

THE MILWAUKEE MAGAZINE



Looking West on Grand Ave., Milwaukee

SEPTEMBER, 1924



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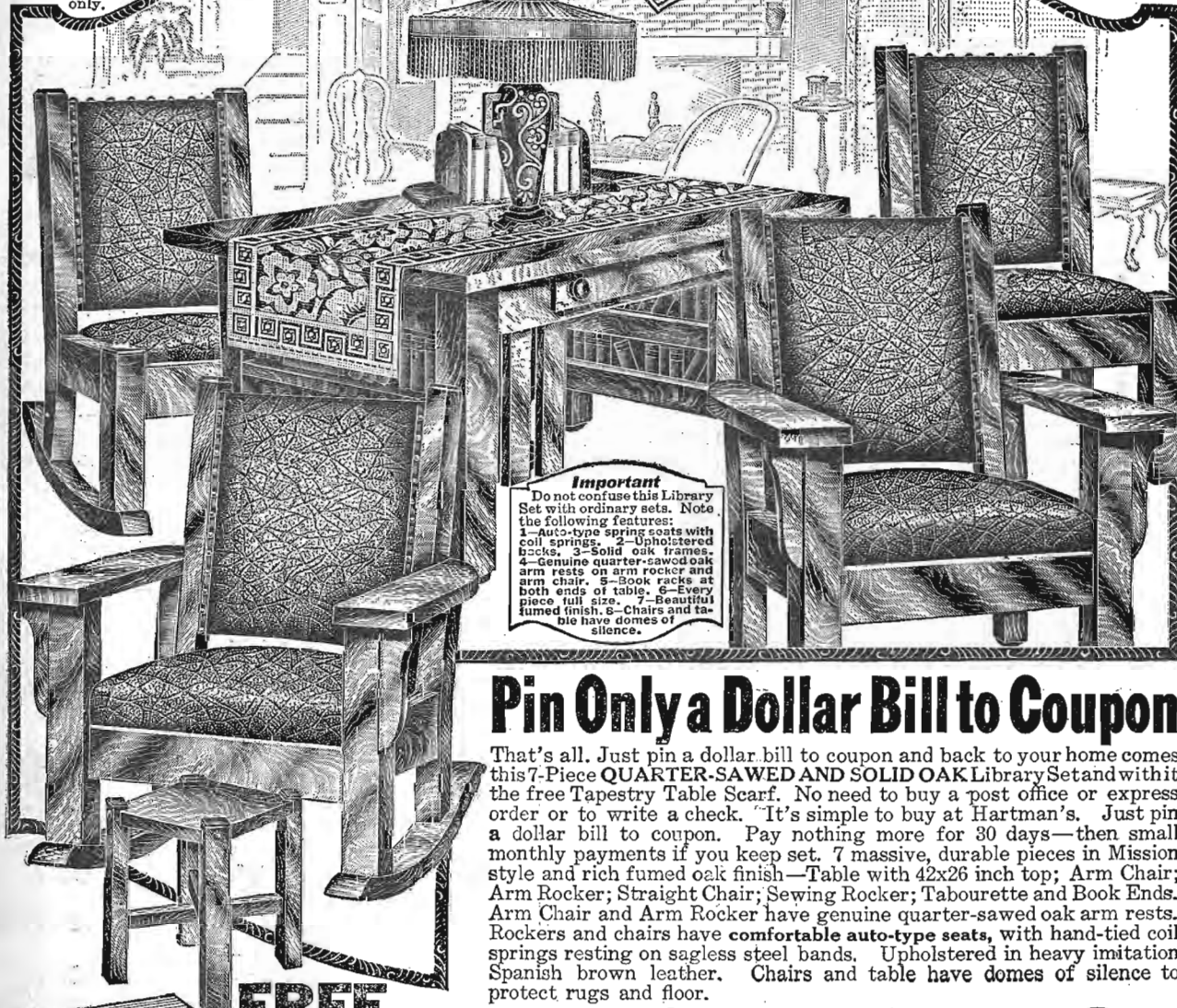
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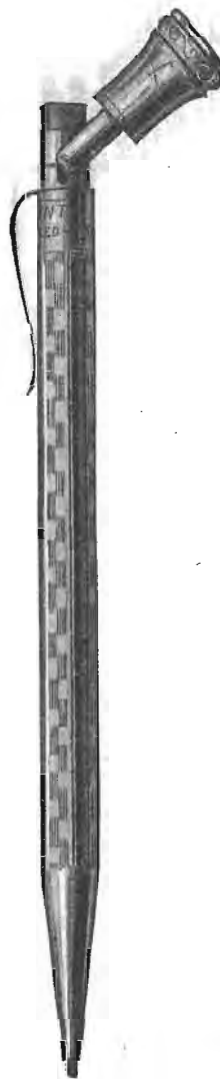
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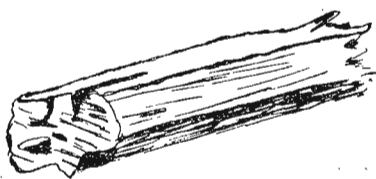
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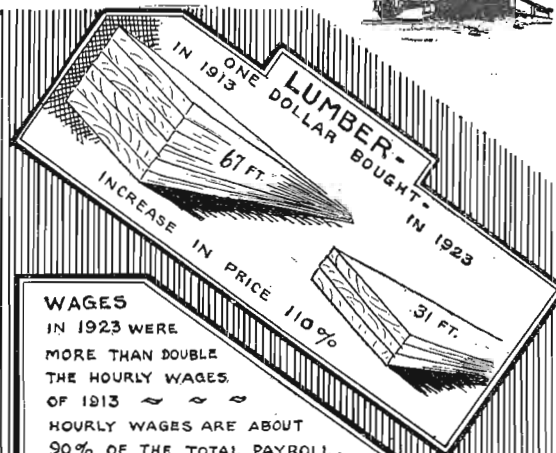
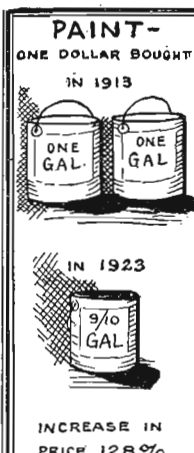
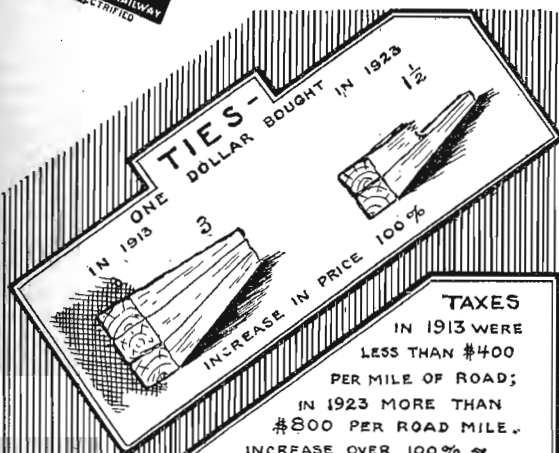
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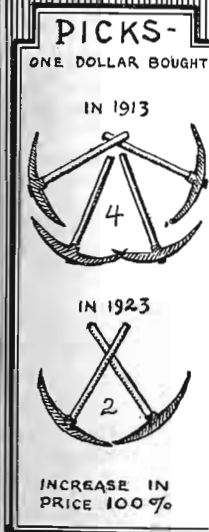
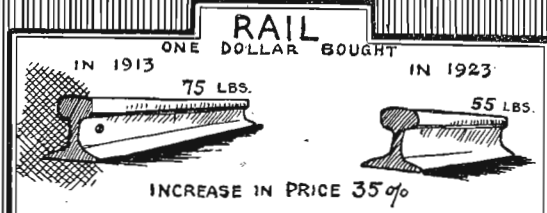
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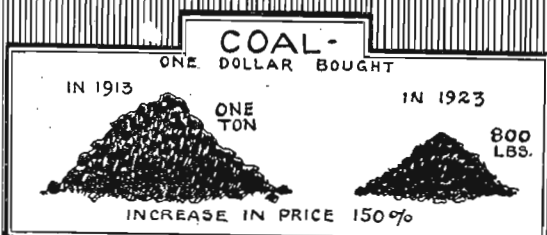
WHAT THE MILWAUKEES DOLLAR BOUGHT IN 1923 COMPARED WITH 1913



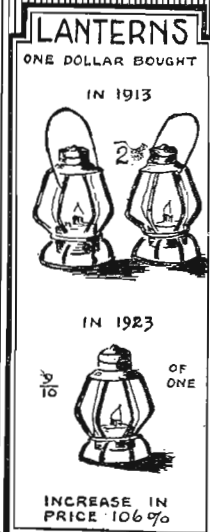
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The Veterans Meet in Milwaukee

The sixth annual Get Together of the Veteran Employees occurred in Milwaukee, August 25th and 26th, as previously announced that it would; and has passed into history as one of, if not the most successful of the gatherings of the Veterans. Certainly if numbers, if good feeling, if fine weather and a program of surpassing excellence count as factors in promoting the success of occasions of this kind, none could have cause for dissatisfaction at this convention from first to last.

The fine hall in the Terminal Building of The Milwaukee Electric Railway & Light Company was an ideal place for the business sessions,—it was convenient to the Union Depot, to the hotels and to the big banquet hall in the Gimbel Brothers' store building. Its acoustic properties are excellent and the speakers at the afternoon session had little difficulty in making themselves heard,—a thing which has not always been accomplished in times past. The annual dinner was a huge affair and a grand success. The "eats" were beyond criticism, the entertainment amusing and plentiful, while probably at no previous meeting have the Veterans been privileged to hear speakers who brought more splendid ideals and delivered their messages with a punch and vigor that were electrifying.

The second day of the meeting was spent at Waukesha Beach, Pewaukee Lake. The party left Milwaukee in a special train of ten coaches and the day was taken up with a program of out-door sports including games of various kinds, with prizes aggregating a considerable sum awarded to the victorious contestants. Owing to the necessity of leaving before the close of the day, the names of the prize winners and the character of the games is deferred to the next issue.

The morning of opening day was, as usual, occupied with registration, finding friends, etc. At 2 o'clock P.M. the annual business meeting was called to order by President Mitchell. The Secretary's report gave the number of members as of September 23rd, 1923, as 4176 active members and 24 honorary members, a total of 4200. Since that time, 328 new members have been accepted, making a total to date, 4504 active members, with no new honorary members. There have been fifty deaths reported from the active list and one from the honorary list since the 1923 meeting. An interesting item of the Secretary's report was the growth in numbers of the Association in recent years. In 1919, the membership was 2799; 1920, 3222; 1921, 3526; last year, 4200 and at the present time, 4479.

According to the Secretary's report, the past year has been a quiet one with the Association, with few calls for assistance, the amount of philanthropic work totaling only \$75.00; and these were cases of urgent need.

The Secretary's report was accepted and the Treasurer's report showing the financial condition of the Association followed. That report is printed on another page of this issue.

The matter of having distinctive badges for the members of the Association

who have served the company 35 and 45 quite a number who say they do not years was proposed, motion being made that special buttons be procured to be issued to the 35 year and 45 year men and issued to them as they reached those years of service. Carried.

A motion was made and seconded that the bylaws be amended to employees of twenty years service instead of the twenty-five now required. After discussion the motion was laid on the table for further discussion at some future time.

A motion was made and seconded that the President appoint a committee to look into the matter of purchasing a suitable site for a vacation camp for the Veterans, with a view also to using a portion as a permanent home for disabled or needy veterans. The plan of the New York Central Veterans Camp on Lake Placid was cited, and the various beautiful places on the line of our own railroad, among the lakes of northern Wisconsin, Minnesota, or in the mountain country of the west were mentioned as desirable spots, where there could be boating, bathing and fishing and other out-door sports, as well as entertainment for the womenfolk of the veterans' families. The Committee appointed by the President, after their investigations, would report to the Executive, in order that if it were found feasible to establish such a Camp, it need not be put off until after another Annual Meeting. The motion was carried unanimously.

Motion was made by Mr. Lew Boyle, and duly seconded that Ex-Governor Phillip of Wisconsin be elected to honorary membership. Mr. Boyle spoke to the motion, telling the meeting what a valuable friend Governor Phillip had always been to the railroads, and that he, now, being a Director of our company, should rightfully be made an honorary member. The motion was carried.

Mr. Williams was asked to give the Veterans a statement in regard to the present status of the Pension Association. Mr. Williams said that at the end of October, 1923, the Pension Association had a membership of 1072; and its growth from November 1st has been rapid. On December 1st, the membership was 5355; January 1st 1924, 9372; February 1st, 10,975; March 1st, 11,712; April 1st, 13,300. Since April 1st to August 19th, the additions have not come in so rapidly, there being on August 19th, a total of 13,922. There have been 61 deaths, the money returned to the beneficiaries, amounting to \$441.00. The returns as of the July payrolls will total a fund of \$176,000 and the income is approximately \$21,226 per month. With the present membership the average age is about 45 years. After giving out the financial statement, Mr. Williams continued with an appeal for a greater effort on the part of the Veterans as well as all other employees to get new members; for while the Pension Association is a going concern, prepared to fulfill its obligations at the required time, it is apparent that a larger membership, especially among the younger element of the railroad body, would permit of paying a larger pension. He said that the Pension Association had put out publicity in every way possible

and it has felt that every employee had been reached a number of times; but in spite of that fact, there still come in know about it, that it has not been called to their attention forcefully enough. "What can we do," Mr. Williams said, "we have approximately 14,000 and that probably is only about one half of the number of employees who should be on the Pension Association. We are now looking for suggestions from all present to the end that we may find means to interest all those who should be with us." Discussion followed, with some reports of those who had been soliciting membership. It was deemed advisable to appoint Committees on each Division, and special effort made to interest the young men, for in the last analysis, it is the young men who are building for themselves a protection for future years, in this way helping themselves. If each employee now a member of the Pension Association would undertake to get one new member, if no more, the total would be a very satisfactory showing. Therefore, it was resolved that every effort should be put forth to have the benefits of the Pension Association thoroughly understood by all, and a long, strong pull made to get a large additional membership.

The President then appointed Messrs. J. T. Gillick, M. J. Larson and John Costello, committee on nominations, who brought in the following:—President, Chas. W. Mitchell; Vice President, W. P. Harter; Secretary-Treasurer, Grant Williams. Members of Executive Board: L. C. Boyle, Chas. Wood, J. E. Roberts, Mrs. Carpenter Kendall.

Upon motion, duly seconded and carried, that the Secretary be instructed to cast the ballot for the above officers, the ballot was so cast and the election declared.

A vote of thanks was extended to the Committee on Arrangements for the splendid program in store, and the commodious quarters provided for the meeting. The meeting adjourned to the Depot Park where a photograph was taken.

The Annual Banquet

The banquet, which was the outstanding event of the meeting was given in the big restaurant occupying the entire eighth floor of Gimbel Brothers' big store. It was an ideal place for such a function, for the ventilation was good, the space adequate to accommodate the eleven hundred people who sat at the long rows of tables that filled the vast room. The acoustic properties were excellent and with the fine menu and splendid program of eloquent speakers and entertainment features, it was a memorable evening.

Mr. Field was again the Toastmaster, and was in his very best form. He told funny stories and his wit glanced about among the people he introduced, the quips falling wherever they might. By way of apology for his reappearance in the accustomed place at the table, he said the situation reminded him of an incident of a Judge in southern Minnesota who was called upon to pass sentence upon a man who had violated the liquor laws. The defendant was a

man well known to the Judge and when he pleaded guilty and the prosecuting attorney asked for sentence, the Judge said he would let the case go over until the next term. At the next term the Judge was again asked to pronounce sentence, and again he let the case go over. After several repetitions of this procedure, the prosecuting attorney pressed the Judge hard for sentence to which the Judge replied "Well, isn't that d—d old fool dead yet".

Mr. Field introduced Ex-Governor Phillip of Wisconsin who welcomed the visitors briefly to the city, and then spoke on the railroad situation of early days in the middle west; days when there was a vast area just beginning its era of development; emigrants coming in and seeing before them a rich country but no transportation. There were rivers and the lakes, able to take care of their nearby districts, but millions of acres without transportation other than the ox-team to haul the produce to the markets. Railroads were the demand, but there was no money to build railroads; the money had to come from across the sea, and to get it some property had to be put up. The early railroad builder about whom so many mean things have been said was a man of courage and instead of so much unfair criticism Governor Phillip said, we should ask ourselves what would this country of the middle west have done without him. He was its only salvation, and what was done for railroad construction in that early time was only what was done in other lines of business, and the necessities of that present situation was what they looked at. They had not the vision of fifty years ahead and the values of the resources of the future, because the pressing need of the hour was railroads and to get money with which to build them. The settlers had to have the iron horse because the need was urgent to get the produce to market in less time than the ox-team could haul it. The bodies of the men who built the railroads are dust now, and their souls elsewhere, but the need for the railroads is just as paramount now as then, look at the situation and criticize those pioneers as we may. We cannot live and prosper without the railroads and our efforts should be toward putting the railroad situation on a sound and firm foundation where they might prosper and make the country prosperous; and the way to look at the methods of the past is in the light of those times. Concluding Governor Phillip paid a warm tribute to the men who were before him, there by virtue of their having been in the service of the C. M. & St. P. Ry. twenty-five years and more, and said there could be no question about them all having rendered a service to the country that was worth while, and in doing their duty, had contributed to the success of the country.

Mr. Mitchell spoke of the work of the Association and told something of the results of the first year of the Milwaukee Pension Association and thanked everyone who had been of assistance in establishing it on the railroad.

Mr. Mitchell was followed by Mr. L. C. Boyle of Viroqua, Wisc. Mr. Boyle is a popular after dinner speaker and always has a fund of interesting stories to fit the occasions his talk creates. He also spoke of the work of the Pension Association and bespoke the assistance

of everyone young and old, men and women in making the Association one hundred per cent. He said he expected the report at the next Convention would prove even better than the present one, for said he,—“your pension system is the best ever, you never can beat it and we want your help to make it twice what it now is. It is the best thing ever put on the gospel books of this company. Don't overlook it now you've got it started; make it a success that everyone will be proud of”.

Judge Backus of Milwaukee spoke on Law and Order and the Pursuit of Happiness, and he delivered one of the finest addresses the Association members have ever had the privilege and pleasure of hearing at any of their meetings. The Judge commented on the great number present, each one of whom meant twenty-five years and more of service with the Milwaukee Company. He paid tribute to John Horan, Cap. Beardsley and Mr. J. J. Hennessy, the first with seventy years of service, the second with sixty-five and the third, with more than fifty years. The Judge spoke at quite some length and lack of space prevents more than touching upon the points he made. He said that the fact of a man having served a quarter of a century and more for one employer proved that he respected law and order and obeyed the laws of his company. That industry as well as a Nation must have law and order, and without it there can be no success.

General Manager Gillick received the usual storm of cheers and stood smiling while the whole company gave demonstration of their affection for him in prolonged applause. When he was allowed to speak he said that he had intended to make a speech, but that since his side-partner, Mr. Byram was not able to be

present, he knew Mr. Byram would not want him to make a speech unless he (the President) could be there to hear it, so he thanked them and sat down; which was the signal for another emphatic expression from the company, of their feeling for their friend.

Mr. Field announced that President Byram, who had always made it a point to be present at this function, this year had found it impossible to attend because of the necessity of attending important meetings in New York. Mr. Byram, however, sent a telegram of regret and congratulation to the Association, telling the company that while he could not be with them, he had sent to them his choicest representatives,—Mrs. Byram and Miss Helen.

Vice President R. M. Calkins followed in a ringing appeal to every employe on the System to “stand by” during these strenuous times, to do their utmost to get business for the railroad and to give their best efforts toward the success of the company. He was listened to with marked interest and attention, for he is a veteran of forty or more years and has The Milwaukee Spirit in a high degree. The final speaker of the evening was Dr. Dorward, who is a favorite with the Veterans. Dr. Dorward is Scotch and possessed of the Scottish sense of humour, so his wisdom was mixed with much witty comment and many good stories. He endeared himself to the vast company by the splendid tribute he paid to “your Jim” as he styled the General Manager and concluded by giving the members of the Association three things to carry away,—1st, an honored past; second, the happy present; third, a beautiful future.

The Wisconsin Passenger Club Male Quartette rendered several numbers with good effect, and after the program was concluded dancing followed.

Report of Treasurer of the Veteran Employees Association of the C. M. & P. Ry., as of August 25th, 1924

1923 September 18th balance		\$12,318.07
RECEIPTS:		
Initiation Fees	\$ 328.00	
Dues	4,044.00	
Annual Meeting Milwaukee, September 18th, 1923	1,157.50	
Association emblems sold	12.00	
Interest	134.36	
Miscellaneous	1.15	5,677.01
		17,995.08
DISBURSEMENTS:		
Annual Meeting Milwaukee September 18th, 1923	\$4,724.95	
Contribution to Milwaukee Employees Pension Ass'n.	5,000.00	
Association emblems	168.00	
Donations authorized by executive committee	75.00	
Bank exchange	28.21	
Postage	181.00	
Stationery, printing and supplies	323.48	
Executive committee expense	12.70	
Secretary's salary	600.00	
Clerical hire	225.00	
Expense pension committee not adjusted prior to Sept. 18, '23	116.35	
Overpayments refunded	45.00	11,490.60
Balance as of August 25th, 1924		\$ 6,495.39

The Picnic at Waukesha Beach

The great success of the second day's entertainment and the delightful spot, on the shores of Pewaukee Lake, seems to prove conclusively, that a picnic outing is what the Vets and their families enjoy most. For the first time in the history of the Association, the great majority remained over for the second day's program, and nearly one thousand went out on the Special to Pewaukee Lake.

The day was perfect and the joy which had prevailed the preceding day was still in evidence, and everyone was out to have a good time. The boat ride was a popular feature of the program, and in the big pavilion dancing went on during most of the afternoon. Old fashioned dancing it was, too, quadrilles and waltzes and polkas and the like, and Dad and Mother stepped out as lightly and gaily as any of the young folks.

The Richland Center Branch

"The Curio Line"

By Mary James Stark

(In one of the loveliest sections of southern Wisconsin runs the little bit of railroad featured in the following story written by Mary James Stark, a daughter of one of the founders and builders of the Richland Center Branch, which like many another bravely ambitious railroad venture of early days, had a curious and interesting beginning, with a high sounding and far extending title of the Pine River Valley & Stevens Point Railroad and the usual ending of becoming a branch of a big trunk line. This particular piece of railroad never got any farther than its two first termini, Lone Rock and Richland Center, but it is a worthy branch of its big stem, it runs its short course through a fine, rich country and it gives a daily, good account of itself... Its one and only engineer Mr. J. Brady is a Veteran of Milwaukee service. He pulled the Pine River Valley train from its beginning, and he is still on duty on the passenger run of the Richland Center Branch. Mrs. Stark's story is reprinted, by request, from the Richland Democrat. Editor.)

It was quite a railroad. That is, it was meant to have been quite a railroad. It never panned out quite the way it should, it never made Richland Center the industrial center of the Northwest, it never furnished a direct route from southern Wisconsin to Stevens Point, and it never brought fabulous wealth to its owners, but nevertheless it was a railroad and quite a railroad at that.

For many years it had been a dream. In fact many persons believed that it would always continue as a dream.

"Way back in '64 when we first heard that the war was over, folks used to say how nice it would be if the boys could come home on a train," declared an eye witness.

Nevertheless in the early seventies a company was organized whose purpose was "to promote the development of the Pine River Valley and Stevens Point Railroad." It was composed of Richland Center's most enterprising and patriotic citizens. It was headed by George Krouskop. The contract for the construction of the new road was let to David and Norman James, who were "to hold and operate the same until paid for" and because the original company never could pay for it they continued to hold and operate it.

Oxen Help Transport Engine

Early in 1876, the Pine River Valley & Stevens Point Railroad was almost ready to embark for its "maiden voyage" on the newly completed first lap, from Richland Center to Lone Rock, a distance of about sixteen miles.

Although Lone Rock already had rail connections with the outside world and although time, energy, and money could have been saved had that "maiden voyage" been permitted to extend from Lone Rock to Richland Center rather than Richland Center to Lone Rock, the promoters conscientiously believed that as a matter of respect to their city, the city which was to benefit so greatly from this "inspired project," her citizens should be privileged first to call "bon voyage."

So it was that beasts of burden were solicited for the purpose of conveying

the rolling stock from that city which should have been at the beginning but was really at the end of the new line to the one which should have been the end but was really the beginning.

Oxen, mules, and horses were contributed by all who owned such, each man believing that his prestige would be greatly increased when his ox, mule or horse could be given credit for at one time having hauled the train. All were hitched together regardless of the comparative speed of each, the engine



Hauling the Pine River Valley's Locomotive Into Richland Center By Team.

was loaded on an improvised wagon and the task begun.

The down grade on hills constituted an almost insurmountable difficulty. More than once the increasing momentum of the engine-loaded wagon seriously threatened the hoofs of the less swift of its conveyors. This was finally overcome by taking a long rope behind and snubbing it to the trees along the wayside.

"As long as those trees stood that trail was blazed with the marks made by that rope," stated one of the owners of a mule.

Many Watch First Departure

In the summer of 1876, the day which was to mark the beginning of the new era arrived. The Pine River Valley & Stevens Point Railroad embarked on its "maiden voyage."

It was piloted by John Brady, who is still the engineer on the line running between these two localities. The bell was rung by D. O. Chandler and it was that bell which caused the engine to most resemble any part of an engine today.

It was watched by the people from the nearby communities. They couldn't help run it and they couldn't all ride in it but they could watch it and watch it they did. The village president, A. C. Parfrey, remained a dutiful guard at the tracks all day lest he should miss something.

The stockholders of the company were present for the big event and looked on with an air of pride as fittingly becomes such distinguished gentlemen. The James brothers, David and Norman, numbered among the onlookers although their gaze contained more of a nervous than expectant glance.

At the designated hour the bell began to ring. It was rung violently for several minutes. The onlookers gasped, did not move. Instead, however, they gulped, and opened their eyes. The train owners, unwilling to let go this chance to impress upon others their significance, arose one by one and told at great

length of all the benefits Richland Center would reap in the near future, every word of which could have been recited backwards and in perfect order by every listener. Then because Richland Center didn't use champagne and because a milk bottle lacked the necessary elegance, the people were simply told that the new line was to be called "The Pine River Valley and Stevens Point Railroad."

The bell rang again. The whistle blew. A gur-r-ring sound became evident and the train was seen to move. A shout arose from the crowd and assumed such volume that neither bell, nor whistle, nor gur-r-r could be heard. The shout did not decrease until the train

The return trip was witnessed by only a few because no one knew exactly



Engineer John J. Brady, First, Last and Only Engineer on Richland Center Branch.

how long a round trip would take and not many were patient enough to wait to find out.

The Line Was Not Successful

The Pine River Valley & Stevens Point Railroad was a curio.

It remained a curio but unlike most curios did not become a financial success. The first lap was not self supporting and so although the name remained "The Pine River Valley & Stevens Point Railroad," the "& Stevens Point" idea had to be dropped until some future generation, which has not yet arrived, can carry out the vision of its forefathers.

"We couldn't help but make money on it today," declared Engineer Brady. "It would attract tourists."

"It was a narrow gauge, that is, it was only a little over half as wide as an ordinary train. Trains like that today are scarce. The only one any where around here that I know of is one running from Woodman to Fennimore, connecting the St. Paul and the Northwestern roads. That one isn't to be compared to our old line, at least as far as looks are concerned and yet it usually attracts enough sightseers."

The Pine River Valley & Stevens Point Railroad was not only a narrow gauge but had just ten wheels and ran on wooden rails. The rails were four by fours cut from hard maple. When it rained, if it rained hard enough or long enough, the rails warped. When the rails warped the train could not run on them and so it stopped. That is, it stopped until the engineer with his crew and a handful of volunteers from among the passengers could locate a suitable

maple from along the right of way and make another rail to replace the one which had warped.

"To lay the rail was no job," said Mr. Brady. "You see the ties we used were set up on end instead of flat the way they are today. In the tops of these ties were slots. The rails just fitted into these slots and so we never had to nail them down at all. The rails were spliced at the ends and fastened together by two bolts. They could then just slide into the slot."

Wood Was the Source of Power

The Pine River Valley & Stevens Point Railroad did not receive its power from coal. Every six miles neatly piled at the side of the track was a pile of wood. Every six miles the train stopped and the engine was "fired up." Occasionally some practical joker or someone of questionable honesty would do away with the wood supply, when it would again become necessary for the train to stop while the engineer, his crew, and his few volunteers would shoulder their axes, and set out much as King Arthur's knights must have set out, not to destroy a castle and deliver the captive maiden to her lover, but to vanquish a forest and to deliver the belated passengers to Richland Center.

Warped rails and vanished wood piles were not the only things that delayed the Pine River Valley & Stevens Point line. Snow was a worse enemy than either of the others. It was the most frequent cause of a halt and in such cases it was not a handful of volunteers but every available man on the train that shouldered a shovel and set forth on his mission of delivery.

"They used to hate to see me come through the door in winter time," went on Mr. Brady. "They always knew it meant work for them. Sometimes it

used to take us several hours of hard work to shovel ourselves out of a drift and then frequently we would find ourselves right in another. I don't doubt but that every man living today had his experience in that line."

The Pine River Valley and Stevens Point Railroad owned as rolling stock one engine and one combination car, the front end of which carried baggage and the rear end passengers. It made two round trips between Lone Rock and Richland Center on every day except Sunday. On that day the train and the crew recuperated from the trials of the preceding week and summoned strength to face those that they would surely encounter in the week to follow.

"Today we make three round trips on week days and one on Sunday with just the passenger trains," stated Mr. Brady. "We average more than fifty cars a day."

"Ten miles an hour was record speed with the old engine. We reach several times that now."

It has been said that the original promoters of a new railroad never make any money. That may not even generally be the case but it certainly was with the patriotic and enterprising citizens of Richland Center who backed the old road.

The approximate cost of the railroad was \$55,000. It operated just ten weeks. The James brothers realized the company could never pay for it and knowing that it could never be made to pay for itself, sold it for \$50,000 to Alex Mitchell, S. S. Merrill and John Lawler.

In 1880 the new owners realized it would never make them wealthy and so once again the Pine River Valley & Stevens Point Railroad changed hands. This time it was purchased by the Chicago, Milwaukee & St. Paul Railroad

and became a branch of the Prairie du Chien division.

In one day the old road was wiped out. In one day the narrow gauge became regulation width. In one day the old wooden rails were supplanted by modern steel rails. At the close of day rails were laid from the last bit of wooden track up a gangway onto a flat car and with bell ringing the little ten-wheel narrow gauge engine puffed up the track to its assigned place, stopped puffing, and was hauled away in a much different manner than that in which it had been hauled there.

"That all happened on a Sunday too," sighed Engineer Brady, the first and last engineer on the Pine River Valley & Stevens Point Railroad.

Following is a brief summary of Engineer Brady's long service with the Milwaukee road:

Engineer John J. Brady entered service on Milwaukee road in June 1868 as apprentice to machinist trade, went firing in 1876, was promoted as engineer in 1879, was sent to Pine River Valley and Stevens Point Railway, which was purchased by the Milwaukee Road, promoted to foremanship of round house at Vanhorne, Iowa, Council Bluffs division in 1887. He was transferred to the same position at Madison, Wis., in 1888, went running again in 1889 and is in active service daily on the Richland Center line. Thus he is rounding out 54 years with this company up to the present time. Mr. Brady received an honorary badge for forty years membership in the Brotherhood of Locomotive Engineers, some time ago, and to say that he is proud of his record is putting it mildly. His friends, including the editor, wish him many more years in his chosen profession.

I Didn't Notice

The above caption "I Didn't Notice" is the response given to an active member of the Pension Association when he asked a fellow member if deductions were being made from his pay check for contributions and dues to the Pension Association. The fact of the matter was that although the deductions were being made with regularity, every month the amount was so small that this member was really building an estate for himself, without being conscious of it.

There are many other members in similar situations. They are building for the future now and do not even notice that they are providing themselves with an income for that period of life when their earning capacity ceases. That period will come to every one of us—to some sooner, to others a little later—but come it will and none can escape it. Misfortune might overtake us suddenly and cut off our earning capacity before we reach that period of life when we are unable to follow our usual vocation.

On the other hand there are still many who, when the time limit expires for them to join the Association, will be like the old cow and Little Johnnie. Little Johnnie brandishing a small stick in his hand walked into a pasture where a placid and contented cow was gently ruminating her cud. Johnnie marched along with great bravery and when he got quite close to the cow waved his

stick and cried aloud to her, "Consider, old cow; I guess if I should hit you with this stick, you'd consider". If Johnnie had hit the cow he would probably have done the considering, and that's what will happen to some of the people after it's too late to get in, they will be apt to do some considering.

The resolution adopted by the Board of Trustees in accordance with the recommendation made by the members at their General Meeting held in Chicago, March 15th, restricting eligibility for membership after July 1st to those employees who have not passed their fiftieth birthday, became effective July 1, 1924. It is regrettable that quite a few applications for membership received since that time could not be accepted because of the age restriction. Membership is still open to those employees under fifty years of age, and it is urged upon eligible employees to sign application cards immediately and not put it off until the last minute when it may be forgotten. The small amount deducted from your pay check to cover your contributions and dues will never be missed. Just stop and consider the response of your fellow employee quoted above "I Didn't Notice." There will come a time when you "Will Notice", and then you will congratulate yourself upon your foresight and good judgment exercised in joining with your fellow employees

in building a fund from which you can draw an income when the pay check stops.

Think it over—it is well worth your time. Another member recently applied for two additional memberships for himself. He thinks it is worth while. Under the present plan these two additional memberships, of course, could not be given, but it shows what some of those who already are members think of the Pension Association.

It cannot be urged too strongly upon those who have not yet joined the Association to "Get in while the gettin's good."

Obituary

On Sunday, August 3rd, occurred the death of Samuel T. Jones, veteran engineer of the I. & M. Division, running between Austin, Minn. and Calmar, Iowa. He was 71 years of age. "Sam Jones" as he was familiarly known was one of the best known and most popular Milwaukee employees in the district in which he had lived for many years. He entered the service of the company in 1875 as fireman, firing on the engine on which his brother Charles was engineer. He was soon promoted and given the Calmar run, where he worked continuously until April 27th 1921, when he was given an indefinite leave of absence on account of failing health. He was a 32nd degree Mason and a member of the Austin Lodge of Elks.

THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor
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Rates Lower Than Costs

(The article under the above caption, printed on Page 5 of the August Magazine suffered somewhat in the composition. The article properly commenced with what appeared as Paragraph 7 in that issue, and as it contains information of a valuable character which will not suffer in repetition, it is reprinted below in its proper continuity. Editor).

Any discussion of Freight Rates, from which a railroad obtains more than three quarters of its revenues, must take into consideration the cost of producing transportation.

The Milwaukee Railroad last year expended over forty million dollars for materials and supplies of all kinds to be used in its operations.

Below are given the prices of some of the most important items—1923 compared with 1913:

Coal—which was bought in 1913 for \$1 or \$1.10 per ton at mines, cost about \$2.50 per ton in 1923—an increase of about 140%.

Ties—(Treated)—that cost us 78c each in 1913, were \$1.40 each in 1923, an increase of 80%.

Ties (Untreated)—for which we paid 32c in 1913, cost 65c each in 1923, an increase of 100%.

Lumber—(Common Fir)—was \$15 per 1,000 feet in 1913 and \$31.50 in 1923—an increase of 110%.

Cement—\$1.40 per barrel in 1913; \$2.44 in 1923—an increase of 74%.

Iron—(Common Bar)—\$1.35 per 100 pounds in 1913; \$2.40 in 1923—an increase of 78%.

Wheels—(Freight Car)—\$1.20 per 100 pounds in 1913; \$1.90 in 1923—an increase of 58%.

Rail—(Open Hearth)—\$30 gross ton in 1913; \$40.60 last year—an increase of 35%.

Rail Spikes—\$1.80 per 100 pounds in 1913; \$3.25 in 1923—an increase of 80%.

Picks—\$2.70 per dozen in 1913; \$5.40 in 1923—An increase of 100%.

Shovels—\$6 dozen in 1913; \$10.25 dozen in 1923—an increase of 70%.

Lanterns—\$6 dozen in 1913; now \$12.35—an increase of 106%.

Paint—50c gallon in 1913; \$1.14 a gallon in 1923—an increase of 128%.

These figures illustrate the range in price increase over pre-war levels of some 70,000 items needed to operate a railroad.

Then, of course, there is the payroll—constituting about 60% of our operating expenses.

Of the total payroll over 90% is made

up of hourly wages and the average hourly wage in 1923 was more than double that of 1913.

Taxes were less than \$400 per mile of road in 1913 but were more than \$800 per mile in 1922 and 1923.

Taken altogether these great increases in costs, running into many millions of dollars, call for an important increase in revenues with which to pay the bills.

Last year the average charge for hauling a ton one mile on the Milwaukee Road was 1.073c—only 36% higher than the 1913 average rate. This increased rate, together with the great increase in traffic handled, earned the largest gross revenue in the history of the railroad, but, after all expenses, taxes, and bond interest were paid, there was not enough left to pay any dividends to stockholders, or to create a reserve to finance improvements.

These facts make it clear that freight rates, instead of being too high, have not been high enough to be profitable to the railroad.

As there is no likelihood of obtaining higher rates it is necessary to continue to exercise the closest economy in the use of all materials and supplies—especially locomotive fuel which alone cost us over \$13,000,000 last year.

It is evident that with the increase in expenses three times as great as the increase in rates, the most careful economy and effective service on the part of every employee is required to make both ends meet.

(Signed) H. E. BYRAM, President.

The Railroad Point of Contact

The New York Commercial of recent date carried the following editorial:

"The individual patron judges a railroad by the treatment he receives from the representatives with whom he comes in contact. The railroad employee, whether conductor, freight agent, ticket seller, baggagemaster or road worker, is the point of contact between the railroad and the patrons of the railroad.

"Therein lies the keynote to public relation. The patron draws no line of demarcation between the clerk who delivers his freight and the actual management of the road in some distant office. The management may have high ideals of proper service for a railroad to render its patrons. This means absolutely nothing to the individual who meets the road through discourteous, indifferent or disloyal employees. The attitude of employees toward the public may be an important element in the task of the railroad to give good service, improve their property and pay even a small return upon the capital invested.

"The public policy of a railroad is reflected through its employees. For this reason it is important that constant efforts be maintained to imbue such contact-point employees with the idea of loyalty, integrity and the personification of courtesy. Many roads have gained immense prestige through employees with whom it is a pleasure to transact business."

The Railroads and The Motor Trucks and Busses

Rock Valley, Iowa, Aug. 5th, 1924
Editor Employees Magazine:—

Note the editorial clipping taken from

the Sioux City. Livestock Record covering the competitive auto truck and passenger bus business.

Don't you think there should be more discussion of this vital problem in the columns of railway publications?

I am of the opinion that rather than attempt to discourage the use of highway competition that there should be a sentiment created favoring that such traffic should be equally taxed and regulated as are the railroads handling similar business; that the paved roads are coming more and more, and to be a permanent fixture; that they should be used as 'feeders' for long haul freight and passenger traffic on the railroads and eventually prove a help instead of a hindrance to revenue returns; that they should enable the rail lines to eliminate costly equipped heavy trains with full crews for branch lines; that the most logical solution for this competitive business is for it to be taken over by the railway lines themselves and handled as part of the 'feeding' business in their immediate territory.

I have in the years past personally conducted a number of tourist parties abroad and have often been favorably impressed with the comfort and conveniences given tourists, especially in England, where the railway lines maintain motor bus cross country service in connection with their main lines. They even operate 'family busses' in their larger terminals, handling (on previous orders placed) a tourist party promptly on arrival to the designated hotel—luggage and all at a nominal charge. This without delay, confusion or discomfort. The foreign railways even operate 'lorries' picking up freight shipments. In other words the most logical manner to handle transportation traffic of all kinds is through the regular channels or its sub lines properly supervised by traffic officials held accountable to the I. C. C's.

Would like to see the subject generally discussed by traffic officials and others with experience or suggestions of interest. It's a foregone conclusion that something must be changed as old time methods don't pertain longer in view of modern changes and what might well be termed the 'ford-age'. It seems to me that it must be conceded for handling short haul light traffic that heavy modern highpowered and expensive equipment is not economical or practical. The 'overhead' must be in proportion to the expense involved.

C. W. Jacobs, Agent.

Abe Hahn's Motor Car Home For Robins

Abe Hahn, who conducts the gasoline motor car between Perry and Manilla discovered recently that he had been carrying passengers without collecting fare. While making an inspection with engineer Wilcox one night, they found a robin's nest under the sills. The nest contained two eggs and one young bird. The mother bird soon returned and from all appearances was thoroughly at home, it being evident that she had been making the trip to Manilla and back each night with the crew. Abe decided to let his passengers occupy their home until the family was raised, so they are still riding the Milwaukee on free transportation.

Automobile Competition Greatest In Milwaukee Territory

The following table is interesting as showing the population of the United States, by States, the number of automobiles by States, together with the number of autos per one hundred of population. The figures giving the pop-

ulation were taken from the 1920 census, those showing number of registered autos are as of 1923.

It will be seen that whereas the total number of automobiles per one hundred of population for the whole country is 14.2; the number of autos per hundred of population in the States traversed by

the C. M. & St. P. Ry. is 17.4; while the number in Massachusetts, New York, Ohio and Pennsylvania is but 13.2.

It is apparent then that no other territory in the United States has so much competition from automobiles to meet as ours.

State	1920 Population	1923 Autos Registered	Percentage
Alabama	2,347,295	126,612	5.4
Arizona	333,273	49,175	14.8
Arkansas	1,750,995	113,390	6.5
California	3,426,536	1,100,283	32.1
Colorado	939,376	188,956	20.1
Connecticut	1,380,585	181,748	13.4
Delaware	223,003	29,977	13.4
District of Columbia	437,371	74,811	17.1
Florida	966,296	151,990	15.7
Georgia	2,894,683	173,880	6.0
Idaho	431,826	62,379	14.4
Illinois	6,485,098	969,331	14.9
Indiana	2,030,544	583,312	19.9
Iowa	2,403,630	571,061	23.6
Kansas	1,769,257	375,594	21.2
Kentucky	2,416,013	198,377	8.2
Louisiana	1,797,798	136,627	7.6
Maine	768,014	108,609	14.1
Maryland	1,449,610	169,351	11.7
Massachusetts	3,852,356	481,150	12.5
Michigan	3,697,222	730,658	19.9
Minnesota	2,886,371	448,187	18.8
Mississippi	1,789,384	103,280	5.7
Missouri	3,403,547	476,598	14.0
Montana	547,593	73,828	13.5
Nebraska	1,295,502	285,053	22.0
Nevada	77,407	15,699	20.3
New Hampshire	443,083	59,604	13.5
New Jersey	3,155,374	430,958	13.6
New Mexico	360,247	32,032	8.9
New York	10,384,144	1,204,213	11.6
North Carolina	2,556,486	246,812	9.6
North Dakota	645,730	109,266	16.9
Ohio	5,739,368	1,069,100	18.6
Oklahoma	2,027,564	307,000	15.1
Oregon	783,389	105,962	21.2
Pennsylvania	8,720,159	1,043,770	11.9
Rhode Island	604,397	76,312	12.6
South Carolina	1,683,662	127,457	7.5
South Dakota	635,839	131,700	20.7
Tennessee	2,337,459	173,365	7.4
Texas	4,661,027	688,233	14.8
Utah	449,446	59,525	13.2
Vermont	352,421	52,776	14.9
Virginia	2,306,361	218,896	9.5
Washington	1,356,316	258,264	19.0
West Virginia	1,463,610	137,924	10.7
Wisconsin	2,631,839	457,271	17.4
Wyoming	194,402	39,831	20.5
Totals	105,683,108	15,092,177	14.2

The Auto Truck and Passenger Bus

And now there are beginning to be rumors of railroad companies entering the auto truck and auto bus field. Nothing could be more natural. The roads have found their revenues cut into enormously by the operation of the freight truck and the auto passenger-bus. The railroads have enormous sums of money invested in road bed, tracks, rolling stock and other equipment. We have never heard of a court issuing a ruling that legitimate business has no right to defend itself—and we know of no law to prevent railroads entering the auto freight and passenger business as a means of defending their properties. There have of late come reports that railroads are contemplating putting gas buses on their rails for stub lines and short-run trains.

There is probably no chance to question that the auto truck is an economy for the farmer. But, by that same token, there is some chance to question whether the farmer can afford to contribute in the way of taxation to the building and upkeep of paved roads for these big heavy freight trucks, whether they be run by railroad companies, truck companies or individuals. It is our opinion that in the finality these heavy trucks will have to contribute to the construction and upkeep of the roads over which they travel,

and that this can best be done by big organized companies, be they railroad corporations or separately organized trucking companies. It is worthy of note that during one recent week we took occasion to make an estimate in car load lots of the number of hogs and cattle trucked into the Sioux City yards during that one week. We do not know what proportion of the number was trucked in by farmer-owned trucks—but it was considerable. However, the total of trucked in stock for that one week was the equivalent of above 300 car loads—and it meant just that much short haul freight taken away from railroad earnings. We hold no brief for the railroads, but it is no surprise that there are rumors of roads taking action to protect themselves and their properties.

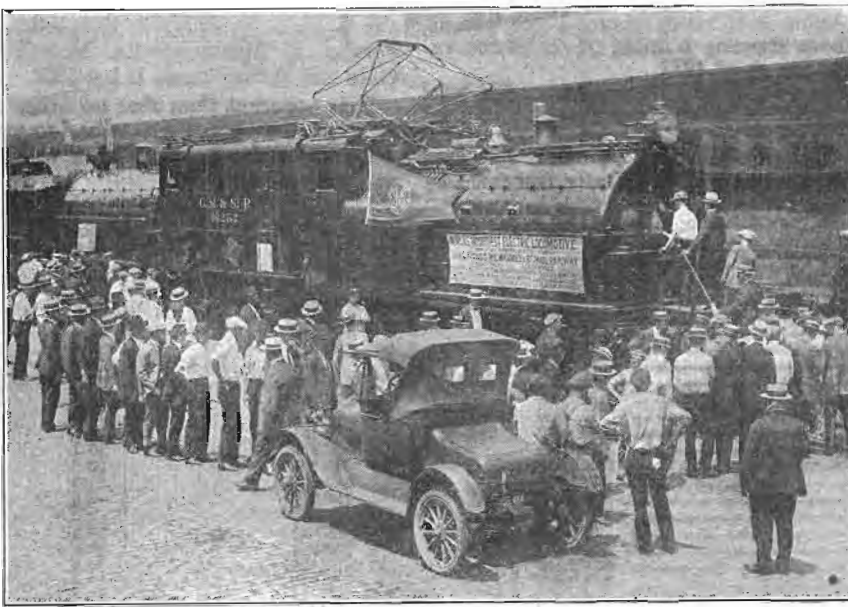
Harold Thomas Gloven

On July 2nd, occurred the death of Harold Thomas Gloven, son of C. & M. Division conductor M. Gloven. Mr. Gloven was 31 years of age, and had been for several years head of the Art Department of the Olsen Publishing Company, Milwaukee, and was a young man of exceptional talent. His beauty of character and the high place he held in the hearts of his business associates

called for the beautiful tribute which Conductor Gloven requests that we publish for the benefit of his son's many friends on the railroad:

"All is still around Tom's Palette today, as this is being written. The palette remains as he left it. The brush is waiting for the master touch that it will not feel again. The ink spots are dry and—all is still. Every once in a while someone looks over in the direction of the Art Department where the head of the staff once was wont to sit hunched over, making a stroke now and then and stopping to eye the result; looking up every once in a while for a friendly word in passing to a companion-in-arms; or maybe to dig down into his pocket for a piece of change for a friend out of luck. "Tom" was that sort of a fellow; he smiled and lent his money and shared his smokes and shook hands with troubled friends in just the same way that he lived—straight from the heart. "Tom" was the sort of chap that employers speak of as "a good boy"—fair and square; with a soul as pure as a drink of milk and a heart as golden as the top of a butter tub, and just as big".

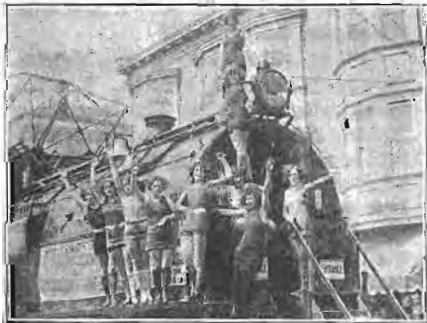
The Magazine extends sympathy on behalf of his railroad friends, to Conductor Gloven and family.



The Motor at Cincinnati.

Completes Its Eastern Tour

The "World's Mightiest Locomotive", the representative of the bi-polar gearless type of electric locomotives that are now in service on the Coast Division, has completed its eastern tour and is now on exhibition at State Fairs of the States traversed by The Milwaukee. The big motor attracted many thousands of interested visitors in every city in which it was exhibited, and the tour, which followed very closely the itinerary published in the June issue of this Magazine, was concluded with a very successful "show" in the Union Station, Chicago, August 2nd, 3rd and 4th. From early morning until late at night a steady stream of interested persons passed through the interior of the motor, the indicator used to count the visitors showing that 18,223 persons passed through while fully as many more viewed the exterior but did not wait to "fall in line"



Wizards of the Waves Inspected the Motor at Atlantic City. --

in the long procession that was in constant formation. The Chicago exhibit was merely a repetition of what had occurred wherever the motor was exhibited, there having been nearly half a million people pass through its interior.

During the month of August the monster electric was exhibited in Elgin and Freeport, Ill., Des Moines, Iowa, the Wisconsin State fair at Milwaukee; and its "dates" for September are: Sept. 1st to 6th, Minneapolis; 8th to 12th, So. Dakota State Fair at Huron, S. D.; 14th to 20th, Inter-State Fair at Sioux City; 23rd to 27th, Corn Palace at Mitchell.

After Mitchell, the traveler will get back to its regular work of pulling The Olympian and The Columbian from Othello to Tacoma.

While the motor was on exhibition, steps and platforms were in place and one of our latest type of coaches was carried as a lecture room and was decorated with pictures of our scenic routes. Pictures of the hydro-electric plants and sub-stations were also shown. Mr. Walter C. Marshall, who is a son of our late superintendent C. H. Marshall; and Mr. George Lovett of the Mechanical Department at Tacoma were in attendance during all the exhibitions to explain the many details of operation and construction. Mr. Harold Jones of the Mechanical Department at Galewood, Ill. acted as messenger while the locomotive was in transit in foreign line territory. Preceding the exhibitions in each city, was Mr. Frank J. Newell of the Passenger Department at St. Paul, who acted as

Advance and Publicity Agent. Members of the Traffic Department located in each territory were in attendance to receive the visitors, etc. Educational institutions sent large delegations to inspect the strange device and many luncheons clubs, such as Kiwanis, Rotary and Lions visited the exhibit in a body at noon time, when special lectures were conducted for these organizations. Engineering societies and similar groups turned out in large numbers, and newspapers were very generous about giving space for pictures and notices, show-

ing that the advent of the big Milwaukee Electric Motor was an event of first class news character.

Perhaps the most interested visitors to the motor, everywhere were the countless thousands of railroad men from all departments of the Eastern lines. Questions by the score were asked by these people, and the knowledge which they acquired of our electrification should prove of value to us, through their acquaintance with the traveling public.

Now that the tour is so nearly completed, opinion is unanimous that the exhibition was one of the greatest pieces of advertising ever put across.



Thos. A. Edison Visits the Big Electric at Newark.

Thomas A. Edison Visits Motor

At Newark, New Jersey, Mr. Thomas A. Edison paid the motor a visit. He was shown through by Messrs. Marshall and Lovett and all of its intricate machinery was critically inspected by the great electrical engineer. As he moved about examining the apparatus he gave expression to his satisfaction by frequent exclamations of "Wonderful" "Marvelous" "They'll All Come To It", etc.

"The Go-Getter"

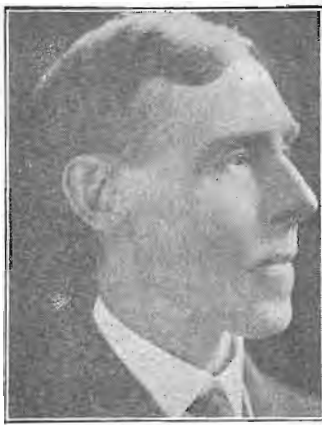
Robert Bruce Thurber

The Go-Getter goes till he gets what he goes for;
The Go-Getter works till he reaps what he sows for.
He fixes a goal, and resolves when he sets it,
The way to a goal is to go till he gets it.



Mr. Edison Examining the Mechanism During His Visit to the Motor

A True Story



Wm. T. Nelson

The above photograph is of Mr. Wm. T. Nelson who has been in the Company's service in the Mechanical Department for fifty-seven years.

Mr. Nelson was born in Pennsylvania on Feb. 26th, 1851. He started to serve his time as a machinist apprentice in 1867 in what was then the Western Union Railroad Shops at Racine, Wisc., under Master Mechanic John Taylor. In 1878 he was transferred from Racine to the C. M. & St. P. Shops at Minneapolis where he worked under Master Mechanic J. O. Pattee. The shops at that time were located near the present Milwaukee Depot, at 6th Ave., and 2nd St. In 1881, Mr. Nelson was appointed night round house foreman at South Minneapolis and was advanced to day roundhouse foreman in 1882—still being under the supervision of Master Mechanic Pattee. He continued in this capacity until 1907 when he resigned as roundhouse foreman account of ill health, and went into the back shops as a machinist under Master Mechanic Nelson M. Main. In 1909 he was appointed Gang Foreman by Master Mechanic Wm. Wrattan. In 1917 he was compelled to resign this position account of poor health and went to work in the tool room as a machinist, which position he is still holding.

The Power of Suggestion

"How come, brudder," asked the preacher, "dat when I talks about watermelon stealing yo' all snaps yo' fingers?"

"Nothin' 'tall, pahson, nothin' 'tall. I just happened to 'member where I left mah knife."

—The ReSaxo.

'Nother Foolish Question

Any ticket seller who has not actually made the mistake of showing his own station as the final destination of a round trip ticket, is entitled to laugh at the following, reprinted from the Chicago Tribune:

A man dashed into the station with just one minute to catch the train. He made the ticket window in a series of slides, skids and jerks.

"Quick! Give me a round trip ticket!" he gasped.

"Where to?"

"B-b-back here, you darn fool!"

When you and I were young, Maggie,

There were no autos then;

We took the old gray mare, Maggie,

Yes, time and time again.

We took the old gray mare, Maggie,

And drove across the hills,

And now we're old and gray, Maggie,

But still the mem'ry thrills.

We do not mind the change, Maggie,

We're not so awful slow,

We have our own good times, Maggie,

With our new radio.—Exchange.

"Opportunity knocks but once. People are not so considerate.

Dennis O'Halloran, usually referred to as Dennis O'Hoo, lived in Freeport, Ill. He was an engineer pulling the way-freight between Freeport and Rock Island. This was about the early 70s. This run was out one day, and back the next.

He was the most stuck-up, proud, arrogant man alive, and he had a right to be, for Mrs. O'Halloran had presented him with a pair of the finest kind of twin boys. Who would not hold his head up under these circumstances? It was the "twins" from morning 'till night, to everyone he had a chance to talk to.

On the night when he killed the horses on Vinegar Hill, he was as usual, in a hurry to get home to the twins just over the hill. He was switching at Florence some six miles west of Freeport. He became much peeved at the work there was to be done. The grain and stock moving made a lot of switching, and when the highball came, he was ready to respond.

Now Vinegar Hill is a heavy grade, a double jointer, as it were. It has to be climbed by trains of the C. M. & St. P. going or coming, east or west, and the down grade out of Florence was a good help to get a quick start for home and the twins, so of course the engine was pushed to the limit, with somewhat less than a capacity load.

Down the hill they went, past the Stevenson County farm, past Yellow Creek bridge.

Alongside the track was a large stock farm where many horses were raised, and that night the horses had broken the fence and gotten onto the track and were running between the rails. Dennis was just looking her down when the headlight showed the drove right in front. The first impulse, of course, was to reverse, which he did for an instant, but seeing that going as he was, he was bound to hit them, he swung the lever way down and yelled "Harses". The head brakeman shot out over the tank onto the first car as the whistle called for brakes, but the call came "Off brakes", and the cattle alarm was sounded. There were no air brakes in 1875. The hemp piston rod packing was not to be depended on to hold in a case like this, so he let her glide under full steam into the drove. If one has to hit a cow or horse and can't help it, why hit her hard.

"Trow coal, you odamahoon", he yelled to Henry Hagedorn, his foreman, and the slaughter was on. A yearling colt backed in through the front end of the cab where a window had been, and hung there. The engine heaved and rocked as it went over horses and as they were rolled up under the firebox. The headlight was broken and the pilot was piled up with horses. But everything staid on the track, link and pin couplings held and the train came through into town without stopping.

As the train slowed down in the Freeport yard, the hostler came aboard on one side as Dennis with his dinner box went off on the other side. No registering by engineers was required at that time, but as he passed the office, Dennis called to the operator, "Tell the dispatcher that I struck some horses on Vinegar", and was gone. A little thing like killing a bunch of horses was not

John Hedgedorn who was call boy at that time, told the writer that of all the mused up engines, he had never seen worse before or since.

The section men were advised and went out (about two miles) and found the right of way littered with dead and injured horses. They killed several of the most badly injured, and made a report to the dispatcher at Racine, Wis. (the division office).

When Dennis came down the next morning, he was handed a message from the dispatcher stating that he was taken out of service. This was followed by another advising him to report at the office at Racine at his earliest convenience, signed D. Flanagan, Supt.

When Dennis arrived at the office, he was aware of a very chilly atmosphere. This was rather depressing to the nerves of Dennis as he and the superintendent had been on most cordial terms. They weren't exactly what you would call chums, but they had many a time viewed the scenery along the street together.

After a lot of other business was arranged, Mr. Flanagan turned and asked, "What can I do for you?", and Dennis rolling his hat and the message in his hands, advanced and handed out the wire he had received, with the remark, "Here is a dommed message I got yesterday."

The superintendent reached into his file and produced the report of the track foreman.

"Here is a report that says that you killed a dozen to twenty horses the other night. I would like to hear what you have to say about it", he said.

So Dennis told all about it, just as it had happened, but it did not seem to appeal to the official.

The late Mr. John Taylor, who was master mechanic at that time, was in the office. He asked what the time card rules were relative to killing stock wantonly or often. Dennis quoted the rule referred to, stating that the frequent killing of stock by an engineer was considered a case of incompetence on his part.

"Now, Mr. O'Halloran, do you know of any good reason why you should not be severely disciplined?", asked the superintendent. (This title, "Mr. O'Halloran" instead of "Dennis", from his good friend, surprised him so that he had nothing to say.)

Mr. Taylor asked, "Could you not stop her?" "Why didn't you stop her", Mr. Flanagan?" repeated the question.

At this point Dennis came to, and with great impressiveness said, "Mister Fflanagan, I could not stop her, I couldn't have stopped her if the twins were foreinst me on that thrack."

A few moments of silence and then the superintendent asked Mr. Taylor if the engine designed for service on the west end was ready to go out.

"Steam is on her now", replied the master mechanic.

"Let Mr. O'Halloran take her to Freeport this afternoon for the way-freight tomorrow", said the superintendent.

The company paid for fourteen horses injured or killed.

Tomah Rotarians Enjoy a Visit To the Tomah Shops Under Guidance of John Reineke

One day toward the last of July, the Tomah Rotarians, at the close of one of their regular meetings, paid John Reineke a visit, and under his able guidance, the party inspected the local plant very thoroughly. One of the Rotarians acted as scribe, and the following is his report of the enjoyable and very instructive call they paid:

Pursuant to a motion at the meeting of July 16th, after the close of the regular meeting July 23rd, the club members under the guidance of John proceeded to the shops. The first place entered was the planing mill and carpenter shops and saw mill, where John explained to us the purpose of the various operations, the methods of handling material, the purpose of the finished product. In this plant all the bridge ties for steel bridges on the line of the road east of the Missouri river are framed. Door and window frames, motor car frames, signal department trunking, tool boxes of all descriptions, signal houses and towers, round house smoke jacks, railway track signs and all similar appliances are manufactured for lines east of the Missouri river, as well as the surfacing and sizing of dimension lumber for use on these lines.

John next took us to the store house for track tools and track material such as claw bars, lining bars, mauls, track bolts and track spikes and similar tools and material as well as material for repairs of water tanks, standpipes, etc. This material is stored on raised platforms and in buildings on these platforms, the platforms being built up with timber curbing suitably tied with rods, and filed with dirt and cinders. An economical and substantial construction. Material subject to deterioration by the elements are housed, materials not subject to this, on open platforms.

A novel device for oiling track bolts is installed in one of the buildings, the kegs of bolts being dipped in a vat of oil, the purpose being to cover the threads and prevent corrosion after leaving the store house. All of the track material and tools excepting rails, ties, angle bars and tie plates are purchased and accounted for through the Tomah shops store, and 75 per cent of all of these materials and tools are physically handled through the store.

From this store house, John took us through the lumber yard, which is a model for cleanliness and order. The lumber nicely piled on skidways, the yard well laid out and the lumber economically handled through the means of a farm tractor and trailers, reducing to a minimum the cost of handling. John explained to us that it was the practice to carry a modest stock of heavy timbers in long lengths, which in case of need could be resawed in their saw mill in the carpenter shop to desired dimension,

this method reducing to a minimum the stock of lumber necessary to carry.

We were next conducted through the concrete plant where concrete culvert pipe, stockyard water troughs, stand pipe covers, foundations for signal department appliances, large pipe permitting passage of cattle under tracks and similar products are manufactured.

Next John took us through the frog and switch department where all frogs, switches, railroad crossings and everything pertaining to switches are manufactured for the entire system. This shop seemed to us an ideal place for the purpose. Everything was moving and everybody busy. In this same building is housed the motor car and gas engine repair shop and the lamp shop.

In the motor car department, the section cars are repaired for the whole system, as well as many of the gas engines used for water pumping, coal shed operating and similar purposes. In the lamp department all of the switch, train and engine lamps are repaired or manufactured new (as conditions may require) for the entire system.

From this shop John took us through the pile yard where there are stored the cedar and other piles used in construction, as well as second hand bridge girders removed on account of heavier girder requirements for track service, second hand hoisting engines, concrete mixers, turntable and similar material. Everything stored in an orderly manner properly painted with a view to prevent any deterioration from the elements.

We next visited the power house where electric power is generated for the entire plant, all machines in shop being motor driven. This is a modern plant, current being generated by two steam driven direct connected generators from a battery of two boilers. An air compressor supplies compressed air for all shop purposes. After leaving the power plant we gathered in the shade of the trees to cool off after our pilgrimage, but we had no sooner landed when John drew our attention to some matters that were not shop nor stock piles, but pertained strictly to the relation as a whole of the railroads and the public. He brought home to us the necessity of giving fair consideration to the railroads to insure their efficient service to the Public, and that in order to give them that fair consideration, the Public should inform themselves fully of the problems of the railroads assuring us that it was the intent of the Railroads to give good and economical service, but that they must have the honest co-operation of the Public.

It is needless to say that the Rotary club enjoyed the privilege of visiting this plant and we feel that "John" is the right man in the right place. From the moment you enter the office all through the large carpenter and builder's department, the neat warehouses and store room, the cement plant and the frog shop and down through the power house one cannot help being impressed

by the hum of industry and the orderly and economic arrangements of work. It shows what an efficient man can do in handling a job like this. Efficiency and economy of time and material are apparent everywhere, and in these days of excessive costs of both time and material these are items which make up the difference between success and failure in an endless number of enterprises.

If you want to know about the importance of this industry to Tomah, and what it means to care for the kind of material that they handle for 10,000 miles of rail road go down and ask "John" about it. He can tell you.

"Rotarian."

When Writing Letters

The following rules, adopted by discerning letter writers, may well be memorized by typists:

Carefully avoid such words and stock phrases as:

"Beg to say"

"Beg to acknowledge"

"Beg to inquire"

"Beg to enclose"—etc.

Don't "beg" at all.

Don't "reply" to a letter. "Answer" it. You "answer" a letter and "reply" to an argument.

Don't write "would say" or "will say," just go ahead and say it.

Don't say "enclosed herewith,"—"herewith" is superfluous.

Don't say "kindly" for "please."

Don't say "the same," "in regard to same" or "trusting the same," etc.

Don't say "we beg to acknowledge receipt"; "we acknowledge" is sufficient.

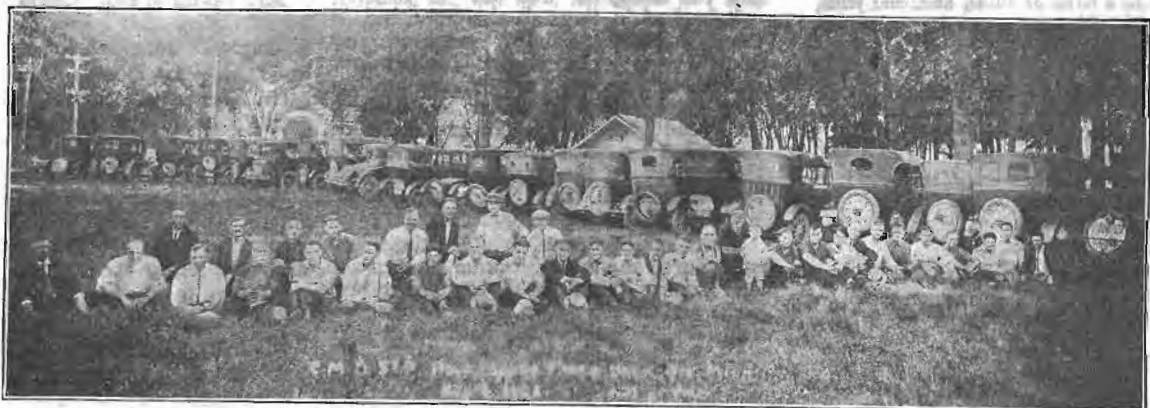
Don't write "your favor of"—but say "your letter of"; a letter is not always a favor.

Don't say "by return mail." This was customary in the days of slow transportation. It should now be obsolete. You should never think of saying "came duly to hand," "thanking you in advance," etc. Why make letters commonplace by their use?

Carefully avoid appearance of sarcasm.

Be brief, by which is meant the discarding of unnecessary words and phrases. Brevity is not always a synonym for shortness; where there is much to say, it will take a longer letter to say it, but after you have said all that is to be said, in a plain, direct and simple manner—stop.

Don't use a long, big word where a short one will do just as well or better. A business letter at all times represents conversation at a distance, so just pretend you are speaking instead of writing.—Exchange.



Roundhouse Employees at Jackson, Minn., Stage a Ship By Rail Parade.

The Use of Soda-Ash in Locomotive Boilers

At a meeting held in Butte, Montana, discussion was held by those present, including the various supervisory officers and foremen of the locomotive department and roundhouses on Lines West, on the relative advantage of soda-ash and other boiler compounds in locomotive use. The meeting was opened by Dr. Koyl, Engineer of Water Service and the discussion was in the following order:

Dr. Koyl:

There is a proverb which says "As iron sharpens iron, so the countenance of man his friend"; another which says "In many counselors there is safety"; and a good old adage "Two are better far than one for counsel or for fight". These all mean the same thing, that when men of experience get together in friendship and talk it over, there is sure to result a wise conclusion.

The reason for asking you to come to this meeting to discuss the best methods of keeping boilers clean in bad water districts is that, under any circumstances, it costs a lot of money and we want to find the cheapest method that is satisfactory.

Soda ash was the old stand-by for this work, and soda ash costs $1\frac{1}{2}$ cents per pound. But of late years there have been pushed for sale many mixtures of soda ash and other things on the plea that the mixtures are better than the plain soda ash. The mixtures cost all the way from 4 cents to 24 cents per pound.

If the mixtures are enough better to pay for it, we should use them; but if they are not better, we should not use them. On the Lines East we have extended the use of soda ash during the last three years with such success that now we want to see if it can be done in the West. In the East we reduced the boiler compound bill \$125,000 per year between 1920 and 1921, and are extending the use of soda ash all the time.

By our new method of blowing it into the boilers as a dry powder we get results never attained before, and we have little foaming when using waters less than 20-grains-per-gallon hard.

