidance of Conductor Slater were taken on a trip to Lake Hot Springs, through the mountains, returning by way of Missoula. They reported an interesting trip and probably the S. C. & D. notes state how well they enjoyed it.

Engineer J. P. McLaughlin, who was removed to the hospital at Missoula recently, is reported improving.

Minnie Crane, extra operator, joined the ranks of the bobbed hair ones recently. Oh min, no excuse for being late in the morning now.

Saw a sign in a Portland shoe shining parlour, "Shoes Shined, Five Cents A Foot." Went in and got a shine and was soaked fifteen cents. "How come, Mister?" "Oh, two feet, one yard." Bill Smith says that's a pretty good one, and told me about one he saw in Sioux City or Sioux Falls, in a tailor shop: "Pants Pressed. Ten Cents A Leg. Seats Free." Bill has left, and I haven't got the drift yet, unless the sign had "While You Wait" on it.

Lena Spickerman, third trick operator at Haugan, is laying off at present, whereabouts unknown. Will she, or will she not, follow in the footsteps of the little sister at Roland?

Save It for the Minstrels

George: If George Washington were to come to life right now, what do you suppose would be the first thing he would do, get us the bonus?

Pete: No. I think he would get a pair of long pants.

"See America first."

And they did, before the war.

See America thirst,

And they do, from the Cuban shore.

Milwaukee Shops

H. W. G.

The ceiling drop cords for the drawing board lights have been removed, and wiring in tubes run up through the floor from the tin shop below.

Miss Marie Mitchell, of the M. E. department, and her friend, Miss Wasachek, in the valuation department, are on their vacation. The last heard from them they were in Los Angeles, Calif.

Wm. Lyons, chief of the valuation department, headed for Washington, D. C., the 13th of September.

Engineer Geo. M. Horan, son of the Veteran "Jno. M.," jumped on an engine headed towards the turntable pit, stopping the machine before it got into trouble for us all around. This was at the east house clinker pits.

The first of the series of 25 L-2-b locomotives arrived Sept. 12, and ready for service the next day, Numbers 8300 and 8301. More are down in the yard and more on the way. They are certainly fine looking pieces of machinery. Photo follows.

President Byram's clerk, Mr. Goetz, has our No. 3 kodak with him on his western trip. He knows a good instrument when he sees it.

We are glad to see Mr. Bilty back on the job after being in the Railway Exchange for two or three weeks.

Quit a string of oil tank cars have arrived at the shops for repairs.

J. A. Anderson has returned from a ten day business trip to Detroit, Mich.

A. M. Jackson, of the store department, died Sept. 11, after being off duty in feeble health for two months. Mr. Jackson was 80 years old. He had been with the Milwaukee road for nearly 60 years, principally in the right-of-way department, and laid out and built most of the track-ages for the Milwaukee shops in 1879-1880. He was a member of the veteran's association. The remains were taken to New Lisbon the 13th for interment.

J. P. Sullivan, engineer of Portage, Wis., died shortly after we made mention of his illness in last month's magazine. He was one of the old time engineers, having been with the company many years, and of late years on the Madison and Portage branch.

Des Moines Division Items

"Frenchy"

Superintendent B. F. Van Vliet spent Sunday, Sept. 3, visiting his daughter in Milwaukee.

Cheapest Way to Go

to work, to school, or for fun and recreation is on a **Ranger Bicycle**. Choice of **44 Styles**, colors and sizes. Save \$10 to \$25 on Direct From-the-Factory shipment. **30 Days Free Trial**, shipped on approval. We pay the express both ways if not accepted. **12 Months to Pay** if desired. Saved time and carfare easily meets the small monthly payments.

Tires Parts equipment—half usual retail prices. Send no money. Write for big, illustrated **Mead Cycle Company** Dept. F247 Chicago



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AGENTS! Write for exclusive territory and Special Offer at once.

Messrs. Lovell Miller and M. F. Olson, brakemen, recently returned from an extended stay in Seattle, Washington.

Fireman Robt. Clark, who was quite seriously injured in an automobile accident, has recovered and is again on the job.

Conductor W. H. Hayden was off duty the month of July.

Conductor Neal Horine is spending some time in southern California.

Conductor Andrew O'Laughlin was off duty for a few days in September on account of illness, but is again able to be at work.

Conductor Charley Myers is the proud possessor of a seven passenger Chalmers car. We are all expecting an invitation to ride one of these days.

Anyone wishing to have a car transferred from one point to another, please apply to Miss "Tillie" German of the superintendent's office, who is open for such engagements. She is said to be quite an expert along this line. We understand she does not go hungry when she takes one of these trips, either.

Conductor Nick McGrath, who has been laying off for a short time, spent some time visiting friends in Des Moines.

