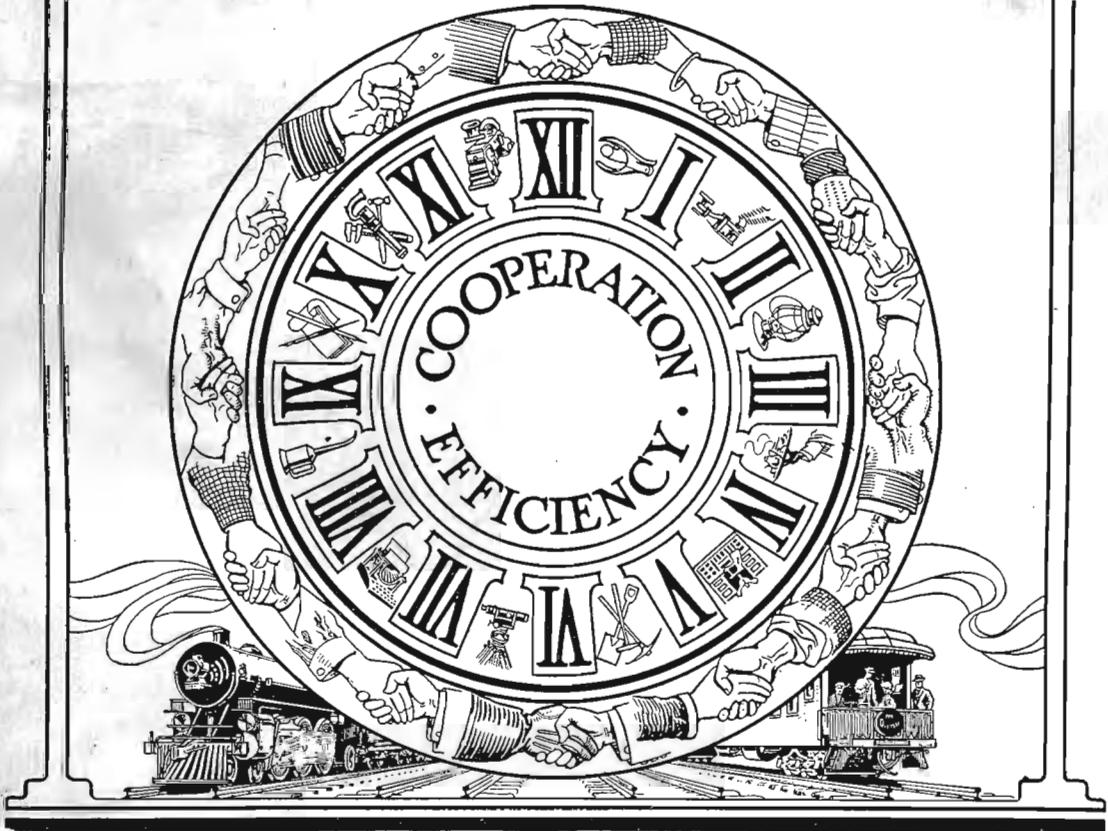


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

October

1914



VOLUME 2.

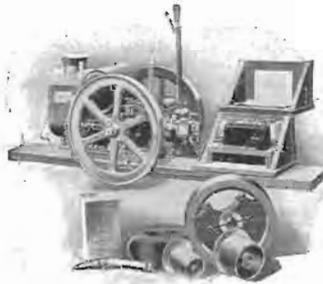
No. 7.



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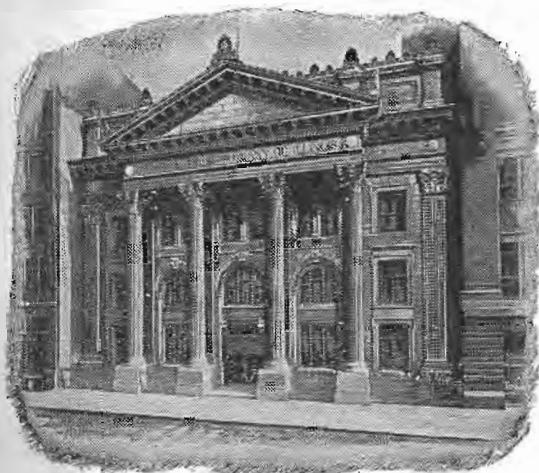
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Railway Exchange Bldg., Chicago

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

CARPENTER KENDALL,
Editor, Libertyville, Illinois.

GEO. E WAUGH,
Associate Editor, Railway Exchange, Chicago

J. H. GINET JR., Special Correspondent, Seattle, Wash.

Single Copies 10 cents Each

Outside Circulation \$1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill.

VOLUME II

OCTOBER, 1914

NUMBER 7

Driving The Golden Spike

Since the day of the first transcontinental railroad in the United States, "driving the golden spike" has stood for a union of the widely separated sections of our land, and been the outward manifestation of an inward faith in the wealth of this country and what the railroads may accomplish toward its development.

On Tuesday, Septemehr 15th, our transcontinental trains entered Spokane and the service via the new route was inaugurated. The event was made the occasion of a brilliant get-together of railroad and townspeople. A golden spike presented by the Spokane Chamber of Commerce was driven, preceded by words of welcome from Spokane business men and followed by acknowledgments and felicitations from our officials and those of the Oregon-Washington Railway & Navigation Company.

In a previous article on the Spokane Terminals, the new route via Spokane was described—our trains leaving the old main line at Plummer Junction, Idaho, and proceeding to Bell, Wash., on the O.-W. R. R., using their rails to East Spokane, where our newly constructed joint terminals carry us into the heart of the city. West of the new passenger station our trains will use a joint track with the O.-W. R. & N. to Marengo, where we return to our main line.

The accompanying pictures will show the elaborate and splendid terminal layout, with the elevated tracks and the fine steel viaduct, carrying the rails over the Spokane river above Monroe Street bridge. It is doubtful if there exists anywhere a finer or more efficient terminal than the one just completed in Spokane, and the celebration incident to its inauguration was an occasion for general congratulation.

The new station was gay with flowers and both our company and the O.-W. had exhibition trains drawn up on the tracks, which the public were invited to inspect during the day.

At 10:30 a. m. the program for the day commenced with music and speech-making at a stand erected for the purpose on Monroe Street bridge, directly under the railroad viaduct. Mr. T