The tendency is to overdo the use of soda ash in the engine tank and thus cause foaming. The object of a railway is to get trains over the road, and this cannot be done with foaming boilers. It may be that there are some waters which cannot be handled with soda ash without foaming, and if so, we want to know it.

There are some waters so hard that to precipitate all the scale matter into the boiler bottom would certainly cause foaming, but if any other compound did not cause foaming it would mean only that that compound was too weak to keep the flues clean.

It is to get your experience and opinions on these matters that we have called you here today.

On the Northern Montana Division, waters are as hard as anywhere out here and soda ash has been used for at least two years. Will Mr. Burrill, Boiler Foreman from Lewistown, tell us how he tries to keep the boilers free from scale and with what success, and then perhaps we can learn how they behave on the road.

A. G. Burrill, Boiler Foreman, Lewistown, Mont.:

The Northern Montana Division has been using soda ash for four years altogether, and we have been getting very good results. We have also used anti-scale compound, even in large quantities, but we could not get anywhere with it. For the past two years we have used only soda ash, and now the flues and sheets are clean except for small fillets around the bolts and a little scale on the flues which we can wash off.

On boilers which have used soda ash only, like some of our I-5s and L-2s, we are getting the Government four-year limit, and we are in a very hard water country.

Before she left, the boiler was examined by Mr. Novak and Mr. Ashback and myself, and the sheets were clean with the exception of the fillets around the bolts.

Once we were out of soda ash for two weeks, and had nothing to use but kerosene and crude oil. We used it, but scale increased very fast. As soon as we began using soda ash again the boilers began cleaning up. In our territory we have done better with soda ash than with anything else we have ever used.

Joseph Ashback, District Boiler Inspector, Deer Lodge, Mont.:

My experience as Boiler Inspector covers only one year, but for that time I can speak with authority. After washing a boiler we blow the soda ash in dry according to our circular letter, and vary the amount according to the condition of the boiler. If there appears to be scale accumulating, we increase the dose. We sometimes use as much as 20 pounds in an L-2 engine.

Lately we sent one of the L-2s to the shop because she had made her mileage; and, just knowledge. I have noted that in some places the road engines are more easily kept clean than the switch engines. These latter gather a thick hard scale which soda ash cannot loosen, so that the sheets must be bobbed at intervals to help keep them clean.

At Marmarth the water condition is good and there is little trouble, but at Miles City the water is very bad and boilers require frequent washing. There they have used both soda ash and anti-scale, and I think the soda ash has done the better cleaning. In the soda ash boilers one can see bare spots on the sheets. The fillets of scale around bolts are hard to remove, and there is considerable scale on the front end of the flues though very little on the back ends. At Harlowton the soda ash boilers are cleaner than the anti-scale boilers; and at Lewistown, where only soda ash is used, the boilers are good and clean.

A. R. Kidd, R. H. Foreman, Lewistown, Mont.:

I am glad you called on Mr. Burrill first, because he has been in Lewistown longer than I and has studied conditions carefully. Mr. Novak examined our boilers about six weeks ago and was well pleased with their cleanliness.

In the case of our switch engines, we blow in 8 pounds of soda after the washout, and on the second day put 8 pounds in the engine tank. On a G-6 engine we put 8 pounds at the washout and 8 pounds in the engine tank next day. On K-1 engines we use 12 pounds at a washout and the same amount in the engine tank, which we put in ourselves. The circular letter advises putting it in on the road, but it does not work out well unless we have an arrangement that would put the soda ash into the water as it is pumped into the tank. I believe that would be all right. On the L-2s we put in 15 pounds at the washout, and more or less according to the condition of the water. At Lewistown we have very hard water which is sometimes muddy.

We are getting along very well and have no foaming of consequence.

James Andrews, Lead Boiler Maker, Harlowton, Mont.:

Commencing about four months ago, we had instructions to make a comparative test between soda ash and anti-scale compounds. In two engines we used 15 pounds of anti-scale every

other trip and 10 pounds of soda ash in the engine tank at each end of the road. In the other two we used 15 pounds of soda ash sprayed into the boiler and 10 pounds in the engine tank at each end of the road. At the end of the test we could see little difference in the boilers. They were all clean with the exception of fillets around the radial stays and staybolts.

But a great deal of snow water has been coming down the river, and I think the test should be made in summer when the water is low and hard.

On the road engines, we get the best results where the engineman does not blow off the first trip but leaves all the soda ash or anti-scale in the boiler, and then blows off thoroughly at the end of the trip.

H. E. Riccius, Master Mechanic, Miles City, Mont.:

At Harlowton we could see little difference between the soda ash and the anti-scale boilers. They were all clean, but it should be noted that during the test everybody was on his toes to see that we got good boiler washing, and the boiler inspector was there too.

There is no question in my mind that soda ash is the thing to use from Harlowton to Melstone, and I think that we can get along without any anti-foam compound.

At Miles City, there are going to be times in the year when soda ash alone will not do the work. We must use anti-foam also.

At Marmarth, I think we should not use soda ash, because when we did we found that the cylinder packing had to be renewed every thirty days.

Dr. Koyl:

I see that Lines West have put a lot of study on this question already. I did not know that so much had been done, and I am glad that Mr. Rusch is here to conduct the examination. He knows more about the inside of a boiler than I do, though I have been studying it for twenty years. Mr. Rusch has been studying the boiler while I have been studying the water.

I agree with him too in regretting that the law is general which calls for the dismantling of boilers every four years. Before the law was passed, many boilers in the soft-water parts of the country used to run for twenty years without the removal of a flue. But in most of the country the law is a necessity for the general safety. It is like the prohibition law; we all must suffer because a few persons cannot act with moderation.

The material in the water which does damage to the boiler is limestone in some form; that is, the compounds of calcium and magnesium. These separate from the water when it is heated, and are deposited as scale, the carbonates at the temperature of 212° F., the sulphates at about 300°. When flues are covered with scale, of course they get overheated and swell tight in the flue sheet; and if the scale is loosened by soft water, or soda ash, or some good boiler compound, the flues become cooler and shrink in the flue sheet, and the boiler leaks. Also when this loosened scale become threshed fine, the boiler commences to foam.

Of course, the proper remedy is to take this scale matter out of the water before it reaches the boiler; but water softening plants cost a lot of money, twice as much up here where they must be housed as in the south where they can work in the open, and if we cannot afford the softening plants we soften the water in the boiler.

Soda ash will soften some waters in a boiler, but not all waters. Soda ash is the foundation of all good boiler compounds, and I cannot imagine any boiler compound being better than soda ash. But everyone should remember that these compounds are only half soda ash, that they loosen only half as much scale as soda ash does, that 5 pounds of soda ash is as good as 10 pounds of compound, and that if a boiler does

not foam with 10 pounds of compound but does foam with 10 pounds of soda ash, than the amount of soda ash should be cut down.

C. E. Brook, Master Mechanic, Bellingham, Wash.:

I can remember when we began using soda ash between Aberdeen and Mitchell, more than thirty years ago, and I believe Dr. Koyl hit the nail on the head when he said we overdid it. I can remember firing for men who used so much soda ash that it looked like crystals in the water glass.

Then I went to the Superior Division where we used no soda ash, and then I came out on the Extension. In 1910 or 1911, when Mr. Manchester was Master Mechanic, he said to me one day "The boilers between Miles City and Melstone are dying every day. What can we do?" I said "Give them soda ash". We did this, and in a few days we had the leaking stopped. Then we began to use other compounds, and we overdid that too. I have seen 2" of anti-foam in the bottom of an engine tank. We can over-anti-foam as well as over-anti-scale.

But my experience agrees with the statement of Dr. Koyl that soda ash is just as effective as the best compounds; but it must be used with discretion. It is entirely a question of educating the persons who administer the soda ash.

Where I am now the water is good, and we have not been using anything in the boiler because the water did not need it. But Mr. Medinger came out and said "Let's give her a shot anyway, and see if anything comes out". So we did, and here is a sample of what we got out (exhibiting boiler scale). So now I take my hat off to Medinger.

Thomas McFarlane, Master Mechanic, Mobridge, S.D.:

Soda ash is all right, but it must be used properly. It is no good to put it in at the terminal and then have the engineman blow it all out as soon as he gets away. It should be mixed with the water every time water is taken, and then the boiler should be blown off lightly and frequently. When I was running an engine, and Mr. Main was Traveling Engineer, Mr. Opie, Master Mechanic, and Mr. John Horan in charge of soda ash treatment, I arranged with them that I should put the soda ash in at every water tank, say three pounds, and we got excellent results.

However, I take issue with the brothers who say that soda ash, or any kind of compound, can loosen the scale of some of these river waters which contain mica and fine sand. The Missouri River is a sample. I boiled an engine for twenty-six hours with soda ash and caustic soda, and could not loosen the Missouri River scale in her. On the balance of the Trans-Missouri Division we have no trouble with scale, but I don't believe that anything but a water-treating plant will do the work at Mobridge.

Mr. Rusch:

In my experience in engine running, when I was on a hard water district I always had certain points at which I blew out the boiler regularly, only a short blow-off, just while I was counting 1 to 10, at one place with one blow-off cock, at the next place with the other, just enough to get the sludge out of the leg of the boiler, and it worked very well. On the Milwaukee Railroad there is a great deal of territory where soda ash or some compound must be used, and should all educate the enginemen to the proper methods of blowing off.

C. M. Bono, Main Boilermaker, Mobridge, S.D.:

I have been in Mobridge for twelve years. When I first went there the water was taken direct from the river, with very little settling, and was quite muddy. So when they put in the large settling basins in 1916 I thought my troubles were over, but instead of that we now get hard scale and pitting.

Up to 1917 we could run a set of flues the Government limit (it was three years in those days) and on the branch lines it looked like a shame to take the flues out. But since the most of the mud is settled out of the water down the river we get a heavy scale that soda ash does not altogether loosen. Even in our stationary boilers, where we feed the soda ash in with the water, we get scale. When we put soda ash in the road engines they commence to foam, which proves that it loosens some of the scale; but when we tried to steam out one of our boilers with soda ash and caustic soda, the scale did not come loose. On the other hand, I am not sure that the caustic soda was fresh. I am an advocate of soda ash for switch engines and stationery boilers at Mobridge, and also for road engines at Mobridge only. The rest of the Trans-Missouri Division does not need it, and it should not be used out of Marmarth.

Mr. Rusch:

At Marmarth, we have a condition different from that at any other point I know of. Marmarth, the Terminal, has a soft water reservoir; while Baker, the next water station west, has a hard water reservoir. And the waters will not mix. When a Musselshell Division engine takes water at Baker and goes to Marmarth, she must drain her tank of Baker water if she wants to get out of town. If these two waters were from wells, they might be on different strata and we might look for different kinds of water; but they are both surface waters from near-by territories, and it seems very strange. Marmarth water needs no compound, and compound apparently has no effect on Baker water. That's the reason I am in favor of a treating plant for Baker. In fact, we just about must have one to get along. And we need one at Mobridge too.

Omer Maxfield, Main Boiler Foreman, Marmarth, N.D.:

At Marmarth, boilers which have been running three or four years can have every thread counted on the staybolts. We do not need soda ash or any anti-scale compound, but we do need anti-foam for the Trans-Missouri Division. They tell me that every tank from Marmarth to Mobridge has a different kind of water, and I believe they use from ten to fifteen pounds of anti-foam over the division.

(Concluded next month)

Another Leaf From My Memory Book

Will A. Robinson

Some of the veteran corps will remember the great time us Milwaukee Road boys had during the Encampment of Civil War Veterans in Milwaukee in 1880 when General Grant, General Phil Sheridan and other famous fighters were here. Our road brought General Grant to Milwaukee, making a run from Chicago that was a record. Curt McCollum (the engineer who pulled the first passenger train out of Chicago over the new Chicago Division in 1873) was engineer for the Grant Special, and he certainly made the fastest run ever made up to that date on the Chicago Division (running time), although it was made under difficulties. The cars were just out of the shop and the journal bearings were not worn down smooth as yet, so the crew had to jack up the cars during the trip and put in seven new journal brasses. Fred D. Underwood was the Conductor, and Messrs. S. S. Merrill and A. V. H. Carpenter accompanied the distinguished party from Chicago.

During that week I was running baggage for Will Underwood, with brakemen "Dollie" Wright and O. P. Taintor. The first day of the Reunion I was ordered to take a car of baggage on a Spe-

cial emigrant train from Chicago to Minneapolis, via Prairie du Chien and I. & D. Division over the old Pontoon Bridge across the Mississippi, as we were blocked at LaCrosse on the Main Line, account of a washout there for two days. I came back from Minneapolis, however, via the River and LaCrosse Division, and leaving LaCrosse, at Sparta and all along the route, the depot platforms were lined with Civil War Veterans heading for Milwaukee. We had to leave many of them behind for want of room, not having enough coaches. Milwaukee was crowded with soldiers, sleeping in tents and anywhere. They were generally strong, hearty men, those days, and they seemed to enjoy their return to "Tenting on The Old Camp Ground" very thoroughly. The weather was magnificent and everybody was happy. The Camp was located up on the lake shore beyond North Point on the site of one of the old Civil War Recruiting Camps.

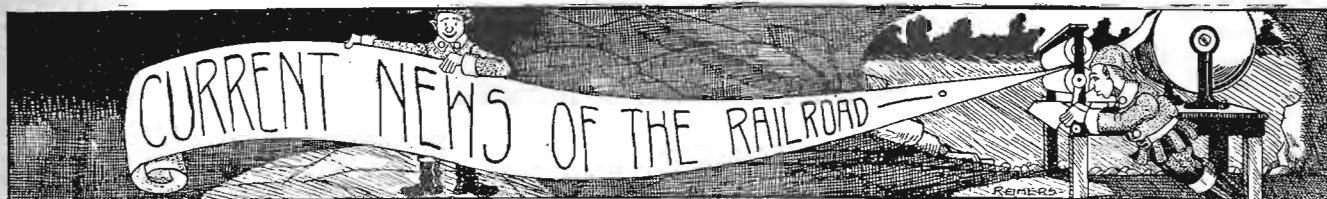
Everybody was happy, cheers and patriotism filled the air. The old south side depot never had such a memorable crowd of notables and privates. There were no Union Depot, iron fences or gates those days, and when the Reunion broke up the officials of the railroad were swamped for space in coaches to carry the veterans back to their homes. George O. Clinton, Captain in the 1st Wisconsin Cavalry) and a soldier with a record was Yardmaster, and there was something doing when he was around. He had a train of nice flat cars rigged up by the railway carpenters, with a board fence around each car and board seats. The Vets were glad to ride even on that train, in order to get home, and that Special ran as far as Camp Douglas. Everyone got home with little delay and no accidents.

General Grant went back to Chicago on one of the last days of the Encampment and General Sheridan left the next day. Mr. Underwood was again the Conductor, I was baggageman and we had only a baggage car and one parlor car with the engine. Mr. Underwood rode the engine and I rode in the car with General Sheridan and his colored valet, who had gone through the Civil War with the General. We had no brakeman. The crowd of veterans was so dense trying to bid "Phil" good-bye before the signal to pull out was given, that the engineer could hardly work his engine through the vast throng.

The memory of that great Encampment week in Milwaukee came back to me strongly as I stood recently in Lincoln Park, Chicago at the unveiling of the statue of General Sheridan on his horse. After the ceremonies were over, I had the honor of meeting and speaking a moment with General Sheridan's widow.



Mr. B. A. Dousman, Special Accountant Enjoys His Vacation in Yosemite Park.



"Is Railroad Relief Enough"?

The following is an editorial from Wallace's Farmer of June 13th, and in view of what has transpired since that date, it is interesting, because the editorial states that the farmers need \$3.00 a hundred more for their hogs and 15 cents a bushel more for their corn. The market reports on June 13th show corn selling for 80½ to 82¼ cents per bushel. On August 22nd, the market quotations for corn were \$1.20½ to \$1.22½, an increase of more than 40 cents per bushel. Hogs on June 13th, "bulk of sale" ranged from \$6.70 to \$7.10. August 22nd, market price, "bulk of sale" ranged from \$8.85 to \$10.10, an increase of \$3.00 per hundred in the top price. Such an increase in the market price of farm products is worth many times more than any reduction of freight rates that has been proposed by those who wish to place upon the railroads the responsibility for unsatisfactory financial returns in other lines of industry. Wallace's Farmer says:

"Some people think that high freight rates have more to do with causing the farmers trouble than anything else. This is not true.

"If freight rates on corn and hogs were put back to pre-war levels, the Iowa farmer would only be getting 3 cents a bushel more for his corn and 11 or 12 cents a hundred more for his hogs. In saying this, we don't mean to infer that Iowa farmers should not do all in their power to get just freight rates. At the same time, we feel that if farmers were able to do absolutely everything that they want to with freight rates, they would be greatly disappointed.

"Farmers today need \$3 a hundred more for their hogs and 15 cents a bushel more for their corn. Nothing that can be done to the railroads can possibly make up this difference.

"While it is right and proper that farmers should continue to think about railroad rates, we believe that it is a mistake at the present time to think so much about lowering freight rates that proper attention is not given to the question of the surplus food which we are sending to Europe at unsatisfactory prices. There is a tendency for some of our politicians to think too much in terms of a generation ago. We should do all that we can to get lower freight rates, but at the same time we should by all means put our most serious efforts to work on the problem of getting farm product prices on a fair relation to other prices. We incline to the view that it is easier and better to put farm product prices up than it is to bring railroad rates, labor wages, taxes and city product prices down."

Owens The Most Trackage

The five railroads which own the most main track mileage in the United States, are the following, given in the order of such trackage owned:

Chicago, Milwaukee & St. Paul Railway.....	10,154
Chicago, Burlington & Quincy Railroad	9,052
Atchison, Topeka & Santa Fe Railway.....	8,759
Chicago & Northwestern Railway.....	8,387
Chicago, Rock Island & Pacific Railway.....	7,413

The above refers to the ownership of main line track by the companies named and does not include any trackage which is merely operated or leased but not owned.

The Great Northern, which runs partly through Canadian territory owns 7,123 miles of main track.

The Canadian National Railways, operating certain sections of its line in the United States, owns 20,296 through its constituent companies. Likewise the Canadian Pacific Railway, with some mileage in the United States, owns 8,015 miles of main line track.

Commissioner Potter Explodes Fallacious Theories in Rate Case

The following are extracts from the concurring opinion of Commissioner Potter in the I.C.C. declination to reduce grain rates:

Rate Reduction Would Not Help the Farmer

The most that is claimed is that producers would be benefited. It is by no means certain that this would result. The amount per bushel, or per one hundred pounds, involved in the reduction asked for, would be no more than current market fluctuations from day to day. The middle man or dealer might benefit but not a penny would ever reach the producer.

About 85 per cent of all the shippers pay to the carriers is used to pay operating costs and taxes. If the owners of the railways were to receive nothing for the use of their properties, which we have found worth more than \$20,000,000,000 rates could not possibly be reduced under present conditions of high cost of every thing the carriers use by more than 15 per cent. A general rate increase they would assure a fair return to railway owners, improve railway credit, encourage betterments and expansion, and stimulate purchases, would help the farmer by increasing the demand for his products and improving the price which he receives. An increase would probably be the best thing that could happen to the entire country. A general decrease would be certain to bring disaster and the producers of agricultural products would suffer most.

Railways Not to Blame for Present Conditions

We are passing through a serious period in world affairs. Times are out of joint. Discontent breeds criticism. We are suffering an epidemic of selfishness, greed, high living, extravagance, and waste. Railways are kicked and cuffed because of habit and because they are within the reach of the discontented and disgruntled. The farmers and railways should pull together. Their interests are identical. They share alike in prosperity and adversity. Each class should do for the other all it can. They both suffer under low prices for what they sell and high costs for what they buy. Both are at a disadvantage as compared with practically every other industry. High costs of production and distribution hit them both alike. They should take up fundamental problems together and in co-operation. They should work with one another for mutual benefit.

The talk about the freight rates on farm products and the Esch-Cummins act as being responsible for, or having the slightest effect on, the condition of any part of the agricultural industry is a colossal exhibit of unsoundness and insincerity. We should say what the well-informed know, that they have not the slightest effect on the prices the farmer receives for his products. Haul them for nothing, and he would not be a bit better off. The most that is claimed for a reduction is that it would have what is termed a psychological effect upon the farmers. It is supposed he would think he is being benefited. The farmer would not be fooled very long by such deception.

Railways Not in Position to Try Expensive Experiments

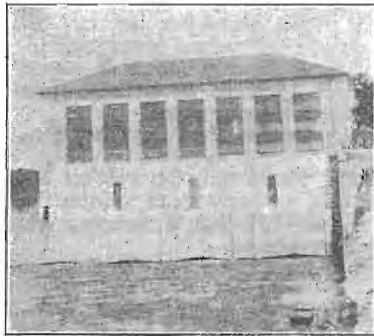
It would be easy to become enthusiastic over the plan suggested by one of the dissenters to put such pretensions to the test if some honest way could be found to get the money to do it with. It is difficult to go along with a proposition to take this money from the railroads. Just how we are authorized to take away from them twenty or thirty millions of dollars a year to prove that some one else is wrong, and that after all the carriers are entitled to this money, I can not see.

Low prices are not in themselves the basis of distress in agriculture. They are results, not causes. The basic ill is over-production. Correct that and prices will adjust themselves to a satisfactory level. As long as there is a surplus above the market needs the competition of producers for the market will force the prices down, no matter what the freight rate is, and even if it were entirely removed. If the farmers' dollar is not worth as much as other dollars it is because they have made it so by excess production. Their dollar is, in fact, worth as much as any dollar. The trouble is that competition among themselves forces them to give up too much for it.

Progress on the Ford Plant at St. Paul

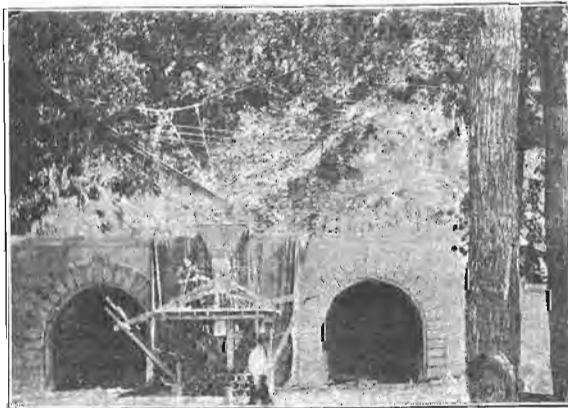
At this writing, the main building of the new Ford Plant located on the Mississippi River in St. Paul is nearly all under roof, and with the completion in the next few weeks of construction now under way, St. Paul will have become the Power City of the Northwest. The great plant is served exclusively by tracks of the C. M. & St. P. Ry. directly to the plant and into the main building.

The illustrations herewith show the development as of August 10th. No. 1



No. 1

shows the new hydro-electric station located at the east end of the Government Dam. The exterior of this building is completed and the machinery is rapidly being installed. The huge turbines in this plant are among the largest in the world. Three units of the contemplated 4500 horse-power turbines have been installed and the Ford Motor Company is now delivering energy to the Northern States Power Company, for distribution in St. Paul, Minneapolis and surrounding territory, for by the terms of the lease by the Ford Company from the Federal Water Power Commission, there must be complete utilization of all the power developed and the Ford Company must sell all of the power over and above that which can be used at the Ford Factory.



No. 2

Photo No. 2 shows the portal at the entrance to the tunnels that lead from the river landing to the elevators at the center of the building.

Photo No. 3 is a view of the southwest corner of the main factory building, and a portion of the west facade; while No. 4 shows the southeast corner and the easterly side, giving an idea of the tremendous length of the structure.

The building walls are completed and glazing is under way. It is expected that the assembling plant will be in operation by January 1st.

The development of the tremendous water power at this point, means much to the railroads entering the Twin Cities, for it is estimated that with the completion of the three projects now under way, there will be enough power here to electrify every railroad train entering the city, should the railroads decide to elec-



No. 3

trify. It will also mean much to the industrial progress of that section for much more power will be developed than can be used in either St. Paul or Minneapolis, and so St. Paul will become a great distributing center, sending power instead of being a receiving point as in the past.

The city of St. Paul is preparing to



No. 4

beautify the approaches to this great enterprise and will establish a beautiful park in near proximity to the Plant. A cut-off road to be known as the Ford Highway will extend from West 7th and Madison Streets to Cleveland and Boland Avenues, a distance of about one and a half miles. This road is primarily

for the purpose of keeping the heavy trucks and commercial hauling off the Boulevard.

About two hundred acres of land north of west 7th Street is being acquired and will be known as Highland Park. This will make a pleasant nucleus for the settlement which is sure to grow up about the Ford Plant, giving those who work in the factory the stimulus of living amid beautiful surroundings. The river flows between high, precipitous banks that, like all of Minnesota, are heavily wooded, and when the grounds about the

Dam are cleaned up and put in ship-shape condition, the new park is landscaped, the locality of the new Ford Plant will be one of the sights of St. Paul.

The C. M. & St. Paul Susan Elam, Ladd, Ill.

When you're out for a vacation
And you want a pleasant time
With a plenty of good fishing
With a seine or with a line
You can find the place you are looking for
Where you can fish with line or trawl
If you buy your railroad ticket
On the C. M. & St. Paul.
If you want to go a-hunting
With your dog and with your gun
When you're tired of the city
With its rattle, din, and hum
You will find in Minnesota
The best hunting ground of all
But the best rail road to go on
Is the C. M. & St. Paul.
If you wish to study nature
With your canvas and your brush
From the beauties of the forest
To the dells where waters rush
There are scenes whose names are legion
There are splendid waterfalls
On the grand scenic railroad,—
The C. M. & St. Paul.
If you think of going farming
For to farm is being King,—
Where you can raise all kinds of crops
And then to a market bring
Just go to the Dakotas
See the big crops in the fall
And the cheapest and best route to take
Is the C. M. & St. Paul.
If you're going to the Pacific
To the famous golden west
Where ships from every nation
In the harbour are at rest
Where roses bloom in winter
And fruit ripens—Spring and Fall
The quickest and best route to take
Is the C. M. & St. Paul.
Would you see the force of nature
And the inventive power of man
Where trains climb over mountain tops
And through deep gorges glide
Where the sun scarce shines in mid-day
Through the canyon's rocky wall
Take the electric train for Puget Sound
On the C. M. & St. Paul.
And when you're tired of roaming
And your thoughts have homeward turned
To the cottage of your childhood
That you long have left behind
Check your trunk and board a sleeper
Then with no care at all
They will take you safe to your home town
On the C. M. & St. Paul.

A conductor and a brakeman on a Montana railroad differed as to the proper pronunciation of the name "Eurelia." Passengers at this station are often startled to hear the conductor yell:

"You're a liar! You're a liar!"

And it does not help matters when the brakeman immediately pops his head through the rear door and remarks:

"You really are! You really are!"

—North Star.

The Weakling

She could swing a six-pound dumb-bell,
She could fence and she could box;
She could row upon the river,
She could clamber 'mong the rocks;
She could golf from morn to evening,
And play tennis all day long;
But she couldn't help her mother
'Cause she wasn't very strong.



Safety First A Slogan For the Public Too

After carefully observing and reading it appears to me that the question of "Safety First" not only depends upon the vast army of men employed by our company, but upon the public as well.

I would say the first steps of "Safety First", should begin in the School as the little minds grasp it quicker and go about learning those things in a business-like manner.

The company's earnestness and large sums of money spent trying to make things safe for the public is not appreciated by them. The grade crossing should not be the menace to the public that it is today. It would be impossible to place guards and gates at every crossing of the Milwaukee and in nine cases out of ten, accidents at grade crossings can be laid directly to the persons themselves, who refuse to "Stop, Look, and Listen."

The man who can devise a method which will compel every motorist to take care of himself and passengers will be a benefit to humanity equal to our great surgeons and inventors.

Railroad companies are very careful in choosing their engineers and other workers, but any one, drunkard, drug addict, or feeble-minded, is allowed to drive an automobile.

About 70% of accidents at railroad crossings occur in daylight, 63% at crossings when the view is entirely open and at places where the driver is entirely familiar.

Carelessness and indifference, as well as chances taken, are the primary causes of 90% of all the accidents in the United States.

From accident statistics, we get the facts that the last few years, show a larger decrease of personal injury to employees and passengers handled on our railroad, than previous years, due mainly to the safety organizations, and the co-operation of officers and employees.

"Safety First" is the slogan now recognized by all institutions, industrial centers and municipalities as the real means of reducing human sufferings and we are only anxious for the public to adopt it and apply it to their daily life.

This also demonstrates that it is very necessary for the people to consider this and take it upon themselves to advance the safety idea to their friends; themselves first, setting the example and, if applied, the law of common sense will supplant any necessary state or federal law that may be deemed advisable.

"Safety First" depends upon: First, a genuine desire to conserve against injury or loss of life, Second, an intelligent and constant watchfulness on the part of each employee for the safety of his neighbor as well as his own, Third, repeated warning and instruction against

taking unnecessary risk or unreasonable chances.

Mr. F. H. Phelan, Roadmaster,
Montevideo, Minn.

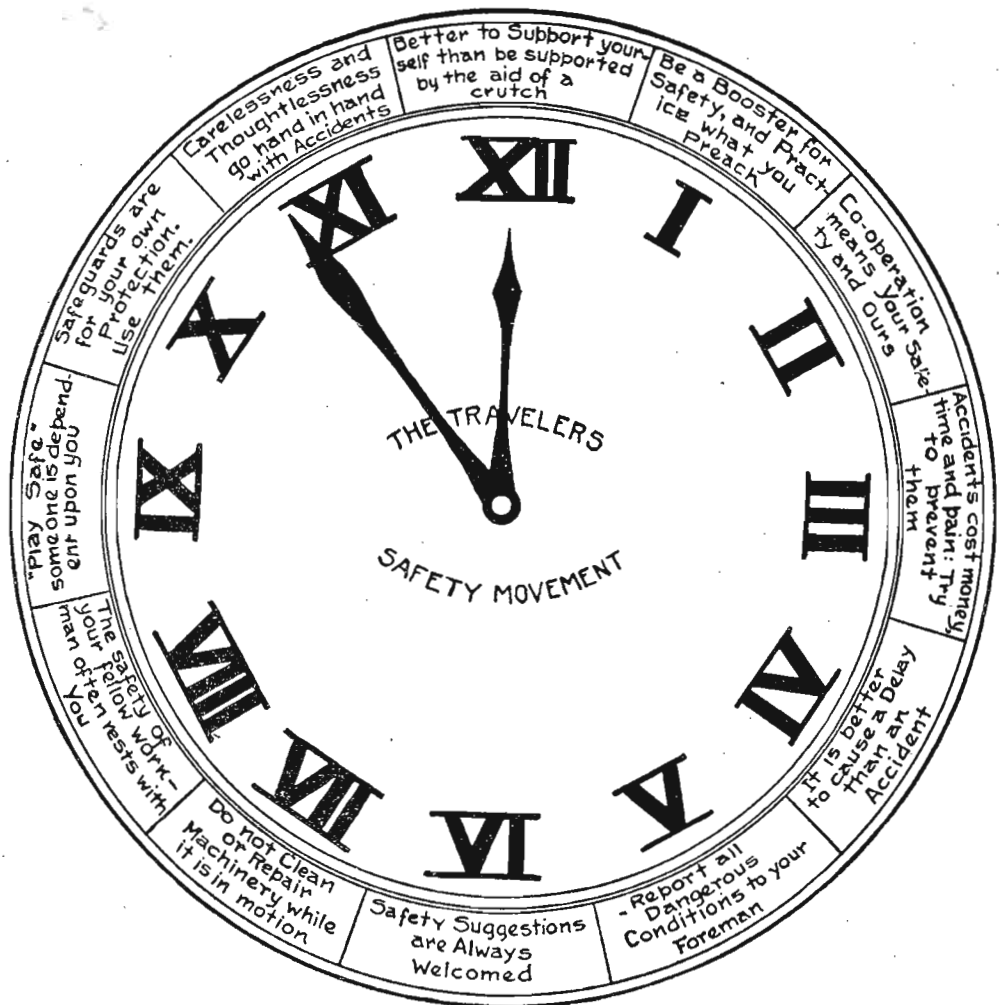
Safety First At Highway Grade Crossings

This paper will deal principally with Safety First at highway grade crossings. So much has been said on this subject that in almost any article where we read about this we find some repetition of what has already been written or said but we also find that there is always some new idea brought out.

This is an old subject, yet it is a new

A Safety Thought

For Every Hour



Watch This Clock

are requiring that a great effort be made to keep down the number of accidents in the face of the increasing traffic and the increasing rate of speed at which we travel.

There are over 256,000 grade crossings on Class 1 railroads in the United States and to eliminate all of these crossings is out of the question. It has been estimated after careful investigation that the cost of eliminating all of these crossings would cost 19 million dollars.

One conference on this subject by authorities resulted in the conclusion that the task of curbing reckless driving is more imminent than that of producing accident proof road structure. In Iowa in 1922 there were 6513 highway accidents which involved casualties and of these only 4½% were at Railway grade crossings. The Highway Commission concluded that 90% were due to reckless and careless driving.

A great deal of time and thought has been put on this by men who have observed conditions in different parts of the country. A conference was held in Chicago on April 30th and May 1st at the instance of the National Association of Railroad and Utility Commissioners and their conclusions are summarized in 19 different measures. One of these is that motor drivers should be forbidden to ex-

ceed 10 miles per hour within 500 feet of any railroad crossing until positively assured that no train is approaching.

In this list of recommendations is the one that the proximity of railroad tracks should be designated by standardized, uniform and unmistakable indications. Also it is recommended that all extraneous signs and devices should be excluded from the immediate vicinity of grade crossings.

Many rules have been made pertaining to Safety First and it is likely that many more will be made. Some states have passed laws that seem to be too drastic to be enforced. In one state where the law requires stopping at all railway crossings, the law is not obeyed. A law that can not be enforced is not a good law to have.

It may be that in time a law of this kind can be enforced. In St. Paul there are four arterial streets that can not be crossed without first coming to a full stop. This ordinance is enforced without much trouble and it looks as though the public was beginning to realize the value of some of these Safety First measures, at least in some localities. Care should be taken in posting "Stop" Signs where it is not expected that the driver will bring his car to a full stop.