Engineer John Allison has been on the sick list for a few days, but is again able to be at work.

Tom Johnson, pump repairer, who was operated on for appendicitis some time ago, is recovering, but is not yet able to go to work. His position is being filled during his absence by John Curtis.

Brakeman Chas. Lemley moved his family to Des Moines about October first. He has taken one of the Warren apartments.

H. B. Dyson was appointed agent at Clive about September first.

Conductor Ira Thomas and family moved from Madrid to Des Moines during the early part of September.

Engineer Harry Garland recently moved to Spencer.

Britt Stuber of the superintendent's office recently moved his family from Perry to Des Moines, and expects to be located soon in North Des Moines.

L. L. McGovern has purchased a new home on 17th and Washington streets, and moved into it about September 15th.



Kicks from the White Mule
Ban

Archie Voshall, section foreman at Cle Elum, appears to be getting a "kick" out of farming, judging by the above photo. Knowing Archie as we do, we'd say that proud smile hovering around his lips is 99 percent for the kid and 1 percent for the steer! Archie is again back on the job, Section Foreman H. V. Lang having been transferred to Corfu. The perfumed letters from Seattle for Mr. Lang will now have to be forwarded. Don't fail to invite us to the wedding, old top!

Assistant Superintendent Hamilton's chief clerk dropped into the office on his way to Seattle morning of August 22, and looked over our Remington. He reports that his best poet is working on a masterpiece for this issue of the magazine. We hope the editor doesn't tell him to mail it and save space!

The following items were received from Agent Wm. Kelso, Cedar Falls:

Conductor H. L. Esteb, now in his new mansion, says it's great to be a millionaire on the "400" row. No more fires, he hopes. Says next time he will save his shoes at least.

Conductor Bowser Willard, running Esteb second on the millionaire street, has one new house, nearly complete, and another going up for rent. Cedar Falls is booming.

Engineer Hi Clark has his new modern, up-to-date house so he can live in it. Says living in the jungles is too far at 2:00 a. m. for helper service call.

Engineer Fred Buxton, our genial helper service man, pulled stakes and went on the Everett log run. Said the fires at Cedar Falls were altogether too numerous, and it's as cheap to pay rent as to rebuild every time a forest fire goes on the rampage. He put up a sign where his house was, "God Bless Our Home."

Fireman Winthrop Barr is making frequent trips to Seattle. What's the attraction, Bob?

Roadmaster A. R. Manley reports that he is going to get a new sport model.

Frank Seeburger is now in St. Joseph's hospital, and will probably undergo an operation. Hope you pull through safely, Frank.

Fred Haskins had a very interesting experience with a train box and human character a short time ago. Ask him for details.

Mr. and Mrs. Tschirley returned from a visit to Spokane August 21.

Look out for that pesky old critter! From the reports about Bill Crone's Chandler seems as if the old donkey had turned loose both heels at once at it! You'll have to ask Bill for the details, but you can inspect the results at Martin's garage.

Earl Denton is improving his home by the addition of a kitchen. Trust fat men to see that the kitchen is not overlooked!

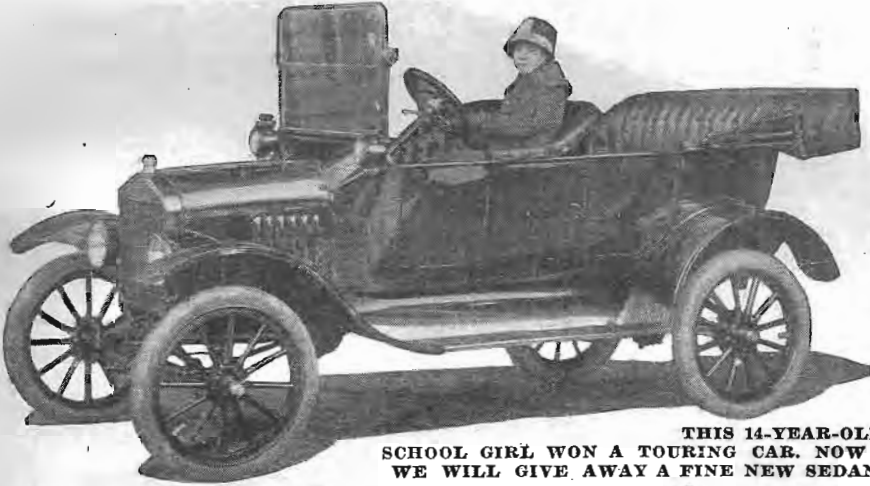
Conductor J. D. Atchison is making a trip East, to visit his mother and relatives. Hope he doesn't get married while away, as certain fair maidens around South Cle Elum would be broken hearted!

Walter M. Evans has joined the overall brigade, and is now (Aug. 14) in Cle Elum. The fish are still biting, Walter.