There is some difference in opinion among authorities on the question of

coming to a full stop before crossing a railroad track. Some have the opinion that all autos should slow down sufficiently upon approaching a crossing so that the car can be stopped in time if a train approached. Some drivers can do this but there are some who can not.

If the motor is running hot, the driver is tempted to keep going rather than to slow down and wait for his car to slowly pick up speed again after making the crossing. This also applies to railway track motors and I feel certain that many accidents can be traced indirectly to this cause. It is for this reason that the motor should be kept in good order and the right kind of oil used to have a safe car to run.

In my opinion, Safety First means using the best judgment we have and developing a better judgment through our own experience and by observing the experience of others.

Probably no one uses the best judgment in this respect at all times and the only way we can make progress in this line is to first watch our own step and set a good example for the fellow who is careless. This will put us in a position to give advice and council to the careless and unthinking.

M. A. Bost,
Assistant Engineer.

Prevention of Overcharge Claims

By J. L. GINAINE, Chief Rate Clerk, AFCC

The Consolidated Classification is the most generally used publication of all the railroad freight tariffs in the station library; no tariff file is complete without this exhaustive catalogue of shipping and rate information, its usefulness is of paramount importance wherever freight rates are in question, and where it is a matter of using merchandise classes it is indispensable. It is the improper use of the classification, indifference to its provisions, and failure of Agent to bill out shipments at their proper classification description that causes so many claims.

The Consolidated Classification enumerates nearly every article of merchandise that is usually shipped. The class assigned to an article when shipped in boxes may be different to that assigned to the same article when in crates, or in bundles, or loose. It depends also whether the article is knocked down, knocked down flat or set up; each of these qualifications affect the rate that is to be used and they must not be slighted or overlooked by either the Forwarding Agent or the Receiving Agent.

The shipping receipt may show a correct classification description of the article it covers together with information as to how it is packed and whether knocked down, knocked down flat or set up. When all of this information is furnished by shipper it is easy for the Forwarding Agent to ascertain the correct rate applicable, but finding the rate and marking the shipping ticket with the rate is not enough, the waybill must show the same full description as the shipping ticket; otherwise the receiving Agent will not have the same means for knowing what rate to charge, as the Forwarding Agent had, and if the article happens to be knocked down, without the waybill showing that qualification,

the Receiving Agent will very likely apply the higher rate, and an overcharge will eventually follow.

The Forwarding Agent should first see that shipper furnishes a correct description—one that conforms to the classification. For example: a shipping ticket properly executed would describe a shipment of filing cabinets in this manner:

"Three crates of steel filing cabinets—K.D. Flat.

If Forwarding Agent varies from this description in billing in any particular, the Destination Agent will experience considerable difficulty in revising the billing properly. If abbreviations are necessary in billing freight, use the abbreviations authorized in the classification, but do not omit or make unintelligible any vital part of the description. Insist on getting a classification description and when you get it convey it to all others interested and in a manner that cannot be misconstrued. Do not bill a shipment such as the one above described as, three crates of cabinets, or three crates of steel filing cabinets; make your billing clear and unmistakable.

The paid freight bill issued at destination should show the point of origin, date and a true description—all in a clear legible manner; then if a shipment is overcharged for any reason, the claims can be promptly handled and it will not be necessary to send papers to the Destination Agent asking the following questions:

"What did shipment actually consist of?

"Where show point of origin?

"Please show the date shipment originated.

All this means extra work, for the Agent and for everybody else handling the claim and when you stop to consider that there are three or four thousand claims each month that require an an-

swer to the above questions, you can imagine the amount of work involved and the delay in concluding the investigation.

During June, 1924 we received a total of 6,000 new claims, 50% of this number were small, local claims, ranging from 15c to \$2.00. Nearly all of this group were due to improper classification, the rates charged on many of the shipments as indicated by paid expense bills show a total disregard for the classification—sugar, vinegar, distilled water, rough iron castings, cast iron sectional heaters, K.D., and dozens of other fourth class commodities were charged third class, second class and sometimes even first class. All of the above commodities have enjoyed fourth class for the past twenty-five years.

If the overcharges involved intricate rate propositions it would be different; we know that Agents at many of the smaller stations are not equipped for handling rate matters that sometimes require expert advice, but when it comes to claims on less than carload shipments of goods that are received day after day from such stations as Chicago, Milwaukee, Sioux City, St. Paul, Omaha, etc., it looks to me that some action should be taken at once to mend matters. It will require practically no extra effort—only a more frequent reference to the classification—to stop, at the very least 1,500 claims a month and it is expected that every Agent reading this article will co-operate with this end in view.

For Men Only

A portly woman had, by mistake, taken a seat in a railway coach reserved for smokers. With unconcealed indignation she saw the man next to her fill his pipe.

"Sir," she said in frigid tones, "smoking always makes me ill."

The man calmly lit his pipe and puffed contentedly, and at the same time replied:

"Does it, ma'am? Well, take my advice and give it up."—Chicago Herald and Examiner.



To Delivery Clerks and Other Employees Who Deliver Freight

In the consummation of every business transaction there is always one special person designated to "CLOSE THE DEAL," and in the great business of transportation you are this special person, designated by the Railroad Company to protect its interests and you control the last, but by no means the least important step in the transportation of freight.

The proper delivery of freight and the obtaining of a proper receipt therefor terminates the railroad's responsibility, and for that reason it is of the utmost importance that this transaction be carried out correctly so that no one will be able to contest the validity of the receipt.

The ways in which you can help to prevent freight loss and damage are countless, but four of your most important responsibilities are:

- FIRST** To exercise general supervision over truckers working in your section and see that they handle freight carefully and stow it in the proper location.
- SECOND** To make certain that you deliver freight only to the right person.
- THIRD** To see that consignee or his accredited representative receives what his freight bill calls for and no more, and that marks on packages correspond exactly with those shown on the delivery receipt.
- FOURTH** To obtain a properly executed receipt for all goods delivered, signed by the consignee or his authorized representative.

When freight is received in your section, assemble it in shipment order in the designated place so that it can be readily located when called for. A good motto for every employee who delivers freight is, "Handle it as though it were your own." **KEEP YOUR SECTION CLEAN, AND YOUR FREIGHT PROPERLY PILED**, which will enable you to make proper and quick delivery, avoid extra labor to house forces, and delay to consignee's trucks. **CHECK YOUR FREIGHT ON HAND** with delivery receipts daily, to facilitate the collection of storage charges, the disposal of freight uncalled for, and to locate any additional marks that might be of use in locating consignee. If a package occupies one spot too long, find out why. Keep your "Over" and "Refused" freight segregated. Also, be always on the lookout for an **ORDER NOTIFY** shipment which perhaps has not been properly described on the freight bill and delivery receipt.

It is a good plan to keep shipments of cigarettes, shoes, candy and other freight likely to be pilfered, on the inside of the house away from the delivery doors. Keep your eye on the driveway side and do not leave your section without arranging for someone to protect it in your absence. Do not permit consignees or draymen to wander through the freight house and help themselves to their shipments.

Delivery of freight must only be made upon surrender of original paid freight bill, arrival notice properly endorsed, or upon written orders approved by the Agent. After you have satisfied yourself that the party calling for the shipment is entitled to receive it, careful check should be made as each piece is delivered, and all identification marks such as case numbers, invoice numbers, etc., should be recorded on the delivery receipt, and your check should be made on delivery receipt for each piece delivered.

Notations concerning shortage, or damaged condition of shipment should be made only at time of delivery and when requested by consignee or his representative. Do not make any notation until you have checked the freight, then use your exception stamp, recording alike on the freight bill and delivery receipt, in ink, a full and complete report of conditions as they actually exist. With furniture, stoves, etc., get the manufacturer's catalog number, also give complete description of the broken part. In the case of shortage, your notation should so read that it can readily be determined just what part of the shipment is short. Always weigh a shipment on which there is an exception, as the actual weight of freight

delivered is often one of the most important factors in the settlement of claim. Be specific in your exception notations, so that the so-inclined consignee cannot use it to cover a greater loss or damage to an article of greater value than that actually received.

Always endeavor to maintain that ever-essential "Good Feeling" with the consignees, their employees, and draymen. They can assist you in many ways if they have confidence in you. Most receivers are likewise shippers, and any friction may reflect itself in outbound business which is vitally essential to all carriers.

You play one of the leading parts in claim prevention activities. We appreciate your good work in the past and we are counting upon you to help us make further reductions in the loss and damage waste this year.

Remember—MAKE A PROPER DELIVERY AND GET A PROPER RECEIPT.

To Checkers and Other Employees Who Check Freight

In checking at loading, transfer, and destination stations you play a very important part in the great industry of transportation, care and accuracy being absolutely essential if the economic waste by reason of loss and damage to freight is to be reduced.

There are many ways in which you can aid in Freight Claim Prevention. For instance, if you familiarize yourself with Consolidated Classification requirements, especially the rules covering the commodities you handle most frequently, you will be able to more readily detect shipments which are improperly prepared.

There is a three fold responsibility attached to your work.

- FIRST** To make certain all checking is accurate in that it represents exactly the quantity, marks and condition of articles received and that freight is routed to proper car or section of freight house.
- SECOND** To discover and correct errors of others previously handling freight, shipping order, waybill or tally slip.
- THIRD** To supervise the work of your caller and truckers and be positive they are performing their duties correctly.

When loading freight if there seems to be a discrepancy in weight verify by placing shipment on scales. If you find out-bound shipments without marks, improperly marked or bearing double marks take up with the Receiving Clerk immediately so that correction may be made before freight leaves your station. See that shipping order is in proper shape for billing clerk to handle, and that the information corresponds exactly with the shipment as to quantity, description and marks. Insist upon your caller giving you the full name and address, case numbers, etc., appearing on the freight, so that you can check same against shipping order or waybill, which should bear check marks indicating number of packages tallied and your initials. You should also see that truckers do not make improper use of hooks, that freight liable to be stained is not placed on oily or dirty floors, that fragile shipments and liquids are set down carefully and sufficient help is given trucker in handling heavy pieces of freight.

One of the most effective methods of reducing freight loss and damage is to eliminate overs and shorts. A great deal can be done in this direction by instruction truckers in such a way that they will learn spot location. You can then verify return ballots to make sure freight has been properly loaded as the shipment out of route is more likely to be pilfered or damaged than when accompanied by way bill. This is also true where freight is placed in the wrong section of the freight house.

A complete description of all discrepancies with probable cause of loss or damage is absolutely necessary in order to take preventive measures. "ONE BOX BROKEN" does not mean anything in freight claim prevention. To prevent loss and damage the cause must be known with reasonable definiteness. The checker is in a better position to know this than any other person. If proper notation and full report

of observances are made loss and damage will diminish and less claims result.

In checking at transfer or junction points, care should be exercised to see that all freight covered by the waybill is received and in proper condition to go forward, damage or other exceptions should be carefully and clearly noted on waybills or transfer bills showing name of station and date to safeguard this Company's interest in case of claim. It is important to show affirmatively on the waybill that the shipment was actually checked, as failure to do so renders the transferring carrier liable for any loss or damage developed by the next subsequent check.

When unloading freight inspect the loading and stowing. Stand inside of car whenever possible and prevent pilfering and rough handling. If found damaged or pilfered a thorough check and inventory must be made and all damaged packages rechecked. In making notations regarding short and damaged freight be particular to record exact condition together with your opinion of the most evident cause whether due to rough handling, faulty container, inadequate packing, improper loading or stowing, etc. If freight checks over make out over report covering, showing all information so that it can be properly disposed of. When the unloading of car is finished see that information called for on face of tally pouch is complete and that all check-out slips are enclosed therein and returned to the office.

Remember—CAREFUL CHECKING CHECKS CLAIM CAUSES.

HOUSEHOLD GOODS AND NEW FURNITURE

For Special Attention During September

Claims on Household Goods increased 17% and New Furniture 10% in the first quarter of 1924.

Household Goods—Thousands of dollars could have been saved had shippers been "sold" on the necessity for expert packing. The shipper of household goods is not a regular shipper. He may use your lines but once or twice in a lifetime, but his opinion of your railroad and of railroads in general may be formed almost wholly by the condition in which his furniture reaches destination. If his goods go through undamaged, you have made a friend for your railroad. If his furniture arrives broken, due to lack of proper packing, you cannot "square" the railroad with him by paying the damage in money, nor will an explanation that the packing was at fault satisfy. Why?

Because his furniture is a PERSONAL MATTER with him. His household goods have a sentimental value to him, personally, far beyond their actual money value. A man may lose merchandise in transit and be satisfied with a money settlement, but not so with his personal effects that may have included precious heirlooms or sentimental keepsakes. It is

safe to assume that the shipper of household goods does not wish to convert them into cash, else he would not be shipping them. And he usually knows that if they are damaged or lost, his goods will be appraised, in a settlement, only on their market value or under the limited valuation declared by him in the bill of lading contract.

So it is that respect for this sentiment will make life-long friends for your railroad of the thousands of shippers of household goods.—70,000 carload and a great many more L.C.L. shippers last year,—and you can give an active demonstration of your appreciation of this by helping to distribute the enclosed leaflet, "Expert Packing Insures Safe Transportation of Household Goods."

"How to Pack and Mark Household Goods for Shipment", is the title of Circular No. 11, issued by the Freight Claim Department. This circular gives detailed information as to how different articles should be prepared for safe transportation. A supply of the circular in question can be obtained upon request sent to Mr. Dietrich.

During September good results will be obtained if the prevention departments, where practicable, will assign trained men exclusively to the inspection of household goods and new furniture, and have special inspections made by foremen at the important receiving and delivery points. Carloads received and delivered at warehouses and on team tracks should have special attention because many shipments are being received without any packing at all, or very poorly packed. Violations of the classification are one of the main causes of claims and dissatisfaction and should be reported to loading carrier. Numerous instances of damage to carloads of household goods due to lack of dunnage at the doorway are reported. This feature should be observed.

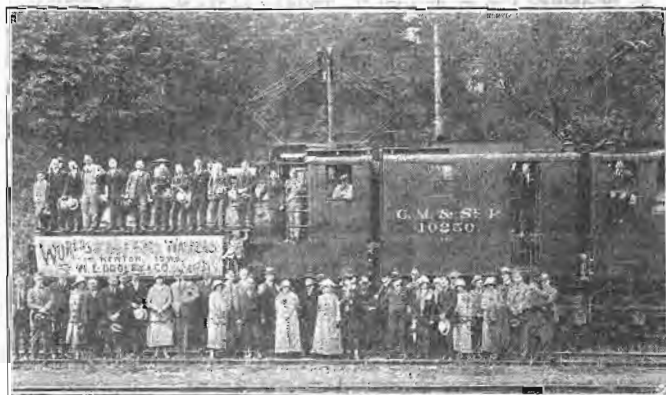
A special form of damage report for the use of inspectors during September (and October, if possible) will be distributed prior to September 1st. It will provide for compiling much-needed data in detail covering the kind of furniture, method of packing and crating, part broken and cause of damage. A great deal of damage to new furniture results from inadequate packing. Intelligent recommendations cannot be made without this information.

Claims on both these commodities equalled 5.5 per cent of the grand total for 1923 and were the fifth largest item on the list, closely approximating the heavy payments on grain and live-stock and exceeding those on clothing and dry goods. That they can be substantially reduced is proven by the experience of many warehousemen and furniture shippers who have practically eliminated claim troubles by good packing and loading.

Prevention of these claims offers a real opportunity to SELL SATISFACTION.



A Train Load of Washington Machines Shipped from Newton, Iowa to Seattle, at the right: Representatives of Woodward Manufacturing Company, Shippers of the Machines.



Joe's Lesson

You know Joe Peter Lessor,
Dat work on Railroad Shop—
De feller wit de beeg moostache,
An' not mooch hairs on top?
I tink you know de jenniman;
Mebby to-night hees here,
You can't meestak, hees nose is brak'
He on'y get won ear.
An' hees off eye is mak' of glass;
Wich happins to be so,
Becos som dang'rous place he pass,
Ware hees no beeznes go.
He'es get three feenger gon hees han;
Beside de tumb he lose;
An if you look—you neever fin'

Ten toe insides hees shoes.
Two hees bes' rib blow off hees side,
Wit dinimite las' fall;
An' 'bout wan half hees collar bones,
He have more axident, dat man,
Is soak on akihall.
Den I kin tol' you 'bout;
By sacree diable! he ben almos'
'turn insides wrong sides out!
An' how hees los' dem feenger—
An' how hees broked hees nose,
An' stove de res' hees body?
Wall, how on hell you spouse!
Becor he allers tak de leap;
Befor' he take de look;
Becor he nevairseen de hose,

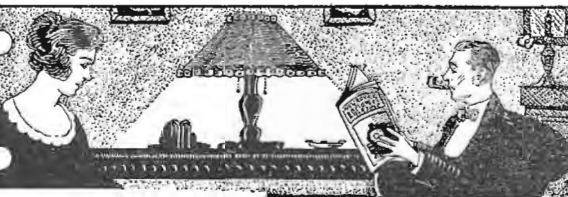
Befor' de jump is took.
But now Joe Peter Lessor,
Is very careful man;
He kap hees good eye open,
An' watch out all she can.
'By Cripes!' Joe say to me won day,
'I guess tings ain't so worse,
Sence I tak' de new insurance,
Wat dey call it, 'Safety Firs'.'
Romeo Dyer in

— Maine Central Magazine.

An Even Temperature

To the clerk who had just sold her a thermometer a woman said: "Would you be so kind as to set it at 65? That's what the doctor says I'm to keep the room at."—Boston Transcript

AT HOME



HAZEL M. MERRILL, Editor



Myrtle, One Year Old. Daughter of Section Foreman Johnson, Sioux Falls.

The C. M. & St. P. Ry. Women's Club

The Women's Club held a meeting August 23rd, for the purpose of adopting by-laws for the government of the Club. As the date was late for this Magazine, and some changes were made, the by-laws will be published in the October number, as they were changed, amended and finally adopted.

The Club will take possession of its new Club Rooms immediately and the members will go about furnishing them and equipping them for active service. The company very generously has donated chairs, tables, a couple of sofas, and some other furniture which was in storage in Milwaukee Shops. The chairs and sofas are some which have been removed from parlor cars, and which Mr. Silcox very kindly had renovated and put in serviceable condition. Several of the members have sent books, table and floor lamps, dishes, silverware; and a beautiful piano, the gift of the Fullerton Avenue Building employees, seems to presage some wonderful programs. The program committee has not as yet been named, but as soon as this is done, a program for the winter meetings will be made up and definite plans for the use of the Club Rooms established. Some good constructive work will be taken up and the endeavor will be to have all members interested to work for the good of the Club.

Dues are \$1.00 per year, and applications for membership should be made to the Secretary, Mrs. Elizabeth Peterson, care Assistant General Manager, C. O. Bradshaw, Chicago. Those eligible to membership are the women members of families of employees now in service who have seen service one year or more; wives and widows of veteran employees and women employees of the company.

Early Fashion Notes

Tune-in! Station "RYX" broadcasting few advance Fall style notes. New designs are quite varied; Spanish, Chinese, Russian; directoire and first empire, crinoline and princess, which bring a slight variation to the long straight silhouette, so long popular; plaits, the godet, with tunic in first place. Waistlines vary with the mode of the frock;

skirts are short; and sleeves long. Three-piece suits remain in high favor with much attention being paid to the linings. Dresses that have much the appearance of a coat; loads of buttons, and a variety of fabric trimmings of all kinds, used in all ways and at all times. Black satin has come into its own; ribbed silks, rep, kasha, velour, chiffon, lace, both wool and silk velvet. Dame Fashion has been so accommodating and from all indications will continue to be, that is if you prefer a straight-line one-piece frock, you may have it straighter than ever and Tailleurs of wool, rep, and twill are made with long straight lines; kashas, chevots, jerseys, flannels and twills are cut straight and finished with broad suede belts. Afternoon frocks of crepe satin, and bengaline are made in simple one-piece styles; even dinner or more formal gowns are straight and simple, mere slips. However, if you have grown somewhat weary of the straight lines, you may have the variation of a flare. Sometimes the flares start just above the knee and slant outward to the bottom of the skirt. Sometimes circular sections are hidden in inverted plaits or slot seams which flare only when you take a step. Tunics certainly have a varied use; tunic blouses; separate dresses with long overblouses; and overskirt tunics. The three piece suits appear in corded silks this fall, coats being lined with cloth for warmth. Generally the suit coats are long with the skirts always short. If you do not look well in a long coat, have one of medium length, or even a smart short one. While you may wear skirts short if you wish, skirt lengths are still varied—some short and some long—like the hair—only with the hair, we must say "mostly short."

Some designers have predicted the disappearance of the scarf this fall, but models in the windows still display scarfs, scarfs, of all sizes and descriptions. There is a returning vogue for shawls, too. Crowns of hats are higher; brims are mere edges, usually turned up in front; trimmings are high, too. This has a tendency to accentuate the height, of course, but they fit down tightly and almost to the nose. Shoes for fall wear at least, are low, with the return of the pump.

Correct Stationery

The small note, of about three-by-two size, is decidedly passe, eight-by-four being the more popular size. One of the most popular envelopes of the season is long enough to hold a wide sheet of deckle-edge paper folded into three sections, similar to folding a sheet of tablet paper. Dove-tone gray is a pleasing, charming color; texture smooth, such as might induce one to write. Large-sized stationery for women is no longer a fad but is quite the thing. Some of the envelopes have more the appearance of being designed to contain valentines, some of them being $5\frac{1}{2}$ inches by $7\frac{1}{2}$ inches. The paper fits into the envelope without



Dorothy, Two Years Old, Daughter of Section Foreman Johnson, Sioux Falls.

folding. While the more delicate tones are permissible, white is always the best form. Colored monograms are good, and a new and novel design in monograms is the cut-out, the spaces in the letters being left open, the paper showing through underneath. More interest is being shown in writing paper of character, distinction, and individuality.

Men's stationery is always more uniform than women's. Some shops are showing gift-boxes of stationery for men, containing packages of envelopes with a drawer of paper, arranged in a convenient manner.

Station "RYX" signing off.

Household Helps

To level an unsteady table, place a large flat cork, such as comes in olive bottles, under the short leg.

Rub the outside of a rubber bag, hot water bottle, etc., with little vaseline to keep the rubber from deteriorating. Let bag drain upside down for day. Blow little air into the bag and screw stopper in. Do not fold; hang in cool place away from bright light. If taken care of in this manner, hot water bags may be kept in perfect condition for a long time.

A pleasing incense for the kitchen may be made of ground cloves, and is especially effective for dispelling the odor of cooking foods. An ordinary small flat incense burner may be used.

Scars made on hardwood floors by rockers and casters will disappear if rubbed with fine steel wool dipped in soapy water.

Scratches in a sink may be prevented by placing rubber mat under dishpan.

Attach your scrub bucket to an old pair of roller skates and it will save you many a lift and step.

To remove jelly from glass or ice-cream from mould, fold a hot cloth around the glass or mould. Allow cloth to remain two or three minutes to remove jelly, but just an instant in the case of ice-cream.

Good Things Too Eat

Queen of Muffins. One quarter cup butter; one third cup sugar; one egg; one half cup milk; one cup and a half of flour; two and one-half (level) teaspoons baking powder. Cream butter, add sugar gradually and the well beaten egg. Sift baking powder and flour together and add to the mixture, alternating with the milk. A cup of blueberries, floured, makes a delicious tea cake. Bake in buttered gem pans.

Corn Meal Gems. Mix and sift one-half cup corn meal; one cup flour; three teaspoons baking powder; one tablespoon sugar and one half teaspoon salt. Add gradually three quarters cup milk; one egg and lastly two tablespoons melted butter.

Philadelphia Pepper Pot. Cook together in three tablespoons butter, one quarter cup each of sliced onion, chopped celery and green pepper. Let cook fifteen minutes, then add three and one half tablespoons flour moistened in a little white soup stock or water, and stir well. Add one half pound honeycomb tripe cut in cubes; one cup potato cubes, black pepper and salt. Pour over five cups hot white soup stock. Cover and let cook one hour. Just before serving, add one half cup heavy cream and one tablespoon melted butter.

White Soup Stock. Four pounds veal knuckle; two quarts cold water; one tablespoon salt; one half teaspoon black pepper; one onion; two stalks celery. Remove the meat from bone, cut in small pieces and place in kettle with the bone, cold water and seasoning. Heat gradually, skim and simmer four or five hours. Strain through double thickness of cheese cloth.

Cream of Cauliflower Soup. Soak one cauliflower, head down, one utes. Reserve one half the flowerets in boiling salted water, twenty minutes in cold water to cover. Cook and rub remaining cauliflower through soup strainer. Cook one slice onion, one stalk celery; one half bay leaf in one quarter cup butter five minutes. Remove bay leaf and stir the cooked vegetables into four cups hot white stock. Add one quarter cup flour thickening and then the cauliflower and two cups of milk. Salt and pepper to taste. Strain, add flowerets and reheat. This is delicious.

Devils Food Cake. One and one half cups granulated sugar; one half cup butter; yolks of four eggs; three squares bitter chocolate; one half cup sweet milk; one and three quarters flour, sifted before measuring; two teaspoons baking powder; one teaspoon vanilla.

Cream butter, add sugar and beat well; add the well beaten yolks, then the chocolate which has been dissolved in five tablespoons boiling water. Sift baking powder and flour together and add milk and flour alternately. Lastly the stiffly beaten whites of the eggs. Bake in oven of 375 degrees.

Use the following icing: One half cup milk; two cups sugar; one half cup butter; one quarter cup Bakers Cocoa. Boil until it forms soft ball in cold water. Let cool a little before beating. Add cream while beating if mixture is too stiff to spread well.

Fashion Book Notice

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1924-1925 BOOK OF FASHIONS.

Address Miss Hazel M. Merrill, care C. M. & St. P. Ry., Room 802, Chicago Union Station, Chicago.

4835. Ladies' Dress. Cut in 8 sizes: 36, 38, 40, 42, 44, 46, 48 and 50 inches bust measure. A 38 inch size requires 4 1/4 yards of 40 inch material, if made of one material. The width at the foot is 2 3/4 yards. Price 10c.

4851-4697. Ladies Coat Suit. Coat 4851 cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 4697 cut in 7 sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure, with corresponding hip measure, 35, 37, 39, 41, 43, 45 and 47 inches. To make the Suit for a medium size requires 6 1/2 yards of 40 inch material. The width of the skirt at the foot is 1 1/2 yard. Two separate patterns 10c for each pattern.

4853. Child's Play Dress. Cut in 4 sizes: 2, 3, 4 and 5 years. A 3 year size requires 2 3/4 yards of 36 inch material. Price 10c.

4849 Junior and Misses' Dress. Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires 3 1/4 yards of 32 inch material. Price 10c.

4870. Misses' Dress. Cut in 3 sizes: 16, 18, and 20 years. An 18 year size requires 4 yards of one material 40 inches wide. The width at the foot is 1 1/2 yard. Price 10c.

4865. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4 1/4 yards of 40 inch material if made with long sleeves. With short sleeves 3 3/4 yards is required. The width of the skirt at the foot is 1 1/2 yard. Price 10c.

4831. Ladies' Apron. Cut in 4 sizes: Small, 24-30; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4 1/4 yards of 36 inch material. Price 10c.

4840. Ladies' "Work" Dress. Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 4 1/2 yards of 36 inch material. The width of the skirt at the foot is 1 1/2 yard. Price 10c.

4823. Boys' Blouse. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. If made with long sleeves a 12 year size will require 2 3/4 yards 27 inches wide. With short sleeves 2 3/4 yards is required. Price 10c.

4819. Girls' Cape. Cut in 5 sizes: 4, 6, 8, 10 and 12 years. A 6 year size requires 1 1/2 yards of 40 inch material. Price 10c.

4825. Infant's Set. Cut in One Size. The Sack 3/4 yard and the Bonnet 3/8 yard of 32 or 36 inch material. Price 10c.

4843. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires 3 1/4 yards of 40 inch material. Price 10c.

Brute!

An old farmer and his wife were standing before their pigsty looking at their only pig, when the old lady said, "Say, John, it will be our silver anniversary to morrow. Let's kill the pig."

John replied with disgust: "What's the use of murdering the pig for what happened twenty-five years ago?"—Selected.



"You Can Rely on It"

*That is why most Railroad Men
choose the Hamilton Watch*

ENGINEER SORENSON of the Union Pacific "Los Angeles Limited" has been piloting passenger trains since 1900. For years he has been on fast mail runs and he has handled the special trains of Presidents McKinley, Roosevelt and Taft.

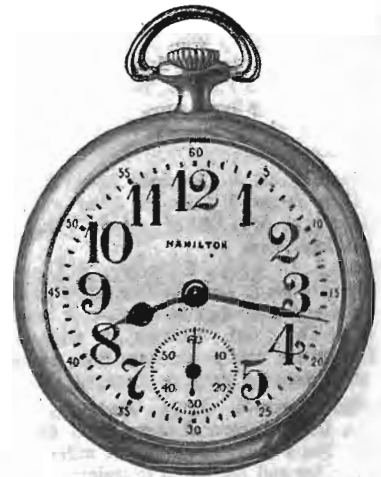
When Engineer Sorenson desired a watch he turned naturally to the Hamilton. If you ask him why he chose a Hamilton, Engineer Sorenson will reply, "I chose it for its reliability."

And therein lies the answer to why most railroad men select the Hamilton.

All watches under time inspection must be accurate. The Hamilton not only betters inspection tests for accuracy; it keeps faith with its owner, and with proper care gives years of service.

Because of this ability to serve faithfully, the Hamilton is really the most economical accurate watch you can buy.

HAMILTON WATCH COMPANY
LANCASTER, PENNA., U.S.A.



For time inspection service ask your jeweler to show you the Hamilton 992. For other than time inspection service ask him to show you the Hamilton 974 which gives you Hamilton quality at a lower price.

Hamilton Watch

"The Railroad Timekeeper of America"

SPECIAL COMMENDATION

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

Dubuque Division conductor C. H. Clark used good judgment in stopping his train during a heavy storm on July 21st, until the storm was over and then sent section men ahead from Mederville to Volga City. Several washouts were found between those places. The wires at Dubuque were also down and communication with the dispatcher was impossible.

Conductor Chas. Nelson, Aberdeen-Edgeley line for taking care of a small boy who had to stop over in Aberdeen in order to make connection with No. 17. On finding no one at the train in Aberdeen to meet the boy Mr. Nelson took him home and cared for him until the next day, and when his friends wished to pay Mr. Nelson for his trouble, he promptly refused the proffer.

Operators W. S. Wright and S. M. Fiddler, Oconomowoc, Wisc. on July 23rd, observed brake beam dragging while No. 66's Extra was passing the station and immediately took action to have train stopped for necessary repairs.

Boilermaker Helper Wm. M. Adams, Milwaukee Shops, one day in July found an iron wedge of considerable size laid lengthwise on the rails on our tracks near West Allis. He immediately removed the obstruction, thereby preventing a possible derailment.

Engineer John L. Leeman, Milwaukee, on July 19th, removed a timber lying on west-bound track at Allis Station, thereby avoiding a possible derailment.

Agent J. C. Gruba, Hillsideview, S. D., went speedily to work to save the Company's property when fire was discovered in an elevator near the station at that point. Without his valuable assistance, several cars would have been destroyed and other company property damaged.

Section foreman Anton Anderson, Lime Springs, Iowa, discovered brake beam dragging on train No. 94, one and a quarter miles east of Lime Springs and got signal to trainmen to stop before any damage was done.

River Division conductor A. J. Mattice was the conductor referred to in the following letter from Superintendent Haldeman of the C. R. I. & P. Ry. to Superintendent L. T. Johnson:

"Our trainmaster had sent me some papers in regard to the neighborly and co-operative attitude shown by C. M. & St. P. train employees, July 14th. On this occasion, one of our freight trains, when making crossing stop at Farmington, had draw bar key come out on third head car. C. M. & St. P. crew on No. 592 at the time were on the wye switch. Our head brakeman had to go to protect against No. 2. While this was going your crew removed brake lever and had the draw bar all ready to go by the time our conductor walked to the head end. This is indeed splendid, and I want to thank you and members of your train crew for the good work."

R. & S. W. brakeman Ole Midtum was instrumental in securing round trip ticket from Beloit to Los Angeles via our line to Omaha, and return via Kansas City. Superintendent Devlin says that "if all employees would show as much energy in soliciting business for us, we would haul a good many more people". R. & S. W. Div. Relief Agent L. J. Heinen, Shannon, Ill. on July 23rd, discovered something dragging under train 78 as it passed Shannon, and immediately notified the dispatcher, who stopped the train at

Florence and found brake beam down. Watchfulness of this kind is the means of preventing serious accidents.

Car repairer Charles Robins, Bedford, Ind., on August 9th showed remarkable presence of mind and bravery when a cutting torch back fired and blew off the hose at the gauge, making a terrible report and spreading flames widely. When everyone else hurriedly left, Mr. Robins came along, put out the fire, shut off the gauges and stayed by until everything was safe.

Bouquet For Steward Naething

The following editorial appeared in the Brainers (Minn.) Daily Dispatch, complimenting the service given the editor when a passenger in the Pioneer Dining Car. The praise is well deserved.

Dinner on the "Pioneer Limited"

Some men leave monuments when they die. Others live in the grateful memory of their numerous friends and one of this latter kind is the late Dan Healey, veteran caterer of the Milwaukee road who brought the dinner on the "Pioneer Limited" to such a high point of perfection, that people take that train just to get the dinner and service coupled with it.

The steward on that train is the personification of friendliness and courtesy and every colored waiter reflects that frame of mind. Generous portions are served for the regular dinner and we could hardly believe our ears when the waiter said: "Boss, if you ain't got enough, you can start right over again with roast duck and everything else." Then he came back, all unsolicited and pressed us just to try some of their roast beef. The sample was a slab as big as your hand.

We have tasted meals from coast to coast, from the south to the Arctic circle, but nothing seems to have hit the spot like this Pioneer Limited dinner menu.

Enjoyed The Olympian

City Ticket Agent Otto F. Meltzer, Milwaukee, received the following pleasant letter from a satisfied patron, who is a world-wide traveler and who found service on The Olympian the best he had ever experienced:

Dear Mr. Meltzer:— I want to take this opportunity of expressing the appreciation of both Mrs. Chittick and myself for the excellent manner in which you handled our tickets over your own railway and the steamship arrangements, viz: President Hayes of the Robert Dollar Co., going to Manila.