Trainmaster W. H. Wingate spent one busy Sunday with us at Cle Elum. This was the day that Sleeper Minnewaukon, in Train 17, caught fire near Rye.

There has most certainly been enough excitement from fires around here this summer. Practically all summer, the beautiful mountains have been hidden from view by clouds of smoke. We had the first rainfall this week that we have had around here since April. It is estimated that many thousands of dollars in timber were saved by this shower.

Louis Blume is an expert when it comes to raising chickens. E. S. Kirkpatrick claims, however, that he is not much of an expert at raising children, and cites this incident to substantiate his assertion: The children needed discipline, and Louis (evidently having tried everything else) told them to get out and go over to the neighbor's and stay all night. The two boys (both under eight years old), not the least daunted, took their packages and started out. Louis watched them. They did not go to the neighbor's, but hid in the shed. It was getting dark, and Louis threw a sheet over his head and thought he would throw a scare into the youngsters. Like a thief in the night, he slipped stealthily toward the shed. Just as he poked his head around the corner, smash! he received a crack with a club that made him see stars! The kids had spotted him, and were both prepared with good clubs, which they used effectively. "Kirk" says, "they sure did crown him!" Better stick to raising chickens, Louis, and let the wife take care of the kids.



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SCHOOL GIRL WON A TOURING CAR. NOW
WE WILL GIVE AWAY A FINE NEW SEDAN.**

Don't Buy an Auto

SEDAN, THOUSANDS OF DOLLARS IN CASH AND OTHER PRIZES GIVEN

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The First Grand Prize is a completely equipped, latest model Ford Sedan, with sliding plate glass windows, starter, electric lights, demountable rims. The Sedan is sent freight and war-tax paid direct to the railroad station of the winner. All ready to step into and drive away. Besides the Sedan, we give Talking Machines, Bicycles, Cameras, Sewing Machines, Silverware, and many other valuable and useful prizes and presents and in addition, hundreds of dollars in cash. Write me today. Clip the coupon and mail it quick, together with your answer to this puzzle.

What Words Do These Numbers Make?

Can you make out the words in this puzzle? Try it and win Sedan Votes free. The letters of the alphabet are numbered: A is 1, B is 2, and so on. The figures in the little squares to the right represent four words. (20 is the letter "T".) What are the four words? Can you work it out? Try your skill. Send your answer today. I will tell you how to win a Sedan.

20	8	9	19
6	15	18	4
1	21	20	15
6	18	5	5

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See if you can't solve this puzzle in a few minutes. It may win the Sedan for you. Just think! An automobile worth hundreds of dollars given free, and to start it just solve the puzzle. Get out pencil and paper and figure it out. Then mail your answer today. You can win the Sedan, and share in hundreds of dollars in cash.

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The four words are.....
My name and address are below. I want to win the new Ford Automobile.
(WRITE PLAINLY)

Name

Address



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MASON SUPPLY HOUSE,

519 Oakdale Ave, Dept. 13

Chicago, Ill.



FREE HANDSOME WATER PITCHER and SIX GLASSES

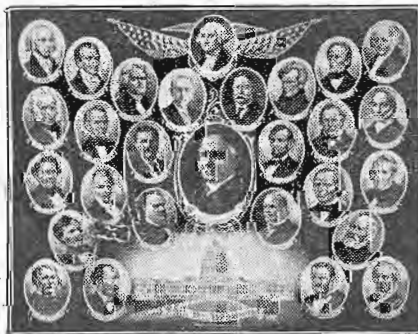
This is a handsome water or lemonade set consisting of full sized pitcher and six dainty glasses. All seven pieces are tastefully decorated with a band of Sterling silver around the top. Each piece will have your own initial in Sterling silver surrounded by a wreath.

YOUR INITIAL IN STERLING SILVER

The silver decorations are burned into the glass itself in an everlasting way. This set will be appreciated by all persons of good taste. The set is exquisite glassware.

We will send the full set of seven pieces for only \$3.00 worth of subscriptions to The Household Guest at 25c a year; new, renewal or extension subscriptions accepted. The set is sent by express collect. You can get a set for only a little pleasant work. Tell us what initial is wanted; order today.

The Household Guest, 141 W. Ohio St., Chicago, Ill.



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Should be in every home, school, store or public building. Life-like portraits of all our 28 Presidents, from Washington to Harding, in a magnificent group; also shows view of the Capitol. Surmounted by a magnificent emblem, all on very fine paper. Size of picture, 16x20 inches. Splendid appearance. Well worth framing. Or great educational and patriotic value to all. A copy of this wonderful picture sent securely packed and prepaid to any one who accepts this remarkable free offer.

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THE HOUSEHOLD GUEST,

Chicago.

Kansas City Terminals S. M. C.