In all of my fifteen trips across the United States and Canada, I have never experienced a more enjoyable trip, nor so many courtesies from the employees as I did on the Olympian; the porters were polite and exceedingly courteous; the dining room steward and the waiters were likewise and the food cannot be bettered anywhere. Incidental to your dining room service, your prices are more reasonable than on any other trains I have travelled. That section of your road which is electrified offers to all travellers a smoothness and cleanness that cannot be had anywhere.

We both have decided that all of our future trans-continental trips will be made on the Milwaukee system, in other words we are "Milwaukee" boosters.

Again thanking you for your many courtesies, including the telegraphic passport arrangements, we are both,

Cordially,
Wm. A. Chittick.

Regret C. M. & St. P. Does Not Run All Over United States

The following letter written by Miss Lucille Eilers, Secretary of the Mu Phi Epsilon Sorority echoes the general praises of Pioneer service. The letter was written to Traveling Passenger

the party, on the Pioneer to Minneapolis.

Agent Wellinghoff, who arranged the trip for My Dear Mr. Wellinghoff

I have travelled on many trains before and several since, but the memorable trip on your Pioneer Limited will stand out in my memory as the best ever. I had hoped to write you while in Minneapolis, to tell you how very much we all appreciate your kind efforts to make our trip delightful, but my duties as Secretary keep me so busy, letter writing was out of the question. And since then I have been continually on the go, hence this tardy acknowledgment and grateful thanks, which, though it comes a month after the "show's over", is none the less genuine: in fact the longer I think about it, the more I think of it, and only regret that the C. M. & St. P. doesn't run all over the United States.

Yours most sincerely,

(Signed) Lucille Eilers.

Congratulates Our Organization On Such Service

Mr. F. A. Willis of the Supple-Willis-Jones Milk Company of Philadelphia, after a trip to Seattle on The Olympian, writes to Vice President H. B. Earling the following letter expressive of his appreciation of the courtesies he received enroute.

Dear Mr. Earling:

Recently I had occasion to meet my daughter from Japan at Seattle, and selected your route for transportation on my return.

The courtesy that I received enroute, and the little attentions that were given were so gratifying that I felt it due you to pass this word on, and to say that such courtesies and service will be recognized by the traveling public.

I wish to congratulate your organization on such a system.

Yours very truly,

F. A. Willis.

The Minneapolis Jobbers recently touring through the Northwest on a special train which was operated over a number of the railroads of that territory were very enthusiastic over the treatment received while on the Milwaukee Ry. of which one of the party has this to say: "The Milwaukee railroad gave the Minneapolis trade tour folks the best service and most courteous treatment they received on any trains along their itinerary; and the part of the Milwaukee Road that we were most pleased with was the C. M. Division. Every official and employee of the division from Supt. Meyer down to every section hand we saw, was ready and willing to render us service and comfort at every turn".

A Letter of Thanks

Editor, Magazine: Savanna, Ill.

I wish to take this means of thanking the C. M. & St. P. and especially Mr. A. B. Batty of Madison, Wisc. or anyone else concerned, for the return of a mink choker left in parlor car on C. M. & St. P. train between Milwaukee and Waterloo, Wisc.

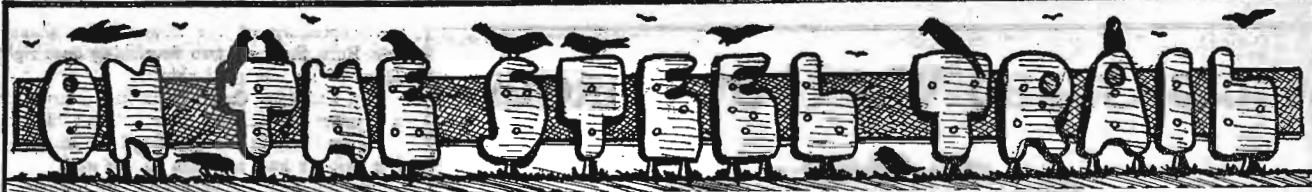
This was left in car Monday, June 23rd.

F. M. Withhart.

To Ollie and Oliver

"At fifty miles
Drove Ollie Skidder;
He hit a train;
Please help his widdier."
"Oh, bust out in tears
For Oliver McPlaster;
His car was quite fast,
But the train was quite faster!"

—Railroad Rata



Fullerton Avenue Building

J. T. Griffin

John Getzinger, Auditor of Expenditure's Office, has purchased a farm at Diamond Lake, he expects to Winter and Summer out there.

Kal McGuire, Auditor of Expenditure's Office, is going to buy a Ford "and expects to have it any minute now". It will probably be the ten millionth and one.

Miss Louise Koretke, Auditor of Expenditure's Office, ill since the first part of July, hopes she will recover and be able to return to work in the very near future.

A Pre-Nuptial luncheon was given on Saturday, August 16, by Katherine Gillespie, Auditor of Expenditure's Office, in honor of Miss Caroline Peterson and Miss Mary Parish, who will be married the early part of September.

Eleonore Larson, Auditor of Expenditure's Office, the Golf Champion, in teeing off on the 10th hole of the 9 hole course at Garfield Park made a hole in one recently one Sunday morning, but as no one was there to witness the remarkable feat we are of the opinion that it must be one of those stories we all listen to when we get together at the Club House.

Members of the "Spaghetti Club", Car Accountant's Office, consisting of the Misses Koelker, Sommickson, Talbott, Berg, Wertendorf, Thompson and the Streiber sisters, Olive and Marie, were entertained at a delightful luncheon given by Miss Marie Streiber at her home 2724 Drake Ave., July 24th. The luncheon was given as a surprise to Miss Koelker and Miss Sommickson who received gifts of beautiful flowers in addition to a hearty cheer of Welcome. It is rumored that one of these young ladies is soon to drop her membership in the Club, the announcement however, has not yet been made.

The sly old Fox, C. E. Becker, Car Accountant's Office, slipped away quietly and was married July 22nd, just like everything else marriage will out, his co-workers presented him with a set of silver. Clarence must have taken the tip given him in a recent issue of the Magazine.

Miss Verna White and Mr. Earl Kulon, Car Accountant's Office, were married on July 26th, their co-workers presented them with a set of silver and a beautiful lamp also many useful novelties. Congratulations and best wishes to the couple. The girls in the Computing Bureau will surely miss Verna as she was held in high esteem by all, as for Earl, well we still have him with us.

Miss Helen Sommickson arranged a surprise luncheon at her home August 1st at which Hattie Koelker on her arrival was met by the Spaghetti Club. Valuable gifts were presented to Miss Koelker as well as to Miss Sommickson by the Club members, the hostess being more surprised than her guests. It would appear these girls are having the time of their life.

Clem Markstahler, Edna Grenz, Evelyn Urhlinger and Martha De Keukelaire, the "Four Horsewoman of the C. M. & St. P. Ry. Co." mounted on fiery steeds, scaled Mt. Rainier while on their vacation. Edna's horse fell, and though much against her will, Edna followed, tearing a ligament of the ankle. We are advised that the Rainier Nat. Park Co. have obtained a hobby-horse in the event of Edna's return.

Miss Mina Drebes, Freight Auditor's Office, just returned with a large string of perch—caught up at Middle Inlet, where she spent her vacation.

When it comes to pugilism you have got to

hand it to Jas. Fredrickson (Trousers) of the Ticket Auditor's Office, in a fistie encounter one night recently, Jim knocked four of them down one at a time. Watch this boy grow.

Jimmy Pesano, Ticket Auditor's Office, our hero, spent two weeks with his regiment at Camp Grant.

Miss Helen Leverenz, Auditor of Station Accounts' Office, has returned after a wonderful trip through the West. Met some fine boys on the journey and her favorite song now is "Casey Jones."

E. H. Belk, Auditor of Station Accounts' Office, has returned from his vacation spent amongst the "Moonshiners" in North Carolina.

The question has been asked why it is that W. J. Gillis, Freight Auditor's Office, is in the habit of riding on the Fullerton Avenue car going West every so often when his home is up north in Rogers Park. Explain William!

Marie Poklaski, Freight Auditor's Office, wearing a diamond ring. How soon, Marie?

Bill MacCormac, Charlie Becker, Ed Ludwig and Him Harvey, Freight Auditor's Office, members of the Milwaukee Fun Club, held their usual Sunday Frolic on one of Lake Michigan's fastest lines, July 27th, they report having quite a thrilling time when Becker accidentally (or otherwise) fell overboard while sitting on the rail. Harvey was ready to jump in to rescue him but prompt action by the first officer in saving Becker saved Harvey from getting his feet wet. The Captain very courteously loaned Becker one of his suits while the steward pressed Becker's and all returned safely.

Are you sure you have the directions Norma, yes Edith I have, are you sure you have the tickets Edith, yes Norma I have. Oh my, I am so afraid we will forget something, was the trend of conversation heard from Miss Norma Hurtiene and Miss Edith Marquiss, Freight Auditor's Office, when leaving for a two weeks vacation at Seattle and Vancouver (B.C.)

Miss Stella Paris, Freight Auditor's Office, spent her vacation at Lake Geneva.

One of the best reducing exercises that has been called to my attention is that of horse back riding, for further particulars see Miss Catherine Maney, Freight Auditor's Office, who is now taken up with this particular sport, she can give you some good lessons too, as she is seen on the course very often.

There's a nice young man named Jo O'Shea, who was heard to remark one fine summer day. "Of my Irish I'm proud and I'll tell it out loud and no one dare say me nay".

Sick room bouquets were sent to the following employes by the Fullerton Ave. Employees' Association.

Elmer Linden, Auditor of Station Accounts' Office.

Mae Mather, Auditor of Expenditure's Office.

Leo Piefke, Car Accountant's Office.

Mae Smith, Car Accountant's Office.

Margaret Sadlier, Freight Auditor's Office.

The Officers and Employes extend sympathy to—

Louis Paoline, Freight Auditor's Office, death of mother.

Margaret Sadlier, Freight Auditor's Office, death of mother.

You will always find J. T. Griffin eating peaceably when sitting before a dish of corned beef and cabbage. He eats corned beef so that his hair will stay red, and the cabbage to keep it moist.

Dubuque Shops Jingles

"Ossie"

Out this way—Office building painted nice and bright, garden plot abloomin' just out of sight.

Nettie quit the other day—gonna get married the 1st, they say, Mattie's leavin' in a day or two, will be married in a month or two.

Nella's lookin' around for a house, (she thinks Radi's new one just fine) but Herb hesitates for the rent is quite high; thinks in the spring they may get it for nine (dollars, bucks).

The clerks and foremen, with their wives—had their annual picnic last week; at Camp 15, by motor they went—twas an event of which to speak. With a ball game and dancing and plenty of eats (an auto race just for good measure). Those that were missing from this big affair, lost out on a lot of real pleasure. (100 attended, getting better every year.)

Peggy took a little trip; the woolly west to see. And now that she is back again, she's lonesome as can be. (Sez that country is filled with shicks—me for the west in a few short weeks.)

All the Vets around Dubuque are getting ready to go to the Milwaukee Convention of Veterans—they say "Twill be some Show."

If you're thinking of Camping Out—by all means go and see, two of our foremen who will recommend (?) Camp life heartily.

Foreman Christensen while driving down the avenue the other evening, encountered a tired looking pedestrian. Jim called his car to a halt and asked said t.l.p. if he would like a ride. "No thanks" he replied, "I'm in a hurry." (Auto salesmen please note.)

The Accounting Dept. picnics, are quite the thing they say—but why be so conservative, tell us Jimmie, pray?

We understand our good brother, Dick Sullivan, who made "Last Night on the Back Porch" famous is now a lecturing knight.

I take off my hat to you, "Bill Mike", your lingo is simply great, and think I'll stop and shake your hand when enroute through your Ead Land State. (I wanta find out how you get your news—spect you can hold em up with a gun out there, askin' don't do no good here.)

Am glad to report that Traveling Engineer Einarson, who had the misfortune to break his leg a few weeks ago is improving, and expects to be out of the hospital in a short time.

The present status of "Bobs" 'round here—Mechanical Dept. 100%; Accounting 100%, Store 98%.

Now that I have competition, I better pinch myself—or me and me little column, will be landing on the shelf. (Eh, Sparky?)

Thanks for the contribs Looie and Art!

Musselshell Minutes

Greetings:

The old cook is back on the job again. Farewell, Spare Ribs and Gravy! Heavy food like that isn't good for folks in hot weather. They need something green. Well, here's H. K. Greener than ever. I know you'll miss your diet of spare ribs and gravy, for there was lots of meat in it. If you get hungry, we'll serve it again, warmed over.

If I had received the information about the attractions down at Madison, S. D., a little earlier in the season, I would surely have looked them over,—flower beds and all, for I was within a stone's throw of that fair city several times. Sorry, Mr. Hoffman, 'cause that's the fondest thing I is of—rare flower beds and

PILES CURED WITHOUT SURGERY

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NEED NOT PAY ONE CENT**

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DR. McCLEARY'S MILD SERUM-LIKE TREATMENT
BEFORE YOUR CASE BECOMES INCURABLE**

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tively and easily, by our treatment. You don't need to despair or suffer any longer.

Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that we would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

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Liberty National Bank	Missouri Savings Bank	Home Trust Company
Gate City National Bank	Columbia National Bank	

We also refer you to your Home Bank or Commercial Club, as they can easily verify our statements by letter or telegram to the institutions named.

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PARKVIEW SANITARIUM**

651 TENTH AND PASEO

KANSAS CITY, MISSOURI

— Speaking of the flower beds; thanks to Mr. Ross, there are two flourishing ones right in front of my office all abloom.

Mr. and Mrs. Carl Nelson just returned from a honeymoon on the coast. Same old moon.

Agnes Hanrahan is spending her vacation visiting friends and relatives in the east.

We are sorry to hear that our popular chief carpenter from the Trans-Missouri Division is going to leave us. We take this opportunity to voice our sincere appreciation of him and hope that he will drop out this way occasionally and visit us. Bon voyage, Mr. Clothier.

Mrs. Wolfe has transferred to the freight office from the superintendent's force. Edith Urban is the new steno. in Mrs. Farnum's place.

Mr. and Mrs. Edw. Murray and son, Edward, Jr., spent their vacation in Chicago.

Ann Mumedy's father has been ill for some time in the Miles City Hospital. At this writing he is improving. Ann's sister of Ekalaka has been visiting her since her father has been ill.

Conductor Harry O'Neill is back from the Salt Creek fields on the North and South line visiting, and he reports conditions flourishing in the oil fields.

Mr. Barrett journeyed over the Muskegon and T. M. Divisions recently.

President H. E. Byram and family passed through Milestown on No. 18 this week enroute to Chicago from Seattle.

If the Demos. and Repubs. have any harder fight in the fall election than the locals had over their golf tournament here this week, it will be worth the money. If their victory is any prediction of good or ill—then we know who is going to be 'It'.

Obituary

On the afternoon of July 27th, switchman John F. Reilley of Miles City met a tragic death by drowning in the Yellowstone River about two miles west of Miles City. Jack, as he was popularly known here, had finished his day's work about 3:00 P.M. and joined a swimming party composed of his wife and son and several friends. The party had enjoyed a pleasant swim and were just about ready to return to the city, all having left the water except Jack, when he was suddenly seized with cramps and before rescue could be effected, he sank out of sight. Vain efforts were made by expert swimmers and divers to find his body, and the river was dragged for several miles that night and all of the next day without avail. The body was finally located about 65 hours afterward near the Powder River Bridge, 35 miles east of Miles City. The remains were returned to Miles City where a short funeral service was held, after which they were sent to his old home in St. Paul. The deceased leaves a wife and son, an aged father and two sisters and one brother, Wm. H. Reilley of Miles City, to mourn his death.

Iowa (East) Division and Calmar Line

J. T. Raymond

Engineer W. R. Barber was off duty several days account having a "tussel" with lumbago. Billy pulls the Way Freight between Marion and Monticello.

Operator L. A. Huffman, Oxford Junction and Agent H. E. Seeley of Greely were away several days. Operator M. F. Kelly relieving.

Agent J. R. Harding of Wheatland was away on a vacation. Operator M. A. Rittmeyer relieving.

Operator E. L. McGuire has been appointed second trick at Paralta and has moved his family from Neola to Springville.

Train Dispatcher R. L. Leamon is away on his vacation and is visiting friends in Kansas City and other points.

It seems very good to see Chief Carpenter Ed McGuire of the B. & B. Dept., Marion on deck again after his long illness, he is looking quite well and continues to improve.

Operator Mac Stewart of Oxford Junction was away for several days on a business trip to Chicago.

Conductor C. R. Cornelius is away on an extended vacation. Conductor Costello is on his run at present.

Ye Scribe was away on a two weeks vacation the latter part of July visiting with friends in Minneapolis and Montana. We had a very enjoyable time.

We read in the August magazine with reference to the beginning of the C. M. & St. P. Ry. Womens Club, that the meeting "was called to order by the Editor of this magazine". This calls to mind that about eight years ago Mrs. Kendall called another meeting to order at the La Salle Hotel, Chicago and launched the C. M. & St. P. Ry. Veteran Employees Association with its now large membership and substantial success in promoting the object for which it was organized. Judging from the experience of that organization we predict that the officers of the new organization will undoubtedly find a ready response and a hearty co-operation in the furtherance of their object which is to promote the "better acquaintance of the women members of the families of those in the service of the company for mutual enjoyment and helpfulness".

Conductor John Higgins continues to improve slowly at his home in Monticello, he has improved sufficiently so he can be taken to the barber shop for a little "touching up" we will all be pleased to see Jack fully recovered once more.

Agent H. E. Carter of Olin was away on a weeks vacation accompanied by Mrs. Carter visited the Lake at Arnolds Park. Operator Schesser acted as relief agent.

Conductor Geo. Van Tassel is away on a several months vacation, Peter Pazour is on 20 and 19 between Marion and Chicago and John T. Reagan on 3 and 4 between Chicago and Marion.

Leverman F. W. Bowers, first trick Sabula Bridge, left Aug. 11th for ten day visit to Columbus, Ohio to attend a family reunion, Frank Morton takes first trick and A. Whittemore second trick during Mr. Bowers absence.

Operator L. F. Fiola of Clinton was away on a two weeks vacation, taking a motor trip through the mountains around Denver and Estes Park, his brother accompanied him. Opr. W. M. Kelly acted as relief while Mr. Fiola was away.

Station Agent J. N. Hutchens of Spragueville and wife were away on a ten day vacation going by auto to Hersey, Mich. Mrs. John McGuire had charge of the station during Mr. Hutchins absence.

Operator R. A. Ogg of Oxford Junction and wife motored to Missouri and are visiting relatives, they expect to be gone about three weeks.

Yard Clerk Albert Byers of Atkins Yard has returned from a trip through the east and reports a very good time.

Harry Vandercook and wife of Deer Lodge, Mont., visited with Mr. Vandercook's mother at Marion the latter part of July.

P. Arbuckle, brakeman on the Maquoketa-Davenport passenger, is laying off for a couple weeks. Brakeman Henry Hartung relieving.

J. W. Johnson, baggageman on the Manilla-Omaha turnaround is taking a couple weeks vacation and has joined his family who have been visiting in Wyoming.

Brakeman L. O. Tucker is off duty several days taking in the Marion Fair.

Conductor Ernest Boice has returned to work after an extended leave of absence and has taken a car in the pool between Savanna and Atkins.

Conductor Thomas Freeman has taken a ninety day leave of absence and has gone to Seattle, Wash. Conductor Benj. Bulkley relieving.

Conductor C. N. Dow is taking his annual summer vacation. Conductor A. J. Fuller relieving on Nos. 3 and 4.

Conductor Elmer Millard was taken suddenly ill in Omaha and it was necessary to call Condr. Simonton to come out on his run on No. 6, Aug. 12.

Brakeman B. F. Pulley has taken a leave for several days. Brakeman Geo. Stewart relieving on the Maquoketa wayfreight.

Veteran Passenger Brakeman Wm. T. White of Chicago, called at the Marion office, August 14th, renewing old acquaintances. Mr. White has been off duty for several years.

Conductor Wm. A. Brubaker is off duty for a couple weeks taking an extended automobile trip.

Crews on Train Nos. 11 and 6 are now running through to Omaha on Nos. 35 and 36 with the Omaha layover. The Dynamo Baggage-men on these trains are now running through from Chicago to Omaha.

Conductor J. A. Hall has taken the Clinton turnaround wayfreight between Savanna and Clinton while J. T. Reagan is running passenger on the main line.

Chas. Golden is on the main line wayfreight in Hall's place.

Train Baggage-man Ralph J. Kendall and family have returned from a several weeks camping trip in Minnesota. Gene Wilbur who has been relieving him on Nos. 3 and 4 has returned to his braking job on Nos. 7 and 20.

Frank Dlouhy is running the Marion-Monticello wayfreight while F. S. Craig is doing extra passenger work on the main line.

R. B. Eckert has been off duty a few days account an infected hand.

Conductor D. G. Hickey has gone to South Dakota to look after his interests during the threshing season.

C. & M. Division Notes

Eleanor

While on my vacation, I heard from good authority that E. H. B., R. A. W. and Brakeman Rhoads were preparing for a jaunt to Providence, but when I got back on the job, they were very much in Milwaukee. Wonder what upset their plans? Well, C. E. you will be ready for parade most any time now, with your new suit and cap. Cheer up, boys, this is the second trip to Providence that fell through. Try again.

Dispatcher Zimmerman just returned from an extended trip south and reports a fine time. Guess the weather man made it pretty hot for him, from all reports. Preparedness is the watchword, W. C. Z.

I see Bert Craig is going around these days all decked out with a red rose in his coat. You are good looking enough, Bert, without the decoration.

Andy Barber and Bab of the Dispatcher's Office have been defying the weather man this last week by wearing their light suits. Guess they will have to get the dope from W. C. Z. as to where they are having summer and wearing light suits.

Our friend, Mr. Erickson, just returned from a trip in his sporting Nash to Michigan. Hear he is quite a fisherman, but we are just taking his word for it as we didn't see any of them.

Our chiefs of staff Mr. Thurber, Mr. Bannon and Mr. Woodworth, have been out on an inspection trip on the C. & M. Division in their motor car No. 11. From all reports, they had quite a time coaxing it to start, but once started, it went right along and didn't confine itself to the rails. Must have been quite a curiosity to the folks at Darien.

I see our three old boys are together again on No. 10 W. King, P. Mick, and W. Meyer. Nothing like sticking together, boys. It sure seems natural.



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They tell me M. W. Spoor of Roundout, has quite a winning way with the fish. He doesn't need bait, etc., when he fishes—in fact, they called in to see him the other day during the flood. That's showing up some of our fishermen.

If any of you doubt Spoofer Rohde's ability as a carpenter, just look over the screen door he put on caboose 541. Some job, Spoofer, nothing like having two trades.

Nancy Campbell is spending her vacation at Kilbourn and from all reports is having quite a time. Mary Hickey is the next in line for the Dells as she leaves next week to spend a week of her vacation up there. She is planning on a nice moonlight boat trip—no, she didn't say who he was, but I know he's dark.

Our accountant Mr. Marquart, is getting quite forgetful, locking himself out and having to go back to the office for the key. We will have to look into this, Henry, this will never do.

Andy has proved to his entire satisfaction that his Studebaker will not run without gas. However, this did not shake his confidence in the car.

We were pleasantly surprised by a visit from Lloyd Donald, Train Master of The S. C. & D. Division, who dropped in with his little son, Jimmie, to pay us a visit.

I wonder if Conductor Bonner would please explain what he found so interesting under the caboose at Galewood the other day. Perhaps he lost something or else was playing a game. Better let us in on it, Bill.

H. J. Calligan signed a life contract at Waukegan the latter part of July and spent his honeymoon at Cudahy. Guess he was afraid to get too far away from Milwaukee. Best wishes to you and your bride, H. J.

Spike Hennessey is now running the Box Car Milk Train on the J Line, as Haddock took one of the gravel jobs.

Walter Emery has purchased a brand new Overland to run around the Windy City—Some class to Walter.

Conductor J. M. Calligan received a letter from our old friend, George Berry, who sends his best regards to all the employees on the C. & M. Division. Mr. Berry expects to resume work in the near future—I guess we will all be glad to see him back.

Mike Lied, he was born on Feb. 31—How about it, Mike, when will you celebrate your next birthday.

Conductor Dick Robinson's Shadow must have fallen down on the job this month, I failed to hear how he was making out at the Boston Store, but I hear that a certain Spoofer Rohde is getting the inside track on him. Better cut your stay in Darlington short, R. W. and check up on Spoofer.

I notice since my return that our friend George Wood is pretty quiet and absentminded. What's the attraction on the Wisconsin Valley Division, George. Why not get one nearer home? You know absence makes the heart fonder for somebody else.

Our Trainmaster's Clerk Frank, is seriously pursuing the study of art. Some artist, Frank—I always knew you were a connoisseur.

I hear our friend W. Vandelogt, has purchased a Haynes. Pretty nice, Willie, but we won't be able to check up on your visits on the Northern now as you won't be getting any passes.

Better ask Charlie Dodge about his new socks, boys. He has a method all of his own of rolling them.

They say Jim Yahnke is some salesman—won't say any more providing you live up to your promise, Jim.

Don't forget to drop me a line, boys, of anything in the line of news as it is sure appreciated.

Deer Lodge Notes

Walter B. Strawn

Mechanical Engineer C. H. Bilty was a Deer

Lodge visitor recently. While here General Foreman Miller escorted him on a fishing trip to the North Fork and Brown's Lake. Mr. Bilty had the pleasure of hooking into some silver salmon trout, the gamest fighting fish in the world for their size.

And now on the political horizon looms the heroic figure of one Dewit C. Peck, lifting high the standard of efficiency, honesty, etc. Again the weary world will be made safe for Democracy, as with firm, capable hands, D. C. grasps the reins of government and guides the future destinies of the great sovereign state of Montana. Mr. Peck is running for State Railroad Commissioner.

It is rumored that Sybel Hobart is writing a series of "Our Gang Stories." She is undecided whether to submit them to the Editor of the American or the Editor of "Hot Dog". A limited number of copies will be on sale at the newsstands. Get your copy early.

Mrs. Newell Freeman has returned from a month's visit at her former home in St. Louis. With her came domestic happiness and contentment to the Freeman domicile and now we won't have to listen to Newell's daily count of the days until her return any more.

Special Apprentice Nash intends to get married when he has accumulated \$1000. At five dollars per month this will be accomplished at the end of 16 2/3 years. He will have reached the age of 32 at that time, an ideal age for such an enterprise.

Chief clerk Foster went on a wild goose chase. Nothing unusual about that. The unusual part of it was, he got the goose.

Sweet Gertrudette
Right down she set
The creek was wet
Which made her fret
She's sore I'll bet
She'll kill me yet
Sweet Gertrudette.

Iowa and Minnesota Division

D.M.W.

"Tain't going to rain no more." I. & M. Division Engineer John Teff whistles this tune night and day. John was married on July 30, to miss Ruby Glassel at the St. Augustine Church, Austin. The office forces, train and engine men have been smoking their heads off around Austin. John the next time you come up to the depot at Minneapolis you better have a cigar hanging out of every pocket, we're looking for you. We all wish you well and hope all your troubles will be little ones.

H. J. Keck, General Foreman at Austin, and family have returned from their vacation trip to Canada and the Northern part of the State. Harry came back singing as he never did before.

George Miller, I. & M. Engineer is spending a months vacation in Milwaukee.

Traveling engineer R. H. Austin started his vacation August 7th. He figured on spending the time at home, but we understand his wife has made other arrangements.

Ed Brook is back on the job after spending three weeks in Montana.

Peter Pauley, Captain in Reserve Officers Training Camp, has returned from Training Camp at Ft. Snelling. Pete is one of our I. & M. Hoggars, if you please.

Frank Baier and family have started on a three weeks tour of the northern part of the State.

Section Foreman Otto Werth, wife and children visited with friends and relatives in St. Paul. Otto says he knows all about Como Park now but he says it does not compare with the jungles at Zumbrota.

Pump repairer N. J. Mayer visited over Saturday and Sunday with his family and Mrs. Mayer's folks at Watertown, S. D. Norb says it is tough batching when you hold license to keep house.

Peter Schaefer, our injured pile driver engineer, is getting along very nicely at the Ancker Hospital as his many co-workers and friends will be pleased to know. Pete says they got him vulcanized now so he will hold and that he will be back pounding piles by January 1st. Good luck Pete.

Fuel Supervisor F. L. Rowan has another fuel proposition to figure out. He has a Dandy Buick Sedan; he says she is a hum dinger, no pushee, no pullee but goes like hellee.

Chuck Parker, Side Table Operator, Minneapolis, is figuring on equipping his flivver with balloon tires.

News items will be received up to September 10th for the next issue. Mail them to D. M. Wheeler, Minneapolis.

Sioux City & Dakota Division

H. B. Olsen

The Safety First meeting held at Sioux Falls, July 15th, was just another of the enthusiastic kind that Sioux Falls always pulls off. Employees from connecting lines were extended an invitation and turned out in goodly numbers which filled the coach and needless to say we welcome them to our midst. Supt. E. F. Rummel, chairman was very much delighted with the large crowd and which goes to show his manner in conducting the meetings is bound to bring good results. All present pledged their personal support of the resolution which was formed at Yankton recently and is now believed the entire division have signed up. It will simply be an accident if any un-safe practices get by the S. C. and D. bunch now. Meetings of similar nature are being held at Yankton and Sioux City and are meeting with excellent success.

The Employees Railway Progress Club at Sioux Falls held its annual picnic in McKenna Park on July 28th. A very large attendance enjoyed sports of all kinds, good "eats" and plenty of them were on hand. The "Milwaukee" boys did not do so well in the ball game as they have in former years and we would suggest a few practices before you bring your knights out on the diamond Albert. Let's do better next year.

We beg to extend sympathy to switchman Don Fox, Sioux Falls, who at this writing has been in the hospital for several days preparing for a serious operation. We hope for the best Don and wish you speedy recovery.

Dispatcher Gorman received the following message from Conductor Johnson in reply to one sent him (Johnson) to reduce—"The time was short and the sand was low, the train was long and hard to tow, I left four Mtys in a row, on the house track at Buck Grove"—Martin had a tooth extracted the other day and part of his jaw came with it, the rhyme sort of helped to smooth out his troubled feeling.

Geo. Raines, Demurrage Clerk, Sioux Falls, says he is preparing for the annual seige of "hay fever" which he knows will positively appear on schedule time. Conductor Ed Delaney has him beat, for he is now in the midst of a real seige, same trouble.

Operator Lovejoy, Sioux Falls, together with his family have just returned from a motor trip through Minnesota and Iowa and report wonderful time but Gene says he did not mingle with the finny tribe.

We have not been able to learn as yet who the nice appearing young man is who sat beside Miss Ethel Jacobs at the circus last week. Any chance of finding out, Ethel?

Trainmaster L. F. Donald with his family are motoring through Iowa, Illinois and Wisconsin. They took the "Buick" route but cannot say if he has "four brakes".

Dispatcher Emil Gilbertson is on his annual vacation and has gone to Lake Andes where he expects to spend most of his time. It must be remembered "Emil" is one of the best fisherman on the division take his advice and profit thereby you anglers.

Agent W. E. Beck who is in the senatorial race.

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The more we ponder about life and people, the more we see that Nature never made any two persons alike. Nature never made any two things identical. Look at the leaves on an oak, or the blades of grass in a lawn. Every single leaf and every single blade varies in some way from every other leaf or every other blade. They only seem alike; they are not actually so.

In this bank we are trying to appreciate this difference between the individuals who are our customers. Because two corporations do a ten million dollar a year business in the same line of industry is no reason why we should treat their financial problems alike, for their financial problems are as different as the men who are at the heads of those corporations are different. And because it is wise for one family with four children and an income of \$2,000 to own their own home is no reason why another family with four children and an income of \$2,000 should own their own home.

Yet just as there is a similarity in the reaction of all oaks subjected to the same wind and rain, so is there a similarity in the reaction of all rubber companies and of all grocers to the same outside economic influences, and a similarity in the reaction of all families of \$2,000 income to the same hard times and good times.

It is our continuous endeavor to try to understand more fully every day how to lessen the force of adverse outside circumstances to every group of our customers, and then to help each one individually to get the best out of his financial possibilities.

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THE TRAVELERS INSURANCE COMPANY HARTFORD :: CONNECTICUT

Pays Claims Promptly

for congress has taken a three month leave of absence in order that he may campaign for the position he now seeks. He is being relieved by Agent W. W. Hunt.

Chief Dispatcher W. C. Givens and family have returned from a sojourn over the state of Iowa, where they visited "Iowa's Most Popular Summer Resort" and including Ft. Dodge, Ia. Returning they went to Mitchell, S. D., then back to the old home town.

Operator Harry Stopfer from Mapleton has been relieving at Sioux Falls and we would say Harry likes South Dakota's Metropolitan city as his time was muchly taken up with the young ladies.

Mr. B. O. Searles, D. F. & P. A., Sioux City, has been notified that the "Milwaukee" will exhibit a Bi-polar Geerless Type Electric Locomotive at the Interstate Fair Sioux City, Sept. 14th to 20th. The C. B. & Q. will exhibit their first engine and train ever run in these parts.

Mr. Henry W. Hurlbut, the genial and efficient chief clerk in the office of Mr. B. O. Searles, D. F. & P. A., Sioux City is spending a well earned vacation among the famous watering places of Wisconsin including Milwaukee, Green Bay, Oconomowoc, Delavan Lake and Janesville. This much needed rest will be very beneficial to him and we trust he will return feeling like a new man.

Chief Clerk B. J. Mitchell, Sioux City Freight Office, is mingling with the finny tribe in parts unknown, while Division Chairman C. J. Hartzell is at Atlanta City and will visit at Philadelphia his old home before returning.

We would like to learn more about the "Hot Stove Committee" which we understand is an ancient but honorable organization of the engineers and freeman, understand the order dates back some where around 175 B.V.D. Will some member of this ancient order put us right?

Walter Holmes, rate clerk, and Arthur Brown, Switch clerk of the Sioux City freight office, have returned from an enjoyable vacation having visited at Los Angeles, Tia Juana, Mex., etc. (You know Tia Juana is the place they still hist 'em as the prohibition law never reached that far and with the pony races, games of chance and roulette wheels we would say the boys had one grand and glorious time?