Now that the bowling season has started we are going to have some spirited contests between the girls at that local office. Miss Hammond will set the pace no doubt but she will have lots of competition. Our LITTLE telephone operator says she will bowl this winter for exercise. Who's going to keep score, don't crowd boys.

They say the heat does not affect a thin girl but that it makes a fat one suffer. Gee, how I envy Edna, and for the same reason feel mighty sorry for Helen.

The working conditions at the local this year have been pretty good, no flies, not much dust and good weather. We shouldn't complain about a few hot days for some of these days we will have the promised awnings on the west side and perhaps an electric fan or two for good measure.

Earl Hewett has been appointed revising clerk at Coburg, succeeding Guy Graves who resigned to accept a position in Oklahoma.

Paul Draver our revising clerk at the local office spent his vacation last month in Colorado. Paul says that's the place to get rid of hay fever.

Don Devoil is now on the assistant revising desk at the local. Alex Schutte taking Don's former job in the cashier's office.

Overheard in the warehouse:

Harry Burns: "Well I guess my vacation is over."

"Why Harry I did not know you had been away."

Harry Burns: "I haven't, but my wife has returned from Seattle."

A. B. Marshall is holding down the switching job at present and says it is a man's job. Hold to'er Marshall we are all with you.

Joe Cashman has acquired a second hand Maxwell. Don't need any horn you can hear it a block away.

Jack Donaldson traded his Grant for an automobile.

The sympathies of the Milwaukee family are extended to Mr. Harris whose mother died at Oklahoma City August 14. The body was brought to Kansas City and interred in Forest Hill cemetery.

Iowa (East) Division and Calmar Line J. T. Raymond

A large military funeral was held at Marion Tuesday September 7, for Lewis Mathes, Junior, who died at Los Animas, Colo., as a result of injuries received in an automobile accident. He was 23 years old. He enlisted in the service of his country and served 30 months up to October, 1920, when he was given an honorable discharge. Lewis was employed by the C. M. & St. P. Co., both before and after his naval career; first as call boy, then as brakeman, and still held his rights at the time of his death, but was obliged to cease work and take medical treatment in several government hospitals owing to impaired health. We extend deepest sympathy to the bereaved family.

Agent F. N. Rathbun at Elk River Junction spent a 10 days' vacation visiting friends in Indiana, Operator Behrens relieving.

PATENTS

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**3 Lovely
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Ferns give the most lasting pleasure and satisfaction of all indoor foliage plants. They grow more beautiful year after year. They need little care and live indefinitely. For cottage and palace alike they are the best decorative indoor plant. We will send you these three lovely ferns free: Roosevelt Fern, Boston Fern and Ostrich Plume Fern. Guaranteed to reach you in good condition and to grow.

These three ferns sent free and post paid for two yearly subscriptions to The Household Guest, at 25c each (50c in all). New or renewal subscriptions. Send today.

THE HOUSEHOLD GUEST, CHICAGO, ILL.

500 Things to Sell by Mail

Remarkable new publication. Workable plans and methods. Loose-leaf, cloth binder. Prepaid \$1.00. Walhamore Company, Lafayette Bldg., Philadelphia, Pa.

A Complete Farm Free

**A 2 Story House
A Big Barn
Silo, Trees, Flowers
Animals and People
Grass and Walks**



This is one of the most attractive toys and biggest values we have seen in a long time. Children will play farm for hours at a time. An ideal outfit for youngsters who live either in city or country. Besides affording hours of amusement it is educational as well. This set of toys is handsomely lithographed in all the natural colors and is made on heavy card-board. Everything is cut out and requires no cutting to put together, no pasting either, and everything easily fits together.

HOUSEHOLD GUEST

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GIVEN FREE

The set contains a two story house, barn, silo, trees, flowers, cattle, pigs, sheep, horse, etc. All the animals and objects can be moved and arranged as desired, put them in the barn for the night etc. Supplied complete with base made to look like real grass, walks, etc. Size 9 by 18 inches. We will send the "Green Meadow Farm", complete as described free and postpaid for only one new or renewal yearly subscription to our big monthly home and story paper at 25c. Send your order today.

141 W. Ohio Street, Chicago, Ill.

Agent L. M. Halstead, at Preston, spent his vacation in New York City and other eastern points; also enjoyed a trip out on the broad Atlantic. Reports a very enjoyable time.

Operator E. H. Claussen at Green Island spent several days at the Iowa State fair.

Conductor Geo. Van Tassel has returned to duty after an extended trip touring the east.

A. I. Jackson, the veteran agent at Monticello, is off duty on account of illness. G. W. Ireland acting as relief agent.

Agent and Mrs. H. E. Ramsey of Oxford Junction, were called away on account of the death of a relative, R. E. Ogg acting agent during Mr. Ramsey's absence.

Mr. and Mrs. G. W. Linscott of Marion visited relatives at Urbana, Ill., for a week.

Miss Alice McGuire spent her vacation visiting at Denver, Colo. Miss Lucile Barber took her place in the clerical department at Marion during her absence.

Miss Geraldine Starbuck spent her vacation visiting relatives in Spokane.

Dynamo Baggageman J. P. Cronemiller is laying off and will visit his son at Bemidji, Minn., doing a little fishing in the meantime.

Passenger Brakeman J. Cone was off duty several weeks in September visiting relatives in Denver and getting relief from hay fever.

Passenger Brakeman J. W. Johnson and family spent several weeks during August and September visiting relatives at Big Timber, Montana.

Passenger Brakeman Perry Arbuckle was off duty for a week taking in the Maquoketa fair.

Passenger Conductor J. F. Coakley and family were in Montana a couple of weeks during September looking after their interests on the farm.

W. R. Pollard, passenger brakeman, spent several days during September visiting relatives at Adel, Iowa.

Chief Operator and Mrs. J. T. Gallivan spent ten days at the home of their daughter, Mrs. Stewart Rogers, Green Bay, Wis.

Northern Montana Division

A. B. G.

Conductor Frank Hatton is with us again after an extended absence spent on his farm in Washington. 116 and 117 look familiar again with Frank on 'em.

J. H. Bixler, ticket agent, Great Falls, is back on the job. He says that he had a nice time 'n' everything during the month that he was away.

Engineer Fred Burgoyne (Sufern' Termata Kans) is running the wheels off 'em again. Yea, he was out to his old home in Oregon and brought the family back with him.

Frank Wharton, chief clerk, was up in the Madison River country, apulling 'em out. On the way back he went through Yellowstone Park once more. Beauty hath its charms cause this is the third time in the park.

O. S. Porter, division accountant, spent a whole couple weeks in Tacoma and Portland. Just a lovely time was reported, 'specially the trip up the upper Columbia Highway where he says as how yuh can see the back of your neck on the figure 8 turns.

Mark G. Allen (Continued). Correct. He did catch 'em up in the Rosebud country. Fish, we mean.

H. R. Wahoske, division freight and passenger agent, stationed at Great Falls was a business visitor in this city. Mr. Wahoske states that threshing is progressing rapidly and crops are much better than anticipated along the Great Falls line. In the vicinity of Waltham, Arrow Creek and Denton, winter wheat is running as high as 55 bushels to the acre. One 400 acre tract of spring wheat on land in the Arrow Creek country threshed 30 bushels to the acre. In the Choteau district wheat is turning out much better than expected. The Northern Montana division of the Milwaukee has so far been able to furnish wheat cars on demand, but fear a shortage of grain cars to handle the fall crops.

Sioux City and Dakota Division

H. B. Olsen

We are all mighty glad to know Superintendent Rummel is back with us after several weeks of illness.

Conductor "Buck" Jenkins and wife have just returned from a week's stay at Agency, Iowa, where they attended a family re-union.

Miss Ethel Jacobs, assistant cashier Sioux Falls is spending her two weeks' vacation at Lovely Lake, Minnewashta, Ia. She will visit home folks at Rock Valley before resuming work.

George Raines, rate clerk, Sioux Falls, on account of hay fever and a sprained ankle was compelled to take a couple weeks off and let the rest of the world go by.

Chief Clerk Byers, Elk Point, spent Labor Day at Hawarden with friends.

Agent Bram, Fairview, was seen in the bleachers stand at Hawarden the other day in the National Game, Hawarden vs. Remsen, Ia.

Sept. 3rd, was a gala day in Sioux Falls when over seven hundred railway employees of the various lines picnicked at McKennon Park. Two big dinners were served and all the "goodies" that go with picnics were in order. Many of the wholesale firms donated "eats".

The ball game between the "Milwaukee" and the "Omaha" was won by the "Milwaukee", the score being 12 to 16. Engineers Charley Tythcott, Glenn Payne and "Hank" Kruck did justice to the game, while Fireman Buck Banning and Switchmen Les Sweeney, Fred Brown and a bunch of rooters stopped everything that came their way.

Races for the kiddies, girls and boys were run and prizes awarded the winners. The affair was such a complete success the committee in charge have decided to make it an annual affair.

On August 21 John A. Beck, section foreman Sioux Falls, passed away after a long illness. Mr. Beck has resided in Sioux Falls for the past ten years and leaves his wife, one daughter and three sons to mourn his death. The family have the heartfelt sympathy of the entire division in their loss.

The old bridge 2 miles east of Elk Point which was built in 1882 to control the possible flood waters is now being filled and making a permanent grade. While every precaution was taken to prevent flood waters from damaging the grade at this point it is said there has never been any water.