The Sioux City freight office force had a picnic at Riverside Park last Monday evening, sports and games of all kinds were the main attractions along with the big feed which Clif Hartzell reports he was simply swamped.

Our old time office associate Bill Meaney from Mr. Brown's office called on the Sioux City freight office the other day and we were glad to see you, "Bill".

Miss Esther Evers has resumed work after having under gone an operation for appendicitis—is just looking fine and we are glad you are with us once more.

We beg to extend our sincere sympathy to agent Muetters of Tyndall in the loss of his beloved wife. Mrs. Muetters passed from this life on July 28th at their home in Tyndall, funeral services were held at the home on July 30th. Most beautiful floral offerings and the large number of friends who attended the funeral showed and paid their last tribute to this most loyal and beloved Mrs. C. H. Muetters, this being one of the largest funerals ever held in Tyndall.

We are just about to enter into one of the largest and heaviest small grain harvests in the history, mostly all the grain has ben cut, threshing having started in many localities. Corn is three weeks behind, while we believe it may come through with the desired results, unless old Sol comes forth with those warm days it is feared the corn crop will be some short this season. We have had a nice spring but summer has not as yet made its appearance.

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

Nora B. Decco

Truer words were never spoke . . . than those of Mr. Guy Sampson when he said that little piece about the sweetest words of tongue and pen are "my notes have been sent in again to that slave driver of a lady Editor", etc. and so on, well maybe them are not just his words but as he is bigger than I am he can probably stand getting balled out better so I will say he said so and so an' maybe she will never notice it any way and I will get away with it this time. If I do it will be the first time I ever got anywhere with anything only for maybe a short time. And it's such hot weather there is not anything to write about but she just holds out her hand and says "Copy, please", so what can we do.

Conductor Pogreba and wife have returned from a few weeks visit with relatives in Minneapolis and St. Paul. Pete kept house while his wife went to Kansas City and then when she came home and started out for Minneapolis he said, "look here I want to go there too" so they went, and he says, nothing like that in Three Forks . . . when you want raspberries and tomatoes etc you just go out and pick them for dinner" . . . all this because I proudly called his attention to a ripe tomato in my garden . . . I suppose he thinks I believe any such story as that.

Mrs. Wilson's sister from Dodge City, Kansas with her small daughter is here visiting, they made a trip thru the Yellowstone and fed all the bears they could reach, poor bears, they don't have to worry over the berry crop as long as the tourist season lasts, by that time it is the season to prepare for the long winter sleep.

Engineer Echard from Lombard and wife and some friends also toured the park as well as Liebs, Crocketts-Heiress and everyone else I forgot to mention.

Mrs. Jost of Hankinson, South Dakota, mother of Joe Jost, third trick operator, Three Forks, has made him a visit on her way to Spokane he was off duty a few days and took her through Yellowstone, up to Potosi and around the state a few times.

Mr. and Mrs. James Crockett have moved to Great Falls, where they will make their home as Mr. Crockett has been assigned to a passenger run there.

Operator Williams from G.S. office, relieved operator Kiberling on first trick at Three Forks while Ralph and wife made a ten days visit to the coast also stopping at Spokane and Yakima for a visit with relatives.

Agent Rector, of Three Forks, is away for a couple of weeks vacation in Seattle and Longview and will later attend a convention in Great Falls before he returns to work. Mr. Byrne is relieving him.

Agent Peacock of Lombard has been assigned to Piedmont and Agent Pitman of Sixteen to Lombard have taken their assignments the first of the month.

Engineer Mahone has returned from a few weeks visit in Wisconsin and near by states. Engineer Flynn has had his run during his absence.

President and Mrs. Byram made a short trip to their cabin near Salesville the first of the month and Mr. Greer came along for a days fishing up the Madison on their way eastward.

Mrs. Williams is away visiting friends along the coast and Mrs. Al Wagner has returned from a few weeks spent at Bozeman and Billings and Laurel.

We regret to announce the death of Charles Tower who was badly injured in Harlowton some months ago. He died at the local hospital July 29th and was taken to Harlowton for burial. He leaves a wife and several sons and the division offers them their deepest sympathy.

Illinois Division

M.J.S.

Miss Lola Lynn, Steno., Chief Clerk Supt's. Office, wishes to sincerely thank all donors for the pleasant surprise afforded her when she was presented with a "paid in full" bill at the Savanna Hospital, being hospital expense for her recent appendicitis operation. Miss Lynn does not know who the contributors are, and through the medium of the Magazine, desires to express her appreciation.

Congratulations are extended on the recent marriage of Passenger Brakeman C. J. Dulen and Miss Irma Woods, which took place at the Methodist Church, Marion, Iowa, Aug. 2nd. Clifford is the genial brakeman on No. 53 and 54, and Irma is no stranger, having lived in Savanna for a number of years. Mr. and Mrs. Dulen left for a short wedding trip, and will return to Freeport, where they will make their home.

Harold Reiff, Chief Clerk, Savanna Store Department, left for Milwaukee, Wis., for his vacation. He left the car home, and with no speeding and taking life easy, believe he will come back feeling much better.

Mrs. J. Novak and daughter Marie of Joliet, Ill., have been visiting in Savanna the past week with their son and brother, A. Novak, Supt's. Office.

Yes, the Supt's. Office had another picnic at Old Mill Park, Savanna. Good eats and good time as usual. Our guests were Mr. Ruthenbeck, Mr. Whitney, Mr. Ladwig, Esther Noling and Hazel Frisch, who have been at Savanna the past month checking time, and who are leaving to go to other divisions for the same purpose. Mr. J. Novak and Marie Novak, mother and sister of A. Novak were also with us, as well as our old stand-by Teresa Powers, now working at the Union Depot, but formerly of the Supt's. Office, Savanna.

The C. M. & St. P. rails at Savanna held quite a "toothpick"—known as the Douglas Fir Log, being 69 inches in diameter at one end and 72 inches at the other, being the third cut from the stump, and estimated at 250 years old. The log was from Ohio, Wash., Mt. Ranier Branch, furnished the C. M. & St. P. by the Tacoma & St. Paul Lumber Co.

Card was received from Conductor Wilson, who with his wife, are enjoying the scenery of the west, spending their vacation in California.

Baggage man J. E. O'Donnell and wife returned from Los Angeles, Calif., Aug. 4th and report a nice trip. Mr. O'Donnell acted as train baggage man on the Insurance Special to Los Angeles, going over the C. M. & St. P.

Engineer H. Carmichael W. Wolfe and M. W. Stark, attended the Shriners picnic held at McQueens Grove, Kirkland the latter part of July.

Engineer Wade Williams and wife have returned from a three weeks vacation spent in Vancouver, B. C., Washington and California. They report a delightful time, and Wade says he is ready to go back to work again.

The clerks in all railroad departments at Savanna enjoyed a picnic at the Old Mill Park, Savanna recently, and a lot of good things in store for everyone, games, cats, 'N' everything. We hope for another big picnic before the summer is over.

For the picnic opera, engage "Ruthie"—he entertains with some very good selections!

Teresa Powers, Steno., Union Depot, Chicago, and mother, Mrs. M. Powers are spending a few days at Savanna visiting friends.

Dispr. F. B. Cole and family have gone to Fargo, N. Dak. where they will spend their vacation.

S. M. West Notes

Ray H. Hoffmann

Andrew Olson and August Eggebraten, Car

Repairers at Madison, took a day off Saturday, Aug. 2nd and took in the Ringling Bros. & Barnum Circus at Sioux Falls, So. Dak. We understand they had a very enjoyable time.

A baby boy was born to Mr. and Mrs. Wm. Clarke of Fedora on July 28th. Mr. Clarke is our hustling Section Foreman at Fedora.

Geo. Voss, Brake man, accompanied by his wife, are touring the Yellowstone National Park in their car. We are waiting for Geo. to get back and tell us all about his trip through the "Rockies".

The stork arrived with a baby boy at the home of Local Storekeeper Wayne Goudy and wife at Madison on July 16th. Wayne says the little fellow is getting along nicely. He will have to play his saxophone now to entertain the youngster.

Al. Braakke, who is taking treatment for his injured knee at the Company Hospital in Chicago, spent a few days with his family at Madison. Al is getting along fine.

The Store Department at Madison started the shop delivery system about a month ago and it is working out very satisfactory. Heretofore, the employees would get their own material from the racks. Now they place their orders on the Storekeeper and the material is delivered to them on the job, saving the time of running back and forth and leaving the work to get material. Shortly after the shop delivery was started H. E. Rice, Division S. K. happened to be here, and noticing that the bell which they ring when they want material, was ringing quite frequent, he asked the helper how often the bell rang. He was told it rang every blooming time somebody pressed the button out in the Round-House.

A Safety First Meeting was held at Madison on the evening of August 7th. The meeting was well attended and quite a number of items were brought up for handling. A short talk was given by chairman E. A. Meyer of Austin and Inspector Esch of Minneapolis.

The President's Special passed through Madison on July 31st, enroute to the Pacific Coast on a general tour of inspection. Mr. Byram and the other officials seemed well pleased with everything on the "S. M. West" and were very enthusiastic over the fine crops of small grain along the "Milwaukee" lines through Minnesota and South Dakota.

Madison employees got together recently and decided that they would not patronize merchants at Madison, S. D. who had their supplies shipped into Madison via truck. They so informed the merchants with the result that the business that formerly came by truck is now being handled by the railroad. A movement is now being made among the employees at Jackson, Minn. to take the same action.

Dispatcher Edw. Laugen and family have returned from a two weeks vacation spent in Montana.

The Ringling Bros. and Barnum Circus consisting of four complete trains handled by 4 G-8 engines was handled over the S. M. Division from Egan, So. Dakota to Fairmont, Minn. on Sunday, Aug. 3rd., to the entire satisfaction of the Circus Management. Each train consisted of 25 cars.

The following statement of interest was made by E. G. Quamme, of the Federal Land Bank of St. Paul in the current issue of Bradstreet's "Minnesota, Wisconsin, South Dakota and Montana, will have the best crops since 1914 and the biggest yields since 1910. All small grains will show the best production in years. Farmers will be able to liquidate their debts, banks will get on an even keel, the northwest will enter on a new era of prosperity, and land values will return. We are at the threshold of a marketing situation that occurs only two or three times in a lifetime,—bumper crops and good prices."

Conductor E. F. Reck on the S. C. & D. Division between Madison and Sioux City, Ia., while fishing at Lake Madison the later part of

July, had the good fortune to land a 12 pound pickerel. This was one of the largest pickerel taken from Lake Madison this year, only one other being caught that could compare in size with the 12 pound prize winner.

Agent Harvey G. Gregerson of Madison, was pleasantly surprised sometime ago, when he received as a present from the Great Northern Railway, a fine new shaving outfit. Mr. Gregerson with about 1500 other agents entered a contest put on by the Great Northern to determine the best slogan for their new Oriental Limited train to the coast, only agents outside of the Great Northern could enter this contest and Mr. Gregerson was fortunate enough to win one of the prizes offered.

Iowa Division

Ruby Eckman

Charles Hersfield, a section laborer, was found murdered at Atkins on the morning of August 10th. He had been to spend the evening with friends and was apparently robbed and murdered on his way home.

Engineer Billie Murphy returned to work August 11th, after being-off duty a few weeks with a broken arm.

Agent A. E. Fiala returned to work at Weston Station, August 1st, following a three months leave of absence.

Engineer Ben Moore and wife drove to Madison, Nebraska with their daughter and her husband, to spend a couple weeks in August.

The employees of the Iowa division and the town of Bayard were shocked on August 2nd when the news was passed out that Grant L. Arrasmith had died at his home in Bayard early that morning. Mr. Arrasmith has been with the Milwaukee Co. 38 years, having celebrated his thirty-eight anniversary of starting to work only the day before his death. All but about a year of that time he has been agent for the company at Bayard and when the final entry was made on his service record it was noticed that the only other entries included the date of his employment and the date of his appointment as agent. Such a record is what he had with his fellow men as he was known to be a man of highest character. Mr. Arrasmith was active in fraternal societies having held the highest offices in the Odd Fellows that the order in the state of Iowa can bestow. He was also prominent in Masonic circles. Mr. Arrasmith was active in local affairs of his town, having served ten years as a member of the Board of Education and for many years as Mayor of the town. Besides the wife and one son, Dr. W. W. Arrasmith of Grand Island, Neb., he leaves four brothers and one sister. Burial was made at Bayard, Masonic services being held on the beautiful lawn of his home.

The Standard sleeping car service which has been added to train No. 3 out of Chicago is proving very satisfactory and is the means of adding to the passenger business on that train.

About every railroad man in Perry who owned or rented property had damage done to trees and buildings on August 8th, when a terrific wind storm broke at Perry doing much damage. No one was injured but many homes were damaged by falling trees. Assistant foreman Frank Hoes was about the worst sufferer as his entire orchard was destroyed and a great deal of damage done to his house.

Leon Mouser who worked for the Milwaukee a number of years has been helping out on the operator's extra list for a few weeks as there were so many applications for lay off.

A change was made in the west division passenger runs in August when the crew was taken off 33 and 36 and the short run between Manilla and Omaha made a part of the run of the crew on 11 and 6 between Manilla and Marion.

Dr. W. P. Mowrer who was for many years

Electric



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Electrification in Japan

The electrification program of the Imperial Government Railways of Japan which was delayed due to the large amount of reconstruction work necessary after the earthquake disaster a year ago has again been undertaken, and the railways have purchased from the Westinghouse Company eight new locomotives and 24000 kilowatts in automatic substation equipment for further extension of their electrified lines.

The railway traffic in the Japanese Empire has grown at an enormous rate during the past 50 years and sometime ago the railways realized that important steps would have to be taken to meet the requirements of this increasing traffic. The present lines, are now, 42" gauge and their operation is handicapped by severe grades and by bridges and tunnels. To change to a broad gauge track or to provide additional trackage to meet the service demands could have been accomplished only at a prohibitive cost. For this reason and owing to the fact that water power is abundant in Japan, the Imperial Government Railways inaugurated in 1910 a program for the electrification of their important lines, their decision being that this is the only reasonable method of providing increased service and to allow for future expansion.

Electrification began with the Yamate line which forms a belt line around the suburbs of Tokio and serves as an outer connection for most of the main lines radiating from Tokio. Since then the electrification of the Tokio-Yokohama line has been undertaken and at the present time the extension of electric service to Kozu 50 miles from Tokio is in progress. This line will later be extended to Yokohama and thence to Kobe passing through the important cities of Yumaza, Nogaya, Odawara and Osaka. It is on this line that traffic is heaviest so it is logical that its electrification should be the first step on the program.

The type of service encountered in Japan resulted in the choice of the 1500

volt direct current system for their electrification. In order to obtain the best possible design of electric locomotives the Railways purchased about two years ago, two locomotives from each of several manufacturers for experimental service and it has been as a result of the service tests on these locomotives that eight additional units have been purchased from the Westinghouse Company.

These eight locomotives are of the passenger type, six to be used in local and two in express service. They will employ the direct gear axle hung type motors, the same type of motor will be used on all locomotives; capacity and speed variation being obtained by a variation in the number of motors and differences in gear ratio. The locomotives will consist of a single box type cab mounted on double truck articulated running gear and will be arranged for double end operation. The control will be what is commonly known as Westinghouse type HBF employing the 32 volt battery for operating the electro-pneumatic switches. The vacuum brake system will be supplied and left hand drive according to I.G.R. standards will be arranged for.

The six local passenger locomotives will be of the 2-4-0 + 0-4-2 type weighing approximately 75 tons, each locomotive will have a normal rating of 1200 h. p. on 1500 volts and although they are arranged to operate independently in local passenger service two locomotives in tandem will be suitable for high speed express duty.

The two express passenger locomotives are of the 2-6-0 + 0-6-2 type weighing approximately 105 tons. They will have a nominal rating of 1500 h. p. and will be capable of handling 460 ton train in express service at a speed of 53 miles per hour on a straight level track.

The substation apparatus order consists of ten 2000 KW. 1500 volt rotary converts and two 2000 KW. 1500 volt motor generator sets. The necessary transformers and full automatic switching equipment will be furnished with all of the rotaries and motor generator sets.

the Milwaukee company doctor at Perry, passed away July 20th following a long illness.

Engineer Wm. Rogers who has been living in Council Bluffs for several years has returned to Perry and has purchased the home which his parents owned for many years and which had been sold by his father only a few weeks before his death.

Ticket clerk Ray Jones of the Perry passenger station returned to work July 21st following a two weeks vacation which included a honey moon trip as he was married during his absence to Miss Gail Lewis and spent his honeymoon in Seattle and Tacoma.

Agent C. A. Case returned to work as agent at Panama the middle of July following a vacation which he and his family spent in California.

Wm. Cheek and family have moved from Kansas City to Perry as Mr. Cheek has taken up the work as foreman of steam derrick crew in the Perry car department.

James Long the telephone line man stationed at Perry has a new daughter in his home.

Engineer Earl White and wife were in Marion, August 3rd to attend the birthday party for Earl's father who celebrated his 76th anniversary. While the crowd of forty relatives were gathered together they formed an organization known as the descendants of Jacob White, Earl's grandfather, and plan to have yearly gatherings in the future.

Engineer Harold Stoner, the youngest son of Engineer E. Stoner of the Iowa division passed away July 26th following an illness contracted in the army which has extended over a period of many months. Harold had been under treatment at government and private hospitals but seemed to get no relief. Besides the wife and one daughter he leaves two sisters and two brothers, engineers Jerry and Charles Stoner. Burial was made at Perry.

Assistant foreman F. R. Hoos and family drove to Dubuque to spend their vacation.

July 24th was a date which engineer Ben Moore will remember for some time as that day marked his being as a member of the Brotherhood of Locomotive Engineers for a period of forty years. As is customary on such occasions the local division to which he belonged, presented him with the Medal or Badge adopted by the Grand Lodge, to be presented to members on such an occasion. The local division with their wives and families gathered at the Moore home and had a real party, with refreshments, music, games and speeches. Engineer W. D. Rait a close friend of engineer Moore made the presentation speech, presenting Mr. Moore with the badge and his good wife with a beautiful bouquet.

Engineer John Gorman and wife and Engineer Elmer Clothier, wife and son John drove

to Rock Island the later part of July for a visit with relatives.

Engineer Billie Howe and family had a nice auto trip in the latter part of July when they drove back to Billie's boyhood home in Indiana. They also visited in Illinois and Ohio during their absence and report a most enjoyable trip.

From Council Bluffs, Iowa, Freight Office

Our stenographer, whose name is Pat
Is rather thin for lack of fat
But she gets by just the same
Because she is a classy dame.
The cashier he eats yeast cakes daily
It makes him whistle and sing quite gaily
He's a light headed guy and kind of pale
Put of course that comes from handling the kale.
Over in the corner sits operator Bill
He's got a sneeze that is fit to kill
He never has very much to say
'Cause he is pounding the keys all day.
Then there's Clyde, the dance hall kid
He bought a new suit and a brand new lid
He is taking a course in some kind of a school
You can tell the world that Clydie's no fool.
We won't forget May who's just back from a trip

She is feeling fine after her salt sea dip
We're all glad she's back, especially old Don
Because he and May are like "Dearie and Hon."
Here comes the messenger tall, lanky and lean
He rides in a Hudson so classy and keen
He goes to school, and toots a mean sax,
Plays "Saxaphobia" and "Lovey Come Back".
Our chief clerk Doc, is a young married man
He wears glasses and writes a very mean hand.
Now here is a guy I can't write much about
For he may not like it, and I'd get kicked out.
Old Steve Nugent the Irish-man
Brings the bills in on the installment plan
Steve, he talks quite a bit through the day
But of course that's just his Irish way.
Then there is Bryant the "Over and Short"
He is much over paid and very much short
He likes the cashier just like a brother
But don't tell the cashier or he'd call you another.
And now four lines for Cyril J. Duggan
Who thinks somebody is just made for huggin'
This boy Cy is a busy guy too
And mixes his yeast with his Irish Stew.
And here is Manty, who works all night
He goes to Creighton and thinks he is bright
Now I guess that is all of the bunch there is,
Who wrote this poem? None of your biz.

I. & D. "Prairie Waves"

Joyce

Note the call of the north but the call of the west must have been broadcasted across the prairie and many of our friends have answered it.

Miss Lucille A. Elson, agent at Hutchins, is back with us again, after spending her vacation in Washington and California.

Geo. Bryan, Conductor, is enjoying, let's say warm weather in California for Iowa is offering a cool reception to all that visit the corn state this year.

Most of us have heard the song, "Where did you get that Hat", but if you want to hear "Where did you get that necktie". Ask Conductor Kinney.

GONE! Marie and Marion. They've started with the Pacific Coast as their goal, to visit the "Has Been Mason City Milwaukee Employees."

Isn't it queer everytime there is an excursion someone gets left. And we wonder.

Leo Montgomery, Timekeeper in the Supt. office has the Western Fever also and will spend his vacation in the state of Washington. So he says.

C. S. Christoffer, Supt., drove to Wisconsin. However, in a couple of days he was back, minus the car. Now what in the world do you suppose happened to the Willys-Knight.

We aren't looking for the Marquette Ball Team at the Clear Lake Excursion this year. Many of that team have given up ball playing since victory at the lake last year.

The "Smiths" have caused considerable excitement since our last writing. In fact, some Smiths have come and some have gone but their actions will live on forever. To begin with Miss Faye Smith of the Master Mechanic's Office, Mason City, got real stern (We mean Leo Stirn) and took the "Liberty" on the 4th of July to go down and view the Little Brown Nashua, Ia. However, we understand they forgot to look at the Little Brown Church, in fact, they don't know whether it was brown or green however, they returned "Doubly Stirn"—Congratulations. Now, for the rest of the "Smiths." Mysterious Smith landed in Mason City a few weeks ago and brought with him all his hypnotizing, mesmerizing and whatever 'izing you wish to call it and along with the timekeeper in the Master Mechanic's Office idolizing; we think the "Smiths" have done enough around the place for a while.

Geo. Warner, Conductor, who has spent the last few months in the west in search of health, has returned to Mason City. We hope to see him on his old run before long.

We promised our friends a worthy mention in the magazine this month but they miss it when we don't and we dodge 'em when we do, so I guess it is best to pass along.

Joyce and Re-Joyce take this means of bidding all their friends (and enemies) fond farewell. Don't forget us in your prayers. Two innocent little things out alone in this wicked old world trying to make their fortune. If all the terrible things people around here have been prophesying for them come true you will probably see a couple of woebegone looking individuals calling around at the back door for a hand out. Please save all your old clothes, shoes, etc., etc. and we will send you a forwarding address later through these columns. Of course, we know you

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ANNOUNCEMENT

Equipment is now being installed at Milwaukee which will enable us to hot roll tubes up to 5½" diameter.

GLOBE STEEL TUBES CO.
MILLS—Milwaukee

will miss us. You just couldn't help it. And we will wonder.

Good-By Irish, 'splain that.

Madison Division News

H. M. Vedder

Only three months more and another Leap Year will be over. If Conductors Jas. J. McGuire and Jos. Dempsey, also Engineer Wm. Sornow can weather this much more time, they will be safe 'till another fourth year. We understand though that they are fast falling, Dempsey through the efforts of a matrimonial agency—how about it Joe? Conductor Jas. Gallagher says "What's the use, having a new set of teeth—I'm batching it most of the time anyway, and can cook my own soft boiled eggs and soup."

"Old King Tut, was a merry old nut, And a merry old nut was he: He lived in style, on the banks of the Nile, In the year 4000 B.C. He had girls galore, in those days of yore, And they danced in their BVD's. And never a sigh, as the days passed by, For the climate wouldn't freeze their knees. In those long gone days when the warm sun's rays,

Put a gas stove quite to shame; Keeping hours was easy, so the housewife breezy, Had more joy than the modern dame. You could cross the street, and keep your feet, For no autos knocked you silly, No motor cops, would chase you for blocks Or maul you with a billy, No trolley car lines, no police court fines, No 'phones or radio sets: Not a movie there, nor a ship of the air, No prize fight or race horse bets, Oh, I long and I yearn for those times to return, When life was at its best, And half baked laws, full of bunk and of flaws, Didn't make modern life such a pest."

The passing track at Juda has been lengthened out 600 feet a much needed improvement.

Chief Caller Waldo Luchsinger, Jr. of Janesville roundhouse, is off on a much needed vacation. We have been suspecting for some time that he would "Step Off"—Congratulations, Waldo. Bring her instead of the cigars around. Is the "queen" from Lake Ripley, Chicago or Edgerton?

The carpenters have made many repairs round the roundhouse at Janesville—also the car shop and depot.

Speaking about architecture, Engineer Joe Bates says he likes 'em tall and slender while Tom Kennaugh prefers 'em short and fat. Geo. Ryan, roundhouse foreman, says "Give me a lathe that don't break down and I don't care what we build."

Engineer Anthony Wilkinson, veteran employee of Shullsburg, who has been quite sick is slowly recovering. Stick 'er out Anthony, we're pulling for you.

Engineer Geo. Weber has returned from the Brodhead branch job to the day switch engine, 8 A.M. assignment. The so-called snap on the branch line being abandoned.

Miss Eline Fish, sister of Operator Harley Fish, passed away on July 20th. The sympathy of the division is extended to the bereaved family.

Slip Foreman Chas. Young of Janesville roundhouse, is enjoying a few days vacation in Fond du Lac.

We have missed a smiling face round the Janesville roundhouse of late and that is nobody else but Tom Smith. Upon inquiring, we hear that he is on the sick list. Hope he will soon be with us again.

Nick Hulick, our local carpenter, has just returned from an extensive trip in the east, taking in New York City, Newark, N. J. and Montreal, Canada.

We'd like very much to hear from Engineer Jas. Fox with one of his many poems. Come on Jim—we need the news.

And of all things, Machinist Joss Schlatter and Engineer Clifford have solicited the aid of a matrimonial agency to get them a wife. Can you beat that and the woods are full of 'em round here. Girls, speak up quick, it's leap year.

For an autoist to run through the gates at a highway crossing is like taking the muzzle off of a bulldog to bite him. Better to say it with safety, than to say it with flowers.

Engineer Tom Kennaugh and family spent a week camping at Lake Koshkonong, 'Twas unnecessary to go from here to a lake to see water—streets and cellars were flooded in Janesville. Sorry you couldn't even get out of your tent, Tom.

Engine Despatcher John Davey observing a flying machine overhead said, "It must be dangerous to be up there in that aeroplane." Fat Slein, who has had considerable experience on the police force replied, "Yes, but it would be a damn sight more dangerous to be up there without it."

Somebody page Caller Geo. Timpany—where are the cigars now that you went and took the step.

Vacations were the rule during the last part of July and the first part of August. Trainmaster Beerman and family went to Green Lake near Spicer, Minn., and came back bragging about the size of the muskies he caught. His friends say a pocket magnifying glass was part of his fishing kit. Conductor Jim McGuire of Janesville is planning a trip to New York by the M. C.—N. Y. C. and back by the B. & O., and he isn't going alone. He is to be married and the trip will be his honeymoon. F. A. Maxwell, chief dispatcher, abandoned steam for gasoline and started out on his vacation by automobile, intending to take in Mankato, Fairbault, Grand Forks, and Duluth. George Pugh, engineer on the Mazomanie branch, went to California for two weeks. Engineer Tom Fitzgerald took his two weeks vacation early in August.

Conductor Robert Rapp, who is camping at Lake Waubesa, Wis., with his family for the summer, reports great fishing. His catches to date have included a dozen croppies that got away from their mothers, an old leather boot, and a piece of bed spring.

Phillip Mills, Tom Goggins, H. Oldenberg, and Ducky Dorn pulled four sections of Ringling Bros. circus train from Madison to Milwaukee, August 12.

Supt. Christopher, I. & D. Div. went to Milwaukee by train to get his family and drove back by automobile.

Leo Thatcher was released at Mazomanie, is now holding down Monona tower.

Conductor Jim Pratt has returned to runs 95 and 96 after taking passenger trains 14 and 33 during the extended leave of absence of Conductor Michael Mullen.

Conductor Jake Simpa has taken the Richland Center branch run for the present.

Baggageman B. F. Crowell and family went to the I.O.O.F. picnic at Postville, Iowa, and had a fine time. His daughter was on the entertainment committee.

Brakeman George Ballard and his wife went to the Masonic picnic at Elkader, Iowa.

The express messenger has been taken off No. 7 and No. 42 on the west end and it is now a joint baggage and express run.

Since some traveling cigarette salesman tossed Francis McCann, switchman, a package of free cigarettes he has had the idea all smokes are free and consequently has developed the cigarette habit worse than ever. Some of the boys are afraid their cigarettes won't hold out 'till payday.

Additional train service has been installed on the Mazomanie Branch, indicating business is picking up.

Engineer Goggin and Fireman Patek made an unusually good run on No. 1, one recent Sunday.

Mr. McNulty, chief clerk of the Madison freight office, spent a Sunday in Milwaukee visiting friends recently.

Conductor Earnest Smooth was hit in the head by a stone thrown by someone at White-water.

Engineer Pete Connelly made everyone think he was sick a few days ago by not talking all day. They learned later he had been to a baseball game with his wife and got hoarse explaining why the batter waved his club at the pitcher.

The work train, Pat Smith, conductor, and Gleason, engineer, has been repairing the right of way on the Wauzeka branch.

Engineer William Slightan, Madison, arrived at work all scratched up one day last week. He explained he had been fishing and caught one dogfish, one catfish, and three perch. He said the dogfish and the catfish ate the perch and then got to fighting and scratched him up so bad he had to throw them back in the water to stop the fight.

Anyone who wants a long vacation can have it by mentioning chicken or milk to baggage-man Arthur Meracle. For some unknown reason he has threatened to put the first man who talks chicken or milk to him in the hospital for six months.

Well, that's over. Louis Dubois, machinist at Madison, will have this job next month.

Milwaukee Shops

H.W.G.

Word was received here in July that Mr. Frank Rusch was on the sick list. News recently received says that he is feeling very much better which we all hope will continue.

Mr. Hermanseder of Minneapolis was a caller July 26th.

Mr. Sjogren, Asst. M. E., spent his vacation, and a short one, at Pewaukee Lake this year.

Mr. C. H. Bilty, M.E., who has been out on Lines West for sometime is expected back in a few days.

Mr. M. Stark, Plater Foreman, had his vacation in Florida where he says he caught a 135 lb. fish. One of the ladies in an up state party in Wisc. recently, was fishing and saw a ten lb. bass making for the hook which she pulled away as ten lbs. was too much to pull out, the rest of the party were looking for just such a chance, talk about the women being president!

The Western Ave. quarry fire seems about as hard to baffle as the "Scotland Burning" in the song of many years ago.

In the Aug. items we mentioned about our old friend Jas. Nellins of Minneapolis. He passed away July 28th and was buried the 30th. Mr. Silcox and other officials attended the funeral. Another faithful old timer has gone from our midst. Mr. Nellins on his death bed sent his last regards to all of his old friends here and elsewhere.

The Traveling Engineer's staff meetings the 4, 5 and 6th inst. were well attended although we did not see Jas. Little from Portage.

We mentioned about probably having to photo the Woman's Club. Just as we expected we had to photo the Fullerton Ave. offices the other day, and believe us, there may have been no Woman's Club, but there were certainly a bunch of women in the crowd of 1400. Just notice next month and see.

Locomotive fuel \$13,000,000.00 and Supplies \$40,000,000.00 as mentioned by President Byram, is some item sure enough.

The "Pioneer's Club" picture across two pages, and the Austin Parade even better is the way to do it, now if they could give us a little better grade of paper for half tones, the features would stand out fine.

Fred E. Austerman, formerly in the M. E. Office, and Lester Huck, son of A. J. Huck, foreman Loco. Dept., Milwaukee Shops are making an extended trip through Washington, Calif. and Colorado.

We are asked, what's the matter that no items are in from the foundry? The S.M.P. Office, and the Store Dept. Search me, Mr. Brownell of the foundry says, Chief Clerk J. Bartlein, starts soon on an eastern trip to New York and other points (Joe says, maybe Cuba), possibly if a good air plane route is encountered, Joe might be heard from later from Van Diemen's Land. Nothing unusual in the S.M.P. office, Henry Krueger is looking well, looking younger every day, no wonder, right in a row of pretty girls with their bouquets and fancy flowers. Miss Katzer is well, Miss Zuel is holding her own remarkably well. Hazel, the chief, is expected back from a short vacation in a few days. Gribble and Zimmerman hardly know how to get along without her. Miss Voikel is at the same desk and some nice flowers near by. Eddie is fattening up sure. Kelly still parts his hair in the middle, and some of the girls still have their eye on shorty the old janitor, he is some guy sure enough. Veteran Jno. O'Neil is looking well for an old timer. He and Horan hold staff councils every few days. By the way Horan calls me the kid. Mr. Jno. H. I am afraid is headed for a slap in the back of the neck. Now will the S.M.P. Office come across next time?

Mr. Peck says the Store Dept. is moving along about the same as usual. The piling and foundation for the new Air Pressure Building at the wood mill is well under way.

"Some snow out in Iowa the other day", Shorewood, Milwaukee boasts of 5 inches of hail the other day, too.

The world fliers are now scheduled to finish at Seattle, instead of Los Angeles, watch for them around here.

Our Janitor keeps the main hallway cleaned up in good shape and some locomotive and other photos hung up to give the walls an artistic appearance, good for you, John.

The morning of the 15th opened up with a thunder shower and cloud burst the first rain in this section in six hours.

The shop timekeeper girls have desk space in the Shop Accountant's office, where Mr. Fred Brand made room for them, and by the way, we are all glad to see that Mr. Brand is picking up good after his long layup under the doctor's care.

River Division News

M. M.

With everyone vacationing it is almost impossible to keep tab of all that is going on. But those who have had their vacations have come back with renewed vigor and enthusiasm and goodness me, watch the railroad flourish from now on.

Roadmaster C. Carlson has a work train on the River Division and the track is being put in fine shape for the heavy fall business.

Engineer Jas. Mahonie of the Rocky Mountain Division stopped off at Wabasha to shake hands with the Corbiels on his way to Green Bay. All the western friends of Corbiel's find time to stop off at Wabasha.

Mr. John Turney of Minneapolis went to Milwaukee, July 30th to be in attendance at a conference held at that place in regard to taking care of the shopping of engines on their through runs.

Passenger Engineer Waters of the Wabasha Division was very fortunate in being able to bring his train to a sudden stop when rounding a curve and noting stock on the track. By doing so he avoided a heavy stock claim. Mr. Waters advises that he was able to do this due to the good brakes on engine and train.

Miss Emily J. Hiddelston, Chief Clerk of

Master Mechanic's office at Minneapolis, was at Wabasha, July 26th. We were very pleased to have Miss Hiddelston call and hope she finds an opportunity to come again soon.

Bill Gardner just returned from a trip to California and called on friends at Minneapolis.

Lieut. of Police Geo. F. Taylor, is back performing his regular duties after a month's visit with relatives in California. However, his absence from duty did not diminish his art for this trade as was demonstrated at Wabasha recently.

Engineer John Hilger and wife left Sunday, July 10th for Seattle for a visit with friends and relatives.

Agent Bescup and wife of Minneka are spending their vacation sojourning in Yellowstone Park. H. J. Holland is relieving Mr. Bescup.

Engineer Koch reported a narrow escape from what might have been a serious accident: Near Powers station on the C. V. Division Alex. Kirsch who was going to take the train noticed about 200 feet of washout and sand that had been washed on the track. He flagged the train and within a sort time a crew was at work clearing the track. Great credit is due Mr. Kirsch for his prompt action and presence of mind.

Engineer Fritz Marine was away on a vacation but didn't get the particulars and as there were no indications of whether he was fishing or not I am unable to state whether he really did go fishing.

The Safety First Meeting was held at Wabasha, August 4th with a large attendance. Interesting suggestions were offered. Supt. Johnston and Safety Inspector Mr. Esch addressed the members.

While the section men were taking their vacation recently section foreman Louis Wohler of Frontenac insisted upon taking a week also.

Veteran Engineer Jerry McGraw has rejuvenated to such an extent of late that we all had been wondering what the reason was but understand that at the wedding of his daughter, Miss Helen, he was paid very high compliments as he looked younger than ever.

It is with regret that we mention the death of one of our most popular engineers on the River Division. Engineer Sydney Knappin who passed away August 5th at Abbot Hospital at Minneapolis. Sympathy is extended to the surviving relatives.

Another spoke in the wheel of veterans for the Milwaukee has been removed in the death of James S. Nellins of Minneapolis. Mr. Nellins has been a faithful employee for the Milwaukee road for many years and has won many friends during his years of service, all of whom deeply regret his death and extend their sympathy.

Miss Margaret Maher is enjoying her vacation visiting friends and relatives at Sioux City and Spirit Lake, Iowa.

Drippings From the Ice Bunkers

By Spud Bar

Inspector Mylott at Seattle has adopted the slogan "Ride in a Ford and smile." How do you account for the smiles—is it "Take each knock with a smile?"

Mr. Root at Othello is still singing "It Ain't Gonna Rain No More." Can't see what Ben is worried about, as they had a good rain last February.

Mr. E. M. Carver of Harlowton thinks Spokane is as good a place to live in as Harlowton. He found a big lake to swim in and that's what Harlowton didn't have except when they had a cloud burst which filled all the cellars.

Mr. E. A. Peterson of Avery is going to return the adding machine he rented for computing ice shrinkage, as he claims it doesn't tell the truth.

We wish to congratulate Mr. Bert Brandt on

SALE OF

HAND BEADED GENUINE WOOL SERGE DRESSES

for Stout Women

Think of it! A Genuine Wool Serge, richly Hand Embroidered Dress for only \$4.98! And no extra charge for big sizes now. Doesn't seem possible, but it is true! Not an ordinary dress, thrown together to sell at a price, but well made of fine materials—fully guaranteed by this large reliable concern. But, do not delay! This sale is a short one! You may never see this offer again!

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A richly beautiful style that makes the heavier figure appear slender. It really does. That the elegant brilliance of the two-tone Silk Floss Hand Crocheted Embroidery brings a touch of smartness, running in panels to give effect of length. On each side of embroidery is row of Hand Applied Iridescent Beads. Panels on skirt drape from waistline and anchored underneath at bottom. Fashioned sleeves with hand beaded cuffs. Panels, neck and cuffs neatly piped with mercerized braid. Self material cordie. Vastly neatly tucked as shown. Beautifully made in every way - just the dress every woman needs to appear at her best.

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See it entirely at our risk, then decide. No money now - pay only on arrival \$4.98 and postage. Then after try on, if you don't think it even more than we claim, your money refunded on return of dress by insured mail.

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"City Center" Bldg., Philadelphia, Pa.

his recent marriage. Welcome to the circle, Mrs. Brandt.

Sh—Inspector Smith at Mobridge reports everything quiet. Evidently not a murder reported so far this week.

At Aberdeen we find Inspector Patton having his troubles between raising chickens and bobbed hair. Here's our sympathy, Raymond.

Miss Mildred Huber, of the Chicago office, has just returned from her vacation in California, and states that she didn't lure any of the movie stars out of Hollywood. We are thankful to you, Mildred.

Miss Sherry spent her vacation along the beaches but refused to show us the pictures she took. We can't understand that.

Chicago Terminals

Guy E. Sampson

Down in the patent office at Washington, D.C. the records show patent No. 1329680 covering a car door signal valve which if applied to any car will insure against its doors being opened when train line is charged without setting the air on the train, bringing train to a stop. This little safety valve was figured out and patented by one of our Chi. Term. switchmen, Mr. Ernest Sanders. He states that he is in hopes that some day this little device will be applied to all cars hauling high class freight to insure against their being pilfered enroute.

Machinist foreman Geo. Cooper and family of Bensenville took a vacation and visited his parents in Ohio. Geo. says that "Dad" still enjoys playing a game of "draw" so we all know that Geo. enjoyed his visit, as he sure does, too.

Engineer Walter Jackson was recently the victim of a porch climber's work. We were at first informed that while the robber had taken all of Walter's clothing including his Palm Beach suit they had over-looked a number of brand new silk shirts but when we asked him about that he advised us that they had taken all of his clothing that was in the house at the time and a great many handy tools that he had, also. The family was away at the time.

Mrs. Wm. Sartwell, wife of Switchman Wm. Sartwell, is spending a month with relatives and friends in Minnesota and Dakotas.

Our chief caller at Bensenville, Bob Richardson and wife are spending a few weeks visiting in Wisconsin. At the Dells sure enough.

Switchman Walter Clark was recently taken suddenly ill and was rushed to the hospital where medical aid was quickly given but to no avail as he soon passed away. Death caused by a complication of kidney and stomach trouble. His remains were taken to his old home at Savannah, Ill. for burial. A number of his Chicago co-workers attended the funeral. Sympathy of all employees extended.

Yard Master John Baker and family spent his vacation at Lawton, Mich. visiting his parents. Reports having a grand rest after a strenuous summer's work.

Switchman John White while working on Aug. 11th fell from a car dislocating a shoulder. He was rushed to the hospital where he is receiving attention at this writing.

Switchman M. Egan and family visited his parents near Kansas City last month.

Switch tender Wm. Caneen had the pleasure of entertaining his mother, who resides in Montana, at his home in Bensenville on her 71st birth day. Will's brother with whom his mother lives, has been a great Northern employe for a great many years.

Switchman Bernath and wife are rejoicing over the arrival of a son who was born June 26th. Congratulations.

Yard master J. Capoot made good use of his vacation spending the first week at Excelsior Springs after which he went to Minneapolis and returned with the rest of the family who had been visiting there.

Miss Emma Weber, chief stenog. at Bensenville round house, now informs us that she is not Miss Weber nor has she been since early in April when she became Mrs. Larson. Now was not that a long time to keep a secret? And she knew all the time that we were just aching to get some important news like that for our monthly items. We have already forgiven her as she promised not to do it again. Well any way we wish them a long happy life.

Born to Mr. and Mrs. Maloney, Aug. 6th a son. Congratulations.

Mrs. Shaw, wife of car department employee Geo. Shaw, recently went to Pennsylvania for a short visit. Mr. Shaw has gone east to return with them.

Pine Avenue has been some what of a bachelor's street. First Ed Horn sent his family to Mauston for a month's visit and later Harry Miller and LaVern Smethurst consented to their families taking a two weeks rest and visit their relatives at Wauzeka, Wisconsin while the boys cook their own ham and.

Train Director James Burke has just advised us that he will not be on the job Sat., Aug. 16th as he is going to attend the wedding of his son. Sure Jim, don't miss that for quite often one is only married once and why should you not assist on this great occasion.

Switchman Geo. Stoddard has disposed of his property at Bensenville and moved to Elgin.

Train master Henry Sittler has been away on his vacation but guess he was too busy having a good rest to drop us a card so don't know where he was.

Yard master Harry Stockwell says that he spent his vacation at home and that he put in some pretty hard licks with the paint brush and step ladder.

Miss Emma Weber, or rather Mrs. Larson now, wishes me to extend her thanks and pleasure in the delightful surprise which she received from the employees for her wedding present. She was very pleased at having such a lovely present to remember "the old C. M. & St. P. gang".

Miss Edna Merriman, stenographer at the Galewood roundhouse, was married last month to George Stone, formerly one of our employees. We wish them every happiness.

Lots of marriages lately, we have just received word that Chicago Terminal Division Fireman Leonard Ellerman is to be married August 23rd to Cecelia Clement. Congratulations and best wishes from all of us.

General Foreman R. J. Weber is spending his vacation at Yellowstone Park.

Master Mechanic C. L. Emerson recently returned from a visit to Colorado.

Chief Caller Bob Richerson is spending a second honeymoon in Wisconsin.

Harry Neilsen, Pipefitter Helper, Bensenville, was another of our employees who joined the married ranks.

"Out Where the West Begins"

Mr. and Mrs. McFarlane enjoyed a delightful trip through Yellowstone Park. Mrs. McFarlane remained in Seattle for a visit with friends.

"Dad" Trainor has returned to work after several weeks of illness.

Dr. and Mrs. Twining returned Friday from a pleasant tour of Yellowstone Park.

Eileen and Ruth Moran are visiting relatives in Rockford and Savannah.

Our much admired Ole Schleen was finally picked off. Mr. and Mrs. Schleen departed for the Coast Saturday to look over Ole's fruit farm.

Our many readers will be delighted to hear of the birth of Miss "Betty Lou" to Mr. and Mrs. Bat Nelson formerly employed in the Superintendent's Office.

George Hilton, Roadmaster's Clerk, spent a few days in Twin Cities recently.

Mrs. H. W. Stroman is visiting relatives in

Indiana. We will all be busy keeping our Car Foreman out of mischief now.

Joe Peschel returned from his vacation all alone although he said several of the girls out west took advantage of the fact that this is leap year. Joe rather likes the Mobridge girls—especially one of them.

Monte has a new hat. He gave the old one to Arnold Running's little boy.

Dora Anderson, Freight House Clerk, is spending a few weeks in the East. We are anxiously awaiting the latest in "Bobs".

Mr. and Mrs. Norman Anderson are taking in the sights at Seattle and Tacoma. Ann's only worry is that she will never get Norman out of Vancouver.

A very enthusiastic Safety First Meeting was held at Marmarth, July 12th, being attended by 35 officers and employees. Chief carpenter Clothier interested the audience with a talk on Safety First. M. A. Tripp delivered a short address of his observations on foreign railroad in the matters of Safety First. Mr. Esch discussed at length Safety and particular attention was given the matter of highway crossing accidents.

During the electrical storm Saturday, lightning struck the Morrison residence in Mobridge. There were two clamps in rapid succession. Ora Bethke was in the vicinity of the house at the time of the first clap and was four miles north of Mound City when the second clap struck. It still makes him nervous when the storm is mentioned.

If you ramble up and down the line, just visiting around

And chance to make your lay-over in our Division Town

You can almost be acquainted with the bunch that run the trains

For I'll mention them in order, first their desks and then their names

Now the Chief Clerk, tall and supple, Ben, you call for when in need

If you ask for pass or money, he will surely do the deed.

Ann, his right hand clerk, will greet you with "What can I do for you?"

John sits in the next room—to be sure there's order there

And his wife across is busy, station rolls she does prepare,

Now from Shorty the Accountant you can always get a thrill

For at unusual noises, he runs, jumps, climbs or yells.

Joe the Timekeeper in the Corner you might dub at first too slow.

But I watched him once in Aberdeen and you should see him go.

Now in the other corner Harold worries and will say

"Funny how they always spot me, Agents always head this way."

And the other Harold near him, always quiet on the job

But when it comes to stepping high, his pep would kill a mob.

Mildred's ready smile will meet you as you're coming up the stairs

Though she's really such a darling, Milli never puts on airs.

Then if you should long for fight just before you leave our town

You'll find one Gene by the door who can surely take you down.

Just around the corner farther, if you have time to peck

There is George of the Roadmaster's Office, abusing yet polite and sleek

And if your business should carry you to the Freight House cross the way

You would probably encounter Dora, bright and brisk and gay.

Perchance your gaze would wander further into that little crowded room

Where Mary's smile and hearty laughter always melt away the gloom

Cashier Frank you might enjoy if on sports you can agree

And our genial Agent Dick, nice though tough he seems to be.

Ludie Johnson ("Trucking" Johnson) keeps his forces well in hand

And they all work well together like a quiet well trained band

In the Yardoffice, there's Toppy, most accommodating lad,

Then there's Jake, Red Ball and Harman, none of them you'll find so bad.

For your baggage checks on this trip, Vanderly at night you see

And for service in the daytime Lee's right there you'll agree.

Now there's Louise Running and Zella in the mechanical array

Also Alice and Miller, of all of whom things I might say,

But with fibs and exaggerations I really have a hunch

I'd better stop just where I am, with apologies to the bunch.

S. M. East

R. G. E.

Roadmaster Larson was the recipient of two boxes of wonderfully good cigars, but after he had enjoyed smoking them a bill arrived. Guess the bill didn't taste as good as the cigars.

H. Norgorden of the Mechanical Department, spent a few days at the home of his parents at Sauk Center, Minn. On his return trip he stopped at St. Cloud for a visit with his father who is confined to a hospital there.

We can all expect some real live stories about the Big Ones he almost caught. L. Grau spent a couple of weeks at one of the Ten Thousand Lakes.

On Sunday, June 29th, Fireman Jake Becker attended a reunion of the Becker family at Brownsville, Minnesota.

During the latter part of July, Ticket Clerk Schultz spent a couple of days at the home of his mother in Postville, Iowa.

Jack Aherh, Operator at Austin, is becoming quite a popular young man. Not long ago he sang several selections at a Noonday Luncheon given by the Rotarian Club. Jack says the Radio Fans will soon have a chance to hear his voice, which will be broadcasted from Station WLAG in the near future.

H. A. W. lost that lonely look on July 22nd and we all wondered what caused the transformation. Later we learned that Mrs. Wunderlich and the kiddies had that morning returned from a six week's visit with relatives at Savanna, Ill.

It has been reported that H. J. Keck and several others of the Mechanical Department Officials are great lovers of flowers. At any rate the Ice Gang saw them wandering about the Yards on the day of the last Safety First Meeting and each one carried a huge bouquet of flowers. In as much as the flowers were put out of sight as soon as the gentlemen in question observed spectators, it could not be distinguished whether or not the bouquets consisted of the Yellow Beauties. It is reported, however, that up around the Brick Yards a person can get a lot of dandelions in short notice. Any way every irregularity discovered was corrected at the Safety First Meeting that evening.

Miss Sprague made a flying business trip to Madison during the early part of July.

Conductor Dennis O'Marro was the victim of an automobile accident not long ago. He and his family were returning from Waseca where they had been fishing, and they were crowded from the road. Luckily no one was injured, but Denny says he didn't feel just right in the old car after that, so he just naturally bought a new Dodge Touring Car.

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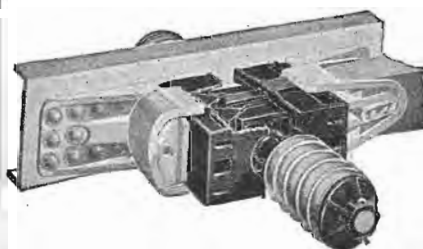
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Tommy took his Buick Six out for an airing. He left Austin early on the morning of July 20th to spend two weeks in the Northern part of the State. Scotty accompanied him as far as Minneapolis, returning via C. M. & St. P.

On July 26th a letter was received from Mr. Fay O'Neal of Mason City accepting the challenge of the Austin Ball Team. In as much as the I. & D. Division Team plays Kitten Ball and not Base Ball the challenge could not be accepted. Sorry too, as we would like to show Mason some real base ball.

Cliff Oeschger appeared on the scene one morning with a badly swollen lip. It looked like a bad bite, although Cliff says he is positive she wouldn't do a thing like that.

Superintendent and Mrs. E. A. Meyer spent a week in Detroit, Mich. during the early part of July, driving back to Austin in their new Dodge Sedan.

Engineer Owens, who is Mayor of the City of Austin, has issued an order whereby 15 miles per hour is the limit for motoring on the streets of the City. Someone said the Red Car couldn't make over 15 per and he wasn't going to let anyone get ahead of him.

Rose Krulish had part of her vacation during the month of July and I understand she took Evelyn's advice and stayed right at home.

John Lade, Section Laborer at Fairmont, took his wife by the arm and together they painted Chicago red during the early part of August. John called at the Superintendent's Office as the Chicago offices had left his wife's name off of his pass and I guess she wouldn't let him go down there unaccompanied.

Cigars are out on John Teff, S. M. Division Engineer, who was married on Tuesday, July 29th.

Several of the girls in the Superintendent's Office at Austin were the victims of post card showers during the early part of August. The reason? S. C. S. was up in Canada and had to keep them all posted as to his whereabouts. Yes, he took the Packard and made a long trip in a short time.

Eleanor and Marce are enjoying their vacations visiting in the East. It has been reported that as they were looking up at a tall building in New York a gentleman stepped up to them and said, "Say, girls, that building would hold a lot of hay, wouldn't it?"

The J. D. Williams family have been enjoying a visit from relatives of Rock Island, Ill. John was busy caring for a pair of twins the day I was looking for him.

Understand Tang is some there when it comes to playing Kitten Ball. Who was the kid that brought out the can, Tango?

Store Room Sparks—Dubuque Shops Iowa

S. A. Matter

"How do you get that way?" "Where do you get that stuff?" These and similar interrogatory expressions have led me to the conclusion that my monthly journalistic prevarications have proven abortive as to expected results. Instead of the good will I have only gained the animosity of those whom have felt the vitriolic venom of my typographical darts. I am harboring no malice, I crave no vengeance for the veiled insinuations, the sullen looks that has only imbued me with a bitterness that may never be eradicated.

I shall suffer alone in silence; content to remain aloof in the apotheosis of my humble ideals. You Mr. Baumhover I have only scorn in return for your ridicule as also your partners Stanslaus Langus and his (Lake) Superior, Ell V. Ess. You no doubt may obtain great pleasure in insinuating that my head is in all probability a solid mass of osseous substance. Be that as it may I shall always derive great enjoyment out of my own acquired belief of having "in-

tellectual superiority". (Somebody page Mr. Crowe please.)

Here's a new one by Herman Abydos Joos:—"This string is just long enough to be too short."

Boys, get a copy of this new book. "An all night vigil", by Louis Swambougis Sebald. This is an exceedingly thrilling detective story and was written when the author was sojourning at Marquette.

John Tirogas Orvis is the boy with the punch(er).

Monroe Waldus Royce and his chum Clarence Zlankus Horsfall are contemplating a fishing excursion to Rafferty's slough. It would be an inviting place to fish in if it was not devoid of that element known as aqua. However, we wish you boys luck as you may dig around in the sand and find plenty of turtle eggs.

Anton Antriparios Paar is an authority on acrimonious remarks and when to sling them.

Our next "Sparks" issue should prove highly interesting to the fair sex. I shall endeavor to set forth many new and unique beauty hints to the ladies that will in all probability turn out to be apocalyptic.

That little sprite Daniel Cupid is very active in our department these days. Already several victims have submitted to his uncanny influence.

Friend Lester is the manager of a new orchestra to be known as Schenker's Jazz Combination. We wish you great success in your venture, Less.

Herbert Examplis Baumhover the well known Oriental dancer and entertainer will take part in a performance to be given next week for the benefit of "Long Debbil" Bert.

Twin City Terminals

Carl

Vacation time is over and the office force has settled down to routine work again, but looking forward to where vacation will be spent next year.

Arthur Lundberg and family spent their vacation motoring through the east but was called back account of the death of Mr. Lundberg's father.

Frank Pecl's father, who has been ill for some time, died August 2nd.

Lester Nyberg spent his vacation up in the wilds of Canada. He reports a "wild" time.

Esther Fitzgerald of the Accounting Dept. has resigned her position to accept one with the Sioux City office.

S. J. Farley was called to his home in Green Bay account of the illness and death of his mother.

Born to Mr. and Mrs. Howard Simmons of Cloquet a boy. Mrs. Simmons was formerly Miss Lucille Meyers, of the Accounting Dept.

Florence McCauley and Ruth Youngberg of the Local will spend their vacation in Northern Minnesota where everything is wild.

Rail Rumblings from St. Paul

For Sale:—"A green dragon car. Inquire Frank Garvey". Is that correct Frank?

Alec McCool has a sore foot. He has been walking lately like a wounded duck. Evidently he has been stepping out of late.

And now our own Jack Dempsey (not the pugilist) blossoms forth with one of those universal cars.

Also saw Ed. Coy learning how to drive one of "those" cars and as he was driving proudly past the office, Bang, and a tire blows out. I don't know whether he bought the car or not.

Mr. Smith, round house foreman, is sporting a Dodge these days.

Where will they find room on the streets for all the cars ten years hence, as you must admit they are rather crowded right now.

Although it may be a little early to make this announcement, don't overlook the fact that the final payday before Christmas carries but eleven days. Merry Christmas.

Most girls are satisfied with one diamond but our telephone operator Agnes Mulkern is wearing a diamond ring and married a Diamond so now she is Mrs. Diamond, address Marshall, Minn.

Lloyd Davies of the round house, spent several weeks in the hospital with a ruptured appendix.

Art Peterson, Frank Garvey and Jos. Kulischewick, etc., etc., spent several days in Winnipeg. Why the boys picked on Canada is more than I can explain.

Jim Hickey says that the Minneapolis base ball is coming along nicely and there is no chance whatever for them falling down in the association league standing. No cause for worry James, none whatever.

Niagara Falls is truly a wonderful place and that is just why we missed getting our notes into last month's issue of this magazine.

Will Art Peterson please tell us why the Pathfinder car can be found parked almost any evening before a certain house on Forest Street?

La Crosse Division

C. W. Velsor

Now that vacation time is all over and every one back on the job business surely will pick up and the many new engines which have stood idle on the side track for many months will again be in service is the prediction of Al Klingler of Portage. Al is an optimist and we are all for you, Al.

While Jack Little lustily called for assistance from his sequestration at the St. Xaviers Hospital, Portage, a half brother of Pegasus was valiantly storming the heights, a snorting sort of determination to do or die, the sand and the debris of the incline was ground into infinitesimal atoms. Quoth Barney "Now, by, the harried soul of Sparkplug: Liz, awaken, up and at them, ere the sun sinks we must have attained the citadel!" But, alas, Liz in extreme impatience of the whole thing merely sniffed rather contemptuously and stopped; the knights were, forsooth, bade to descend and footweary and tired plodded to the destination.

We have the story in railroad vernacular. Curt Hodge and O. J. Carey tell it somewhat in the following manner. "You see it was like this, we hopped the rattle and made good time on the main line but when we came to the two per cent grade the tonnage was too much and the percolator refused to percolate, the pilpot ran through a switch on the side of the road and had to back out, but before he could do that, had to kick off a couple loads and double the hill. Oscar Mansne finally made the hill just before the hospital was closed for the night and Jack Little tied him up acct. 16 hrs. up.

Captain Frank Pooler of the La Crosse Police Dept. has been confined to his home for the past few weeks on account of an abscess on his foot.

Sergt. A. R. Decker who has been attached to the La Crosse police dept., has been transferred to the Chicago office. We know that all the hobos were glad of the change because A. R.

Chas. Higgins, first trick operator, North La Crosse, passed cigars again on another new bouncing baby boy. Charles says that the little lad is already learning the Morse code.

The coal shed at North La Crosse has been torn down which makes the cleanliness of the round house and grounds more outstanding, which is the good work of Mr. Brabrandt.

Special commendation was given operators Wright and Fiddler of Oconomowoc for their promptness in having 66's extra stopped on July 23rd when they discovered a brakebeam down.

Mrs. Chas. Mosser and Mrs. John Johnson wives of two department employees of the Motive Power Department at La Crosse have gone to the golden west for a few weeks. John and Charlie say that they are sure when the ladies return, they will have labels on the baggage marked "glass, handle with care", because Can-

ada has been included in the itinerary.

The Fire Department of the La Crosse Terminal again showed its skill and worth when fire broke out in the storage oil house back of the round house on August 11th. The flaming roof was quickly under control and only a small loss was sustained.

La Crosse Round House Foreman Brabrandt goes to Waupun, but only for a visit. The warden said that there were no engines at the prison at this time to be repaired so R. H. is back on the job, hoping that they never have any to be repaired after he saw what the menu was.

Passenger Brakeman Ray J. Kawatzky who with his new bride has again taken up his residence in the popular lakeside city Pewaukee is now devoting his spare time in building a neat little fence around his yard. What's the idea, Ray.

R. & S. W. Division

Lillian L.

There's no bob haired flapper has anything on Mike Stehling when it comes to wielding a powder puff. You see Mike had an engine failure on the 8064 and had to walk about four miles to Elkhorn for a relief engine and, oh, those poor feet. Understand he is buying up job lots of talcum these days.

The Misses Nellie Menhall and Helen Fenlon gave the girls at Beloit a little treat in the way of a party at Yost Park during July. There's nothing slow about them when it comes to putting up a good feed.

Heine Funk went to Des Moines the latter part of July and spent the week end with our old friend George Williams. Heine tells us George seems very well satisfied with his new surroundings.

Master Mechanic A. M. Martinson made us a call a short time ago. Same old Aleck—same old happy laugh.

Wonder what is the trouble between Mr. Fairchilds and Louie. Excuse me Peg for that "Mister".

A daughter was born to Engineer and Mrs. Roy Hollenbeck on July 30th.

"Shorty Fessenden is relieving Yard Clerk Devins, who is spending his vacation at Fargo, N. D.

Tom Crago bought himself a flivver when he went camping up the river. It really would make one quite dizzy just to watch him drive that Lizzie. He zigzags up and down the street, never misses a single hole and bangs into every telegraph pole. Every time he is a little bit late, we think he's gone to keep that date with all his friends way down below, for that's the place he's sure to go.

Wonder why Mary and Nellie are so fond of going to the freight office to bind books.

Understand Brakeman Barrett and Coakley have developed rather serious symptoms of "loaf-eritis". This is not to be wondered at, as it is quite contagious, and Conductor Wobig has a very aggravated case.

A daughter was born to Engineer and Mrs. John Corbett, August 4th.

Louis, who is if that has those fire crackers? Miss Helen Fenlon returned to work July 29th after spending her vacation at Chicago, Clinton, Ia. and part of the time on a lake trip. Helen swears she was not seasick, but no one likes to admit she is a poor sailor.

Believe C. Hazeltine, Asst. Cashier at Beloit, must be going to give up the state of single blessedness, as he is spending most of his time looking at furniture.

Roy Hixon and Ben Preston with their families are spending a couple of weeks at White Sand Lake, near Boulder Jct. They are surely having a fine time fishing, picking blueberries, etc., according to the cards they have been sending Conductor Ted Carrier. Ted also mentioned something about rattle snakes—but it would

hardly be possible they were seeing rattle snakes in these "dry" times.

Dubuque Division

J. J. Rellihan

Conductor W. L. Wiedner of the Cascade line is taking a vacation and making a tour of the West, including all of the important coast cities.

Section Foreman Ole Quam of Waukon took a weeks' vacation and made a trip to North Dakota.

Brakeman T. P. O'Niell has given up his run on the Waukon Line and has removed to West Union, taking the run on that branch.

Telegrapher J. C. Freyhaige of Marquette Yard, has taken a 90 day leave of absence and is trying out a position on the road with a collection agency. Paul Dunn is working first trick at the yard during his absence.

On Friday morning, June 20th, after an illness of about 2 years Michael Oswald of the B. & B. Dept. died at his home in Dubuque. Mr. Oswald was 72 years old, a member of the Veterans Association and his departure is greatly regretted by his many friends. Besides his widow he leaves three daughters and two sons, twenty one grandchildren and five great grandchildren to mourn his loss. Funeral was held June 23rd, interment being at Linwood cemetery, Dubuque.

Section Foreman Arne Helle of Lansing has traded in his touring car and is now riding around in style, driving a new Sedan.

Agent F. A. Schrader of Marquette, has taken a short vacation, making an auto trip to the Dells of Wisconsin and other points of interest.

We have been blessed the past month with an abundance of rain which caused considerable damage on the Waukon and Preston branches and the north end of the main line, and Roadmaster Swanson is looking for the party that wrote "It ain't going to rain no more".

On account of the change in train service on the Waukon Line, agent Wyse has discontinued the hotel business at the Junction, much to the regret of the traveling public as well as our Division officials, who could always figure on a banquet when they hit the Junction about meal time.

Billy Hagensick, Baggage man at McGregor, is now driving a new Studebaker Sedan.

Conductor W. A. Cutting enjoyed a month's vacation, taking in the sights in the Twin Cities.

Brakeman Masters has taken a run on the Cascade line, displacing Joe O'Rourke, who is now on the Time Freight.

Conductor Daniel G. Cronin, whose illness was noted in our last, died at his home in Dubuque, July 20th. Mr. Cronin started his railroad career on the I. & D. Division at Mason City 38 years ago, coming to this Division about 20 years ago, and the passing of "Honest Dan" is sincerely regretted by every employe on the Division who knew him. The funeral was held at McGregor on Tuesday, July 22nd, the following members of the O. R. C. acting as pall bearers. J. D. Welsh, R. H. Kearney, Geo. Rehm, G. W. Belknap, P. J. Handley and J. J. Wittman.

Engineer Martin Boleyn has given up the south end run and is back on the north end time freight.

Conductor Kearney enjoyed an auto trip to Fargo last month.

Sam McClave, first trick operator at Bellevue, has taken a month's vacation, being relieved by telegrapher M. H. Murphy, a new man on the Dubuque Division.

Conductor W. S. Hartley and wife are rejoicing over the arrival of a new baby girl that took up its home with them last month.

Operator Frank Dwork took a short vacation, visiting at Davenport, Chicago, Milwaukee and Madison.

After a very short illness Conductor Fred Libby, died at his home in Dubuque, Sunday

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PATENTS

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morning, Aug. 3rd. Mr. Libby was born Aug. 22nd, 1860 at Elkader. He entered the employ of this company 43 years ago, and for a good many years was employed in passenger service on the West Union and Preston branch, and the North McGregor-Chicago run, but lately had a run out of Dubuque. He was a good citizen, and a great lover of nature, his greatest pastime was to be out on the river with a supply of fishing tackle, and he very seldom came home "skunked". In addition to his wife and one daughter Mr. Libby leaves a host of sorrowing friends to mourn his demise. The funeral was held at Linwood Cemetery, Dubuque on Aug. 5th and J. D. Welsh, C. M. Merwin, D. H. Laury, R. H. Kearney, W. A. Cutting and J. M. Cassidy, all passenger conductors, acted as pall bearers.

Wisconsin Valley Division Notes "Lillian"

A baby boy was born to Mr. and Mrs. Lawrence Nowitzke on June 19th—"Morris John".

Mr. Emil Greenlund has returned to work at the roundhouse after an absence of over one year. "Bing" is wiping engines on the third shift.

Mr. James O'Leary, engineer on Fishermen's Special, laid off a few days starting July 4th,—his six sons and three daughters returning home on vacations.

Elmer Holman is now working for the Store Department in Horace Young's place. Mr. Young is now employed by the Car Department.

The roundhouses at Merrill, Wausau, Tomahawk, Minocqua, Wisconsin Rapids and Babcock were recently painted. Matt LaSage and Bill Streeter performing the jobs.

Mr. Nee's Ford inspection car No. 1 was recently given a new coat of paint and looks like new. Matt and Bill did this also.

Miss Doris Streeter, daughter of Wm. Streeter, painter helper, was married to Harry Ash on July 16th, 1924. Miss Mabel Lund, clerk in the store department, attended the wedding.

Mr. Hunziker acted as roundhouse foreman during Mr. Horn's absence while on vacation.

Mr. Mahon, from R. W. Anderson's office, made an inspection at Minocqua and Wausau on July 17th and 18th.

Mr. Horace Wheelock, accountant, has just returned from a motor trip to Naperville, Ill. He was accompanied by Division Storekeeper Lemay and wife. One puncture and running out of gas twice are a few of the joys of motoring reported. Governor Blaine assisted them in pushing their car off the main highway and sent a man back with gas from the first town.

Nick Obey, fireman, has a new Oldsmobile Sedan.

Eleanor Nee has returned home from California where she has spent the winter attending school at Pomona. She was accompanied by Harold Nee, who has been visiting there for the past month.

Conductor McCarthy who recently had his hand badly injured is again out and all are pleased to know that he is getting along as well as can be expected.

John Brown, chief clerk, in local freight office, and Lawrence Krueger, baggageman spent last week at lakes on north end of division. While they claim to be champion fishermen, and no one doubts their stories of the big catches, yet no one saw any of the fish.

We understand that Hugh Hamilton will soon discontinue his frequent trips from Mosinee to Port Edwards and that the attraction at Port Edwards will be transferred to Mosinee.

Miss Livernash, of Mitchell, So. Dak., is visiting friends on Wis. Valley Division. Her father, George Livernash, was agent and train dispatcher on Wisconsin Valley Division for a number of years and is now at Mitchell. Miss Livernash says it is always a pleasure to get back to the Wisconsin Valley and the fine scenery in Wisconsin.

Engineer J. C. Rodehaver and family expect to make a trip soon to Colorado Springs to visit Mr. Rodehaver's mother.

Miss Edna Larson and Mrs. A. I. Lathrop are planning a trip to Yellowstone Park.

Gerald Stutz, former roundhouse foreman's clerk, is spending his vacation at Minocqua.

Mrs. Lillian Atkins, clerk in dispatchers' office, is spending a week at Manson Lake.