Agent H. A. Shumaker is all smiles these days for on Sept. 1 a fine baby boy who tipped the scales at eight pounds, came to permanently make his home with the proud and happy parents.

The boys along the north end are wondering who those FAIR looking clerks are on the tail end of No. 35 every now and then.

Herman Claussen's paint crew have gone to the Terre Haute division where they will paint iron bridges. They will remain on that division the balance of the season.

"Nick" Reams with his faithful old pile driver was called to Portsmouth the other day to repair a wash-out.

Back in 1886, when the Armour line was constructed, the old water tank between Armour and Delmont which has been an old land mark since it was constructed in the same year, was wrecked by a bad storm two weeks ago. Mr. Vollmer of the B. & B. Dept., saw that the old land mark must give way to a new one and his crew are now busy erecting one that will serve for another hundred years.

Floyd Nellis, second operator, Scotland, drove over to Sioux Falls last week in his especially appointed coupe. Back in the teens Floyd was employed in the Sioux Falls freight office and we were all mighty glad to see him.

Switchman Perry Collard and wife have just returned from a week's outing at Lake Okboji.

Cashier Norman Capwell and wife, Typist Marie Hanson and Miss Hildred Kenna, car clerk, spent Labor Day at Dell Rapids.

When it comes to getting "fares" leave it to Conductor Walter B. Anderson. The other day as No. 4 stopped at Parkston, Conductor Anderson noticed two fellows on the "roof" of one of the coaches. He informed them they must vacate at once or pay their fare and get in on the cushions. They insisted they must get to Sioux City and the usual hard luck story, but Walter protested until they finally cashed in and fares from Mitchell to Sioux City were collected.

Conductor Anderson surely deserves credit for not only displacing the "roof riders" but collecting fares for the entire distance which they rode.

On Sept. 5 Miss Mary D. Scott and G. A. Schatz, both of Platte, S. D., were quietly married. Here's congratulations to you both. Mr. and Mrs. Schatz will reside at Platte.

The Fairview gravel pit has been opened and considerable gravel is being distributed over various parts of the division including the Madison cut-off where parts of that line have never before had any ballast of any kind. Roadmaster Murphy is now busy getting his quota and expects to have this ballast under the ties before it freezes.

Conductor Opperud nearly fell dead on September 13 when he found his cars at Sioux Falls switched out exactly as he wanted them. He asks if "CURLY" will now couple the air on them?

Operator Tom Cavanaugh and family motored to Elkton, S. D., last week and spent the week end with relatives.

Radiograms from the I. & D.

H. S. F.

William Woodhouse, local baggageman, has returned from a three weeks' trip in California.

Passenger Conductor W. A. Malthouse is laying off on account of sickness. He was relieved by Conductor W. H. Stewart from the West I. & D.

Passenger Engineer Ira Cottrell has been on the sick list, but will soon be back on his run.

Miss Gertrude Deeney, O. S. & D. clerk at the Mason City freight office, is visiting friends at Rapid City and other South Dakota points during her vacation.

Miss Reynier, assistant cashier at the Mason City freight office, has returned from her vacation, part of which was spent at Hot Springs, S. D.

Mrs. W. C. Kellar, wife of Switch Foreman Kellar, has left for Colorado on account of ill health.

John H. Good, traveling auditor, has returned to work after being off duty on account of injuries sustained while working at the Mason City round house.

Arthur R. Johnson, locomotive fireman, has returned to work after completing a three months' leave of absence.

John Adams, freight brakeman at Mason City, has reported for work. John has been spending the summer months with his parents, who reside in northern Minnesota.

Conductor Charles E. Foote and wife are making a trip through the East.

Mrs. John Inman, wife of Conductor Inman, has returned from Flaxville, Montana, after spending the summer on a farm.

Frank Smith is relieving O. A. Beerman, chief dispatcher, while O. A. B. is enjoying his annual vacation.

Agent C. C. Searles and wife have motored to Pine River, Minn., on a fishing trip. Mr. Searles is agent at Algona.

John Burns, side table operator at Mason City, is visiting his parents, who reside at Auburn, New York. Mrs. Burns and the two boys accompanied Jack, so we know he will return O. K.

Marion McGuire, clerk in the chief carpenter's office, and Marie Flala, clerk at the round house at Mason City, spent Labor Day at Murdo, S. D. We are wondering what the attraction was.

Otto Secory, Mtse, clerk in the superintendent's office, visited friends at Mitchell Labor Day. Ask Otto how he enjoyed the return trip.

The I. & D. does not have a double track, but they sure are doing a lot of business on a single track. Some points can't get cars fast enough to load.