Anyone wishing a bargain in cars see Mr. Harrington. He can give you a tip on any make and at any price. And they're always in first class condition.

Miss Mildred Conklin, Supt's. Steno., will leave next week for New York, where she will spend her vacation. She will be accompanied by Miss Florence O'Leary, daughter of Engineer O'Leary, of Tomah.

Mr. Nile McGinley, chief timekeeper, has returned from a two weeks visit in the west. He planned on spending a good deal of his time in Canada—but after paying \$10 a night for a

room changed his mind.

Joe Vesoloski, machinist helper, has a new Ford touring car.

The roundhouse employees now have Saturday afternoons off.

Felix Slomske, machinist helper on the night shift, has just been married. We have not learned the bride's maiden name. Spending their honeymoon in Minneapolis and Chicago.

William Swanson, machinist helper, is leaving for Wolsey, S. Dak., where he will spend two weeks' vacation.

Paul Stoff and F. E. Bame spent the 4th and 5th near Boulder Junction fishing trout.

Leo Duquette, section laborer, was instantly killed when the motor car on which he was riding collided with Extra 2359 West, July 21st. Sympathy is extended to his family.

Mr. Erick Gehrke, assistant accountant, has returned from a week's outing at Minocqua. Only thing he brought back was "a coat of tan."

Notes from Traffic and Local Freight Department and Docks, Tacoma

Mr. F. J. Alleman is wearing an unusually genial smile these days, the reason being that the family is once more reunited after a separation of nearly two months. On July 28th Mrs. Alleman and daughters returned from a long trip to the Central States, during which the travelers visited friends and relatives at Milwaukee, Madison, Monroe, Monticello and Cross Plains, Wisconsin, Libertyville, Illinois, and New Hampton, Iowa. After the unpleasant weather of those regions the balmy, delightful climate of Puget Sound proved a welcome change to them. Mrs. Alleman hardly knew the house on her return, for Mr. Alleman had taken advantage of her absence to make extensive changes, including the installation of electric heating throughout the house. Mr. Alleman went as far as St. Regis, Montana, to meet the returning pilgrims.

During the absence of his mother, Kenneth Alleman of our yard office force set out with high pretensions as a cook to do some baking, making a specialty of beefsteak smothered in onions. After one trial of Kenneth's cooking his father took to eating downtown; Kennie's selfrespect supported him for a few more meals but then he also fled to the beaneries downtown, ostensibly because of lack of time, but there may be other reasons. Since his mother's return Kennie has perked up considerably and begins to brag of his cooking again.

Mrs. Rossiter, wife of Superintendent Rossiter, a very charming lady indeed, together with her equally attractive daughter, Miss Ruth Rossiter, have become vastly interested in the busy scenes attending the discharge of steamers at the docks and have visited both the Arizona Maru and the Arabia Maru recently, on their last visit being accompanied by Miss Johnson of Minneapolis. Mr. Alleman piloted the ladies and Mr. Rossiter over the big ships. Mr. Rossiter makes dire threats if we reveal the nature of the refreshments served by the captain or first officer—we forget which—so we refrain from any indications whatever and leave it to the imagination of our readers.

Captain Kirby, the famous janitor at Dock Two, a loyal Irishman at heart although, to his undying regret, he was born at Liverpool, celebrated a sort of jubilee on August the 1st, being the fifteenth anniversary of his connection with the docks. In spite of advancing years he is still as spry and merry as a young man and always ready with a witty answer. Who has not heard his favorite: "Back up, ye secondhanded plug"? We congratulate Mr. Kirby on his long and faithful service at the Docks and hope that he will continue to look after our welfare for many years to come.

There have been so many changes at the Local Office lately that it fairly makes one dizzy to keep track of them. Mrs. McKay resigned her

position as switch clerk and went to Spokane or thereabouts, where we wish her all good luck. Miss Gwendolen Guslander, bid in on the switching desk, where one can get away at a little more regular hours of an evening. Miss Willa Lindsey has now become Assistant Bill Clerk, so that the young man with the Ford coupe has to come around considerably later than heretofore. Tom Dolle's job was cut right out from under him; temporarily at least, and Tom like a good all around man immediately went on the Chief Bill Clerk's position, where he is now wrestling with Milling in Transit problems and such. Keith Williams who was Chief Bill Clerk until now, has gone on the swing job at the yard office, being an old graduate from that office and feeling quite at home there. Miles Story is temporarily on the Car Desk at the Yard Office, having been displaced in the cage at the Local Office by Mr. Howard Baldwin. Mr. Baldwin is now collecting the money and passing out the paychecks with his accustomed courtesy and imperturbable good nature.

Joe Baughn of the Car Desk at the Yard Office is off on a vacation; we understand he went to Vancouver, having heard that the climate there is moister than here.

Ray Clover, Assistant Cashier at the Local Office, was off on a vacation also, but outside of a trip to our neighboring village of Seattle he spent it at home. Our readers need not infer, however, that he was permitted to loaf around the house and play with the kid, for Ray put in a very strenuous time painting his house. And then they call it a vacation!

Mr. Stevenson, our new Division Freight Agent, is busy acquainting himself with his duties and is making friends fast among the patrons of the road, as may be inferred from the fact that notwithstanding his being the youngest in point of service of the traffic representatives of the various lines here he was elected a member of the Rotarians to represent the railroad interests, filling the place of Mr. Lalk. Mr. F. A. Valentine, City Passenger Agent, is also meeting with very good success in his new duties.

Mr. Campbell, Mr. Stevenson's Chief Clerk, was agent at Frederickson, near Tacoma, until recently and is well known as a student of traffic problems. Since coming to town he has become the proud owner of a new Chevrolet coupe.

Ray Kidd was recently absent on a brief three-day vacation, going to Dallas, Oregon, to attend the wedding of his sister Mabel to Professor Wm. Hanna, principal of the High School at that city. Incidentally we must not fail to note that Ray drives a new Ford and the other occupants of the City Office can now tell by the noise when Roy drives up in front of the office without looking out of the windows.

We hear that Miss Pearl Byars, finds it difficult of late to attend evening functions in society, the reason being that a mysterious individual whose initials are H. L. R. is now on evening duty. Miss Byars, by the way, was one of the guests at a dainty luncheon given on July 31st at the Hotel Tacoma by Mr. Carrotté of the Superintendent's Office to the girls of that office and Miss Byars. Contrary to all expectations, no announcement was made of any engagement. We are not aware whether Miss Byars was also among the expected engagees or not, but shall report on this later.

Mr. Jimmy Hogan, the bustling City Agent at the City Office, is the fortunate owner of a Ford Coupe which comes right handy in his work. The other day Jimmy came down per street car and later in the forenoon his car was driven up in front of the office by a young lady, who stated that she found the machine abandoned by the roadside. Jimmy says it was only a punctured tire. Our detective bureau is now endeavoring to solve the problems of—1.—who fixed the puncture if there was one, and —2.—how did the young lady know whose car

it was, and —3.—who was she?

Mr. Stevenson, Division Freight and Passenger Agent, and Mrs. Stevenson are enjoying a joyful reunion of their family. First, their son Clayton, serving on the subchaser "Kennedy" of the United States Navy, recently stationed at Port Angeles, this state, came home recently on a two weeks' leave of absence, the first time he has had an opportunity of coming home in several years. Then their daughter Marcella arrived on July 30th from their old home at Minneapolis and will now stay with her parents. It may be imagined how pleased they must be to have their children with them once more.

Mr. E. F. Richards, who is in training as a federal traffic expert at the City Office, recently was at Aberdeen, Washington, on a week's vacation. He enjoyed his vacation greatly and wishes it distinctly understood that he came back quite as sober as usual.

Twin City Terminals—Mech. Depts.

"Sub"

Everybody surely is pushing this Safety First proposition and results are sure to be obtained—the old saying is "You pay most for Safety when you try to get along without it".

Joe Cook, Roundhouse Clerk at St. Paul, reported for work July 12th after a leave of absence account of his health.

Former correspondent for the magazine, Mr. James Nellins, passed into the Great Beyond July 28th, 1924, after a lingering sickness. Mr. Nellins has been with the company for 40 years or more in various capacities and the shops have lost as faithful and loyal an employee as ever entered the shops. Mr. Sillcox attended the funeral services and Mr. Nellin's fellow shop men miss him and extend sympathy to his widow and family.

Mr. J. J. Crowley made his rounds at Minneapolis, July 22nd and we were all glad to see him.

Mr. Gardner was also a caller at Minneapolis on his way from the West and while he reports a good time, yet he evidently was glad to get back home.

The New Ford Plant

In August 1923, construction work was started on the new line leading from Western Avenue to the New Ford Plant, a distance of about 6½ miles. This work was completed on November 10th, 1923 and shortly after that a few cars of material were taken into the plant. The first real revenue that we realized commenced in January 1924, when it amounted to approximately \$7,000.00 for that month and has increased an average of about \$3,000.00 each month up to June when we realized a total revenue of \$18,000.00 from the Ford Line business alone for the month of June 1924.

The principal commodities handled to this line are supplies for the construction of the new building for Mr. Ford also, considerable steel and other machinery for the installation of the dam.

We have also been handling an average of 12 to 15 cars of crushed rock from Shielys Plant for various points in Minneapolis and outside territory. For this service we realize \$10.00 per car. We are providing at the present time one crew and engine to perform the switching service in the Ford Line territory and are averaging about 50 cars in and out per day. The construction of the cement work on the new building will commence about August 1st and the amount of cement work to be performed is equal to eight miles of paved road and will consume approximately 600 cars of material and it is expected that about 15 cars will be handled daily for this work.

About the first revenue realized from that line was in October 1923—the tonnage increasing from about two million tons of freight to approximately twelve million in June of this year, which indicates that we are doing a very substantial business at the Northern States Power

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Page Forty-Four

Co. We are handling on an average of eight to twelve cars per day for this concern.

Tacoma Shop Notes

"Andy"

R. A. Nofke and P. R. Horr are vacationing in the wilds of Vancouver, B. C. From the evidence we received in the mail the other day, they must be having a good time.

H. L. Snyder, our handsome Chief Clerk, together with Chas. Reynolds, popular Store Clerk, went forth early on a Sunday morning aboard an ancient Dodge, equipped with all the modern, medieval and otherwise means for fishing bass, including minnows, bullheads, boneheads, salmon eggs, worms (angle, tape, etc.), spinners, spinners, spooners, or whatever else is used in piscatorial warfare. From the material evidence gathered to date, they returned with less fish than they started out with, however, on the other hand, in the meantime, etc., etc., if we are to believe the story they had the nerve to relate upon their return, there are no more fish left in that lake. They say they had a very good time and the sights were wonderful.

Messrs Lovell, Hubbard and Coors returned with calloused feet and lame backs from a combined hiking and fishing trip to Snowy Lake. About thirty miles were covered by foot, mostly perpendicular. The fish however, saw them coming and refused to bite, despite this fact, a very enjoyable time is reported by all.

Yo Ho! Another leap year victim has fallen by the wayside. Helen Holmes, popular Comptometer Operator in the Time Dept. has decided that washing dishes, swinging a rolling pin, patching sox, and whatever else good housewives are supposed to do, is better for the complexion than manipulating the figure juggling machine, so she deliberately went and got married. The clerks on the tide flats presented the young couple with a silver set, and we all wish them a long and happy married life.

That wont-rub-off smile that you see Cecil Deguire, Ass't. Chief Clerk, in Mr. Rusch's office, wearing is a result of the fact that he recently became the proud papa of a bouncing baby girl. That is also the reason we were smoking cigars the other day. Congratulations are in order.

F. Buchanan, Traveling Engineer, is attending the Traveling Engineer's convention held in Milwaukee.

Carl E. Woods has just returned from the Air Brake Convention held in Milwaukee.

Somebody blackened our messenger boy's eye, don't know why, he is dark enough as it is, 'pears to me.

Our blonde stenographer S. Johnson, has been troubled with cephalalgia of late.

Cars are coming down, Chas. Stevens busted a rear axle in his the other day.

Milwaukee Terminals

Buddy

Excuse, Please

'Twas back in November,

I seem to remember,

Reading in this magazine,

A Milw. Terml. item

Which would often excite 'em,

It was written by Miss Irene.

Now Irene is married,

The article was buried,

It disappeared right off this page.

But if you want to continue—

Just send in your lingo,

To the Depot—

And send it TODAY.

Supt. Kelly's gang had their annual picnic at Okauchee Lake, July 30th, and there were plenty of aching bones around Room 22 for a week after, which all proves that it was a regular picnic. Rademacher's 'Shady Nook' home and grounds were furnished through the kindness of Mrs. Jos. Rademacher and her brother, Al

Rhemer, of the Supt's. office.

It was surely an ideal place for a picnic, and the weather was made to order. Supt. Kelly tried to judge the girls' swimming race, but Agent Dummmler got in the way, and he couldn't see the Lake.

The ball game followed the swimming in the afternoon, with Messrs. Kelly, Elder and Larson doing the heavy work. The surprise of the game was the speed in which Mr. Dummmler covered the bases.

Elenore Francey finished first with the spuds in the prettiest potatoe race we've seen at any picnic.

The married mens' race was won by Trainmaster Elder, but we couldn't see how he beat Chief Clerk Steuer with the start he had.

'Chuck' Ladwig beat the single men after he proved it a second time to Roadmaster Larson and Herb Franzen.

The "kids" race was won by Bobby Steuer for the boys and Loraine Rademacher for the girls.

Besides Supt. Kelly's office force and their families, among those present were: Miss Gill of North Ave. Station, Trainmaster Elder and Mrs. Elder, Agent Dummmler, Roadmaster Larson, Stationmaster Berg, Foreman Yank and the ex-members of the office force, Mrs. Irene Kes-senich, Mrs. Mary Orme-Duffey and Ann Sprader. The picnic was a huge success thanks to the good work of Elenore Francey, Inez Regnell and Al Rhemer, and they were unanimously elected to plan for the next one. It was too bad Asst. Supt. Bush, Roadmaster Farrell and Chief Carpenter Eggert could not be present, but Mr. Eggert says the water at Okauchee would remind him of Sturtevant, and he saw enough of that in his dreams.

Three cheers for Herman Herbert. It's a girl and she's doing fine. The stork got acquainted at the freight office while he talked it over with Herman, for he left a baby boy at Al Bathke's home. Congratulations, Al.

We understand O'Halloran has 'gone in' for writing tragedies. How's the Red Book coming, Clem?

The mosquitoes are terrible in Wauwatosa this summer, especially under the Hick(ory) trees. How come you didn't know until the morning that they bite, Mary?

Klima's little son came into the office the other day and called his dad down into the Depot. When Frank came back he was whistling "Oh, why did I kiss that girl?"—Mayville papers please copy.

Syncopation?

Freddy bought a saxophone,

He practices at home.

While he plays so sweetly to his notes,

The neighbors are out—spreading wild oaths.

But speaking of music. Have you heard our Harmony Trio (Messrs. Elder, Dummmler and Berg) sing "Tho your lips tell me No! No! There's Yes! Yes! in your eyes"?

Agent Regan's experience as Yardmaster is going to come in handy at his apartment, as we hear the Duffeys move in on August 15th.

Mrs. Duffey was in the office the other day to borrow some card board. We have some letter stuff now Mary,—come in again.

The married couple in the Roadmaster's office were pinched in Waukesha. Vivian says it was "speeding"—Ross says his car was just about moving. What kind of speeding was it, Viv?

Bad Land Echoes

"Bill Mike"

Wheat and barley, oats and rye soon get ripe when the sun hangs high, and a warm breeze blows o'er the plain helping the sun with might and main. Turn the field from green to yellow, Moon so big and round and mellow, seems to smile down at a fellow, like a comic punchinello. Grass gets ripe and the needles fall, horses are stomping in their stall, both fly and nose fly buzz and sting, Mosquitoes hum while on the

wing. All seem glad on their own account, each to itself is paramount, mowers and reapers come and go, singing a song now high, now low. Everything's happy it would seem under the sun and wind's regime, Preston and Maxfield too, are glad, plenty of cold drinks to be had, lots of fellows are happy too, riding or walking through the dew. With some sweet lady by their side, say, but it's great to walk or ride, up the hill while the moon looks down, seeing below the lights of town. Watching the stars up in the sky, listening for her low reply. Gee, but it's great to be out there! Out with a girl in the open air. Arthur Grothe is handicapped, with nice things planned and course all mapped, he finds that where it's nice for two, three more are added to his crew. So things that he would like to say must thus await another day. I think that married folks, at least might let young love enjoy the feast of loving words and kisses sweet, and make their happiness complete, by letting them go out alone, remembering young days of their own. See that Phil White has changed his name, many a man would do the same, mail gets mixed and the laundry too, can't blame a single man, can you? When married folks have the same name, and people ask him, "Where's your dame?" then to confess that he's a batch, no one to mend, no one to patch his Sunday clothes and underwear. no one to keep things in repair, while bills come in for Mrs. White, you can't blame Phil—he means all right. Besides, Carl Staben saw a ghost and with its gender much engross'd he watched it wend its phantom way about Phil's cottage—plain as day. When questioned further, Carl confessed that he believed that it was dressed in white—and so Phil changed his name and singleness he does proclaim. "Nig" Gibson, we are sorry, sir to hear that you can not bestir and move about as you are wont to do some little comic stunt. But after everything's been said we'll have to blame it all to Ed. the trouble started that one night when you and he had the big fight about the collar and stiff shirt, I'll tell the world he did you dirt, by forcing you to wear nice clothes instead of wearing what you chose. Strange clothes and unfamiliar things will almost make a man take wings and fly to places far remote, where one may wear the ancient coat. Too long you lingered near the scene of dress-up suits and velvet, so now the price of those rash acts is set before you in real facts of hospital and doctor bills for medicine and bitter pills. John Johnson, quite a dandy boy, went to a dance with untold joy, a lady strange but fair to see reserved a dance for such as he. But envy with his bitter tongue toward poor Johnnie now was swung. Thus whispered words in shell pink ear foretold of things that she might fear to dance with John—and it befell she turned him down and said "farewell". Because they said he was a horse, still envy lives without remorse. A strange thing happened Shirley Brown, as from a tank he tumbled down, against the sand tower hit his nose so blood and flesh it did expose. He thought he was an angel fair, that he could fly all through the air drop with ease upon the tower as though 'twere his lady's bower. But now I think he will admit he wasn't an angel when he lit. Paul Marion, so I am told was once a little bit too bold, for when he dove into the dam his feet struck bottom much like jam. The mud crept up and held him fast, he thought each moment was his last on earth, but aid was near at hand, they dove and pulled him up on land. No more spring diving now for him, too much danger to life and limb. Nels and Hansen have had a spat, each called the other to the mat, one was afraid, other didn't dare, so that's the end of that affair. Silcox and Greer and McFarlane also Fuller stepped off the train to pay a visit to the shop, a little call during their stop. T. A. Childers was heard to say, "I'm working on my head today." Can't understand just what he meant or why he should ex-

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periment when kerosene is a known cure, cheap and easy to get that's sure. Kreso Dip is also all right, rub in well, both morning and night, these are two cures and I have heard will drive the insects off a bird. Walt Byington has been out west to cram some fruit under his vest, Carl Lintved too, has been away but where he's been he did not say. H. E. Johnson has also left to gain a little extra heft. Richey's gone on his vacation, thinking thoughts of elevation, and dreaming dreams of his old Case now abandoned and in disgrace, stalled at Buffalo in a creek, getting rusty and old and weak. John J. Kinney, I have been told, thinks Baker people much too bold, he went up there to see his love, Rice came down like hail from above. But Baker folks were premature, reminds John of the water-cure his mother used for setting hens instead of keeping them in pens. Maxfield's singing all of the time sings a new song in tones sublime, "every-

body wants the key—ee—to my cellar. Oh, Gosh! Oh, Gee!" Murphy at last has bought a car so he can travel near and far, teachers will soon be here again and Murphy sure loves to entertain. Emmet Sheehan's invested too and so he's speeding up a few, he shifts from low to high with jerks, can't find out how the blamed thing works. One light bright and the other dim makes no diff. to a man like him. Frank Hardy too, has much to learn about a car, I can affirm, I saw him driving up the street with a flat tire; most indiscreet. Jack Stapleton and wife are back from Palm Beach with its sand and wrack, they found their garden most select, Staben and Crowley earn respect. Irish took his cycle one day and went speeding along the way, he met a car upon a dike, turned to the side gentleman-like, turned too far so he slid below, what he said the most of us know. Mike Wood gave a party one night, don't he know that it isn't right not to bid a reporter too? Olga is peeved, Mike Wood, at you.

M. C. B. Gossip

"Lee"

Harriet Badger can tell all about "the long and short of crepe skirts in rainy weather". She was caught in a regular Milwaukee rain-storm and as her skirt got wetter, it got shorter, and Harriet had a stretching time of it when she got to the office.

Fredrick Andrews spent his vacation at his much talked of Sheboygan Falls. Wonder just what it is that attracts our little Freddie there?

Gene Kleiner was called to Chicago on business and got so fussed he forgot that a brief case is carried by the handle and not under his arm like a bundle of lunch. How'd they like your classy brown suit, Gene? Or did you wear your "white ducks"?

"The Old Man's Game" has invaded the office and the words "mashie and niblick" are heard frequently. Marcella, Ethel and Julia are regular golf-fans and as for Erwin Weber, he's just hopeless. Really, folks, your tale of golfing four nights a week and twice on Sundays is too much for us to believe—especially when we understand Lincoln Park was submerged by the recent rain storms.

Gene Kleiner spent his vacation at Eagle River. He came back very enthusiastic about the place and said he would spend his honeymoon there. Just what does he mean? Can he be preparing to desert the bachelor's ranks? Explain yourself, Gene.

Mr. Brantigan visited the office and we were certainly glad to see him, and very pleased to learn he is succeeding in his new work.

While Frank Skola and Harry Mendlik handled the files, the office was shaken as though by an earthquake. Investigation developed that Harry had only dropped a drawer of files, but he must have been an expert for although the filedrawers are two feet long by one foot wide, he neither spilled the files nor let the drawer land on his foot. See if you can do it again Harry.

With the shortage of pins it takes an efficiency expert to figure out how many minutes a month a stenographer spends in collecting pins, bent and otherwise, spikes, and tacks to connect correspondence. Better include it in your 11,760 minutes, for it has become a regular daily procedure now.

Mrs. Gregory brightened the office with little bouquets of lovely flowers from her garden. They certainly were appreciated by the girls, for it is a wonderful surprise to find flowers on one's desk in the morning to start off the day right.

Julia Weins spent her vacation in California and enjoyed that land of sunshine and flowers. She gave us a great surprise by coming back with bobbed tresses. What happened Julia—did you try to get a hat? With the standard measurement of 22 inches we will soon all either go hairless or hatless.

Miss Ruth Pritchard of the M. E. Office is away on her vacation this week, her name was sent in the next day after the Aug. items but apparently failed to connect.

Bedford Shops

By G. F. L.

Mr. W. E. Cropp has arrived from Milwaukee to act as boiler foreman during the absence of Mr. Wilson who has taken a leave of absence in an effort to regain his health.

We have been wondering ever since the first of the year what was the cause of the worried look on the face of the boring mill operator; but lately discovered that the main reason is the fact, that this is leap year. Don't worry Billy, you may escape this time and it will be four years before another.

Russell Rittenhouse has been wearing a loud smile the last few days, and we learn that it was all brought about by the winning of his first game of horseshoe. By the way we might mention that he has been playing the game all summer.

H. E. Bennett has taken a leave of absence and while off duty will visit relatives and friends in Philadelphia and Renova, Pennsylvania.

Machine Shop Foreman Frank Guelick is sporting a fine new car, but some of the boys have classed it as a back number for the simple reason that it has not four wheel brakes.

General Foreman W. A. French is taking a two weeks' vacation, visiting friends and relatives along the north and west end of the division.

It seems that cupid keeps constantly playing among our shop force for although the past month the number of employees have been unusually small nevertheless we have another marriage to report, this time in the person of Geo. Lyon who was married during the past month to Miss Elsie Harris.

From the Banks of the Wabash

Roberta Bair

Mr. W. F. Luedke, from R. W. Anderson's office at Milwaukee, spent a few days on the Terre Haute Division. We would like to know if he likes Terre Haute any better since spending the evening at 7th and Wabash, and if he saw any good looking girls.

Flossie Waggoner is spending her vacation in Detroit, and is having a wonderful time, although she is still wearing her ring.

We wonder what the attraction is at Indianapolis. Catherine would like to have an annual over the Big Four.

Agnes has a new hair tonic which is guaranteed to grow hair over night—hair as good as new. Anyone desiring the latest hair grower, call Wabash 7981.

(Say what you want to about Mrs. Skirvin's new car and then insert the following:)

We would like to know if John knows how to fix a carburetor, and if Fred has recovered from his first shock.

If Joey would retire earlier, there wouldn't have been any trouble about the soap. We would advise that he leave the home of the fair young blonde a little earlier.

A delicious picnic supper was enjoyed by the Terre Haute clerks and supervisors Saturday evening, July 9th, at Rea Park, south of the city. After the supper, the rest of the evening was spent in swimming and dancing.

The Rea Building office force, families and friends had an enjoyable swimming party at Elm Grove, North Terre Haute, the evening of August 7th.

Effective August 1st, 1924, the operation of that part of the C. M. & G. Railroad, East of Joliet, Illinois, will be handled by the Terre

Haute Division.

W. O. Wherrett, wife and daughter Marie, left July 15th for a pleasure trip east. They will stop on their way at Cincinnati, Washington, D.C., Philadelphia, Atlantic City and New York. On their return, they expect to make short visits with relatives at Pittsburg, Pa., and Columbus, Ohio. They expect to return about August 5th. Mr. Wherrett is Night Yard Master at Terre Haute.

One of the great electric motors of the Bi-Polar Gearless type, which has been on an exhibition tour through the east, was in Terre Haute for two days, July 26th and 27th. The public interest in these great motors, which so efficiently haul our trans-continental traffic hundreds of miles over mountains and plains, was displayed by the large crowds who came from far and near to see and learn all they could about them.

V. E. Engman, Chief Carpenter and family have returned from a pleasant vacation spent with relatives and friends in Minnesota.

T. J. Colwell, of the Supt.'s office force, wife and son Robert, spent a pleasant vacation week in Pittsburg recently.

N. A. Ryan and G. E. Passage, Assistant Superintendent and Master Mechanic, have returned from a vacation trip to California.

Miss Catherine Pfeiffer of the Master Mechanic's office, is spending her vacation at Niagara Falls and New York City.

We have been informed that the wedding bells for C. F. Carlson, Lieut. of Police, rang at 4 o'clock, August 13th. So far as we have ascertained, we have not learned her name but have heard she hails from Milwaukee. Although they chose a fateful day, we wish them a world of happiness and trust fortune will smile kindly upon them.

On August 12th, Section Foreman D. Loveall at Humrick, found a large piece of flange and rotified the Dispatcher. The Dispatcher had No. 72, the last train over this track, stop and inspect his train and found 25 inches of flange gone from SE 12371 and set the car out in Webster bad order track. Mr. Loveall's action in finding and reporting this flange, enabled us to catch the car before it caused any trouble and doubtless averted a serious accident. We feel that honorable mention is due Mr. Loveall.

It is desired that honorable mention be made of Conductor W. O. Reynolds, Engineer Carl VanMeter and Brakeman John L. Maloney. Mr. Reynolds discovered a car of cinders in Ex. 8284 South, August 3rd on fire and he, VanMeter and Maloney extinguished the fire, it being necessary to dump the car to get the fire out. The Company highly appreciates service of this kind.

L. D. Phelan of Milwaukee has accepted the position of District Adjuster vice W. R. Doian, transferred to Chicago. We wish Mr. Phelan success.

Our Train Dispatchers are making their annual inspection trips on the line, acquainting themselves with the physical conditions.

Monthly Claim Prevention Meeting was held in the office of N. A. Ryan, Assistant Superintendent, at 9 A.M. Friday, August 8th. Numerous helpful suggestions were made and circulars, letters, communications, etc., were read and discussed. Many of the matters covered in previous meetings were found to be corrected and a general improvement was noted.

H. A. Smith has been appointed Chief Train Dispatcher vice W. H. Sceifert, deceased. C. G. Gepner has been appointed as Night Chief.

C. W. Pearce, Division Storekeeper has taken up golf, and has challenged Mr. Walter Hagen, world champion. He also belongs to the Hole-In-One club. Par is 36 for 9 holes but he can make it easy in 28.

Miss Ethel Dick has returned from her vacation with severely sunburned tonsils and sore feet as a result of the tall buildings in New York City and the board walk in Atlantic City. She is improving as well as can be expected.

Joey loves the most, even dressed forms.

Goody, Store Department Shiek, has at last become infatuated with a school MARM. Goody is a student now, wearing a dreamy love sick expression.

Roberta Bair and son Gordon have returned from a delightful vacation trip over the "C. M. & St. P. Ry. to Puget Sound Electrified".

Here's hoping that Flossie Waggoner brings a Ford back with her from Detroit as a souvenir.

Just learned that while Mrs. Skirvin was cranking her new Ford last night, it flew off the handle and she found it 10 hours after at the Terre Haute house.

Des Moines Division Items

Frenchy

Agent F. D. Mongold at Varina is taking his vacation and the station is in charge of E. O. Watts, Relief Agent.

Agent G. S. Ferguson took a few weeks leave of absence during July and spent a large part of his time visiting his son W. H. Ferguson in Des Moines. He was observed taking a picture of the latter's new bungalow on 46 St.

Dispatcher M. C. Corbett and wife have returned from their wedding trip through the west. Mr. Corbett is building a fine new bungalow on 46 St.

Chief Clerk L. L. McGovern has returned from his vacation which he spent taking auto trips to Denison, Dubuque and points around Des Moines. Also did some painting and fixing around his premises and otherwise beautifying them.

Mrs. W. H. Ferguson and Mrs. Chas. Lemley spent the week end of August 9th at Spirit Lake.

The Misses Florence Nelson and Jean Dallas spent Sunday, August 9th visiting the former's parents at Rockwell City coming back on the Popular Excursion in the wee small hours Monday morning. They report a fine time.

Mrs. Earl Hartshorn visited her people in Jefferson recently.

Mr. and Mrs. Clyde Ibson spent a few days recently visiting Mr. Ibson's people at Fonda.

Mr. W. Shea, General Roadmaster, and Mr. C. H. Ordas, Supervisor of Motor Cars, paid the Des Moines Division a visit recently.

Miss Maude French and her mother returned July 28th from a trip to Seattle where they visited their daughter and sister, Mrs. Wm. F. Pipe, who was spending the summer at a cottage on Puget Sound. They report the bathing fine except that the water is a little too cold for "tenderfeet". The "natives" do not seem to object to it.

Train Dispatcher Ed Olson of Dubuque visited his mother and brother and friends in Des Moines while taking his vacation in August.

Mr. J. M. Nunn, accompanied by his daughter visited his son Lloyd Nunn in Des Moines during August.

Miss Florence Nelson of the Roadmaster's office accompanied by her sister Linda left August 15th for an extended western trip where they expect to visit Seattle, Portland and Rainier National Park.

Division Accountant G. A. Williams, accompanied by his wife and young son Bernard, left August 14th for his vacation which he will spend visiting in Ft. Dodge, Alta and other Iowa points.

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This is a new department in our magazine. Some excellent opportunities will be found here for employees who have an hour or two a day to turn into cash. We advise you to answer these ads and mention the name of our magazine.

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Agents—Live representatives wanted in every locality to show sample of the American Bank Roll and take orders; the greatest value in a \$1.00 pocket book ever offered. Full particulars on request. Why not add \$25.00 to \$50.00 a month to your income by selling us your spare time in this pleasant, profitable work. U. S. Leather Goods Co., Dept. M.M. 560-570 W. Monroe St., Chicago, Ill.

Agents—\$11.80 daily in advance (send for sworn proof). Introducing New Insured Hosiery—47 styles—35 colors—guaranteed 7 months—Fall line now ready—No capital or experience required—You simply take orders—We deliver and collect (or you can deliver, suit yourself). Credit given—Pay you daily—Monthly bonus besides—We furnish samples—spare time will do—Mac-o-chee Textile Company, Room 5167, Cincinnati, Ohio.

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Railroad Men can earn extra money selling Doublewear Shoes direct to wearer saving \$2 to \$3 pair. Our new measure board insures perfect fitting. Write for particulars. Doublewear Shoe Co., Minneapolis, Minn.

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\$60-\$200 Week, Genuine Gold Letters for store windows. Easily applied. Appoint sub-agents. 20 percent commission. Metallic Letter Co., 407 N. Clark St., Chicago.

Agents—Get our big sample assortment free offer. Tea, coffee, extracts, spices, food products, things people eat, 240 fast sellers. Big profits. Harley Co., 362 Harley Bldg., Dayton, Ohio.

Send Me to the Darn E-X Laboratories, Dept. H-G, Dayton, Ohio, and I will show you how their representatives make big money selling Darn E-Z Universal Fabric Cement, either full or spare time.

Big Money and Fast Sales. Every owner buys Gold Initials for his auto. You charge \$1.50; make \$1.35. Ten orders daily easy. Write for particulars and free samples. American Monogram Co., Dept. 67, East Orange, N. J.

Automatic Kuff-Buttons, opens and closes cuffs when sleeves are raised or lowered; holds sleeves in any position desired; wonderful convenience. Capable sales agents wanted everywhere to sell direct to wearers. Flexo Mfg. Co., Sheboygan, Wis.

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Agents Wanted to advertise our goods and distribute samples given to consumers; 90c an hour; write for full particulars. American Products Co., 1965 American Bldg., Cincinnati, Ohio.

Mason Sold 18 Comet Sprayers and Auto-washers on Saturday. Profits \$2.50 each. Particulars free. Established 30 years. Rusler Co., Johnstown, Ohio, Box C-19.

Soap Agents Wanted to sell our big line of products. Sample case furnished. Write for terms and particulars: Lairo Company, Dept. 151, St. Louis, Mo.

Agents—\$6 to \$21 a day. Take orders for Aluminum Handle Cutlery Set. Brand new. We deliver and collect. Pay you daily. Sample to workers. Jennings Mfg. Co., Desk C-32, Dayton, Ohio.

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Silk Fish Lines. Oiled, enameled, or casting line. 25 yds. 13 lbs. test, only 75c. Send stamp for samples. Silkline Co., Dept. G, Pekin, Ill.

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