H. S. Farmer, chief timekeeper at Mason City, contemplates attending the American Legion convention at New Orleans.

Be Brief

A Kansas man visiting in Florida got so warm that he decided to telegraph his wife for his light underwear, so he sent the following telegram:

S.O.S. B.V.D. P.D.Q.—Fort Scott Tribune.



Railway Employees Eyes are Exposed to Wind, Dust and Alkali Poisons

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

"An Ounce of Prevention is Worth a Pound of Cure."

Druggists supply Murine at 60c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.



Stories, Poems, Essays, Plays Wanted

We teach you how to write; where and when to sell. Publication of your work guaranteed by new method. Walhamore Institute, Dept. J, Lafayette Building, Philadelphia, Pa.



"WE WANT MAMAS"

What little girl will be a Mama to one of these lovely dollies? We call her "Baby Blue Eyes" and she is just about as nice a doll as comes from Toyland.

May we send you Baby Blue Eyes? Will you do us a little favor? She is fully dressed with hat, lace trimmed dress, white slippers and she is 13 inches tall—a real big girl.

Given Free All we ask is that you see a few friends and neighbors and get only \$2.00 worth of subscriptions to Household Guest. (25c a year, 3 years for 50c.) Some Little Girl will dearly love to be a Mama to one of these sweet Dollies. Ask for Reward 56. Easy to get. We have one for you.

THE GIFT MAN
THE HOUSEHOLD GUEST, 141 W. Ohio St., Chicago.



My name is Mary Jane. I can walk and go to sleep. I'm mostly always good, but sometimes I cry like a real baby. I want to play with little girls and you can get me free if you write Cousin Carrie.

OVER A FOOT TALL

Big Doll Given

*She Walks—She Goes to Sleep
She Cries—She Winks Her Eye
and She Won't Break if You Drop Her*

I want to send a real big Dolly to every little girl who reads this paper. Write me at once if you want the finest Dolly you ever saw, and she won't cost you a cent.

Her name is Mary Jane, and here is her picture. She is just the sweetest and dearest Dolly you ever saw. The girls love her so much! I know you will love her, too. I will send her to you with knitted cap and dressed in a cunning little romper suit to play in. You can take the suit off and put on a dress for parties. She has cute little shoes and stockings. Her hair is stylishly bobbed and you can comb it and fix it.

Mary Jane is quite grown up as she is over a foot tall when she stands up. She can cry just like a real live baby. But, mostly, she is a good Dolly and will wink her pretty eyes when you want her to, and go to sleep when you lay her down. Most wonderful of all, she really walks. An ingenious invention makes her step right out and move her legs. If she drops by accident, don't worry, she won't break, and her eyes won't drop out.

Solve This Puzzle

Can you make out the two words spelled by the numbers in the squares to the right? The alphabet is numbered: A is 1, B is 2, etc. 4 is the letter D. What are the two words?

4	15	12	12	25
7	9	22	5	14

Send No Money

Offer. Every reader of this paper can have Mary Jane and she will not cost you a penny. Be first in your neighborhood. Send answer today.

Cousin Carrie

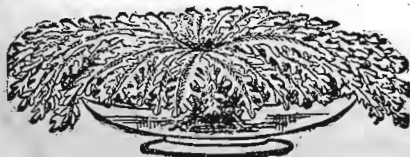
149 W. Ohio St., Dept. 3380 Chicago, Ill.

P. S. If you write me at once I have an extra surprise that will make you glad, and it is in addition to the Big Doll Offer. I want to hear from everyone—girls, big and little, and mothers, too.

Wonderful Plant Given

The Sacred Resurrection Plant is rare and grows and stays green by placing in water. When taken out they dry and curl up and go to sleep. Will keep in this state for years and reawaken directly upon being put into water. It's an interesting and pretty house plant; grows in winter and summer. Simply place the whole plant in water. It will open up and start to grow in less than an hour. Two plants sent free and postpaid for one subscription to The Household Guest. New or renewal. 25c a year.

THE HOUSEHOLD GUEST
Chicago, Ill.



SILK HAND BAG GIVEN

A fine hand-bag is dear to the heart of every woman. Our bag is fine quality silk moire poplin with very heavy silk tassel, fancy silk lined. Fitted with mirror and card case. Size 7x10 inches.

We will give the Silk Hand Bag free and send it postpaid for only \$2.50 in subscriptions to The Household Guest at \$2 a year, \$1.00 for 5 years, new or renewal subscriptions. It is easy to earn this elegant bag. See friends and neighbors for the few subscriptions needed. Mention Reward No. 46

THE HOUSEHOLD GUEST
141 W. Ohio Street, Chicago, Ill.



This Silk Bag will make a never-to-be-forgotten present to "Her"

"Safety-Valve Steve" Says:

Tim, my fireman, can't wear his jumper when he's firing—but when the run's over he slips on a slick jumper—and gives the crowds the once over.

Yes—Tim is careful that all Overalls and Jumpers he buys are made out of Stifel's Indigo Cloth. I switched him in right—twelve years ago when I says—"Tim—always look for this boot-shaped trade mark in your Work Clothes."



All the big Overall and Work Clothes manufacturers use Stifel's Indigo Cloth because it *wears* best. Well—we're pulling out now. See you later.

*Garments sold by Dealers Everywhere
—We are Makers of the Cloth only.*

J. L. STIFEL & SONS
Indigo Dyers and Printers
Wheeling, W. Va.
New York Baltimore



Stifel's Indigo Cloth

Standard for over 75 years



NEW WAY TO HEAT YOUR HOME

The facts and figures to your right foreshadow what the coal strike is going to cost you this winter! Read them—and you will be even more glad to know about this wonderful new invention that not only frees you from all coal-price worry BUT ALSO does away with all the muss, labor and drudgery of dirty coal and wood!

Great Lakes coal shipment 66% behind last year. Operators lose \$25,000,000 through strike. How will this be made up?
Normal soft coal production—579 million tons. Produced last 8 months—203 million tons. If mines started at capacity today shortage at end of year would be 184 million tons.
Geological Survey says stocks below danger mark even on July 15, 1922.
Shortage of anthracite coal, sixteen million tons.

Does Away With Coal and Wood No Need to Worry Over Coal Problems

For Furnaces

The Oliver Furnace Burner sells at one-fifth the price of others on the market! Puts a roaring fire in hot water, steam or hot air plants. You turn it up or down, on or off by simply turning valve.



For Heaters



No coal—no wood. No dirt—no ashes. The wonderful Oliver keeps rooms healthfully warm and cozy in coldest winter weather.

For Cook Stoves



Oliver gives much or little heat—steady and even, for baking, broiling, frying or boiling—all at the turn of a valve. Better, cheaper, quicker.

An amazing new kind of heat ends the drudgery of a mussy furnace, heater or cook stove! Ends—for all time—your worry about coal strikes, shortages, and sky-high prices! This wonderful invention

in one minute, turns any furnace, cooking or heating stove into a modern oil-gas stove. Then just the turn of a valve and you instantly get as much or as little heat as you want!

No more fires to build, bank or watch. No more dirty, heavy coal to lift. No more ashes to sift and breathe. Free yourself from all this—through the Oliver Oil-Gas Burner.

Cheaper Than Coal or Wood

Burns 95% Air and only 5% Coal Oil (ordinary kerosene, the cheapest fuel there is)—turning them into an actual gas that burns with an intensely hot, clean flame. No wicks, no smoke, no danger, no odors, no waiting. Gives three times the heat of

coal or wood. Physicians say its even, odorless and dustless heat helps protect you against chills, colds, pneumonia, influenza and other common illnesses.

Facing the greatest coal famine and highest prices—salesmen and agents are "cashing in" on this nation-wide demand.

Large territories with exclusive franchises are still open. But act at once for they are going fast. Address me personally—B. M. Oliver, President, 2094-V Oliver Building, St. Louis, Mo.

Fits All Stoves—Any Kind or Size

The Oliver is made in sixteen different models to fit any kind of furnace, cooking or heating stove. No holes to drill, no bolts to fasten, no change whatever in your stove. Simply slips in—firebox. Easily slipped in—in one minute. Absolutely safe.

100,000 Already Sold
No wonder 100,000 Oliver Oil-Gas Burners have already been sold! No wonder Mrs. W. N. Spencer of Connecticut, writes: "The Oliver in my heating stove works like magic. It is wonderful to have quick heat and no work." Francis J. Gardner of Chicago, says, "Would not be without it. My wife likes it fine." Mr. Geo. Flynn of Michigan, writes, "It is cleaner, cheaper, hotter and steadier than coal or wood."



30-DAY TRIAL--FREE BOOK Money-Back Guarantee

Now—once and for all time—do away with dirty and expensive coal and wood. Mail coupon at once for attractive free booklet, "New Kind of Heat," which shows how the Oliver works. Also tells how the

Oliver Money-Back Guarantee gives you 30 days' Trial without the risk of a penny. Get your Oliver installed before cold weather sets in. Write now for Free Booklet and special Low Introductory Price. Mail coupon immediately.

Oliver Oil-Gas Burner & Machine Co.

Oldest and Largest Manufacturers of Oil-Gas Burners in the World
2094-J Oliver Building, St. Louis, Missouri.

Oliver Oil-Gas Burner & Machine Co.
2094-J Oliver Bldg., St. Louis, Mo.

Send your Free Book, "New Kind of Heat," and also your special Low Introductory Price. Money-Back Guarantee and 30-Day Trial offer. This does not obligate me in any way.

Name
Address
City State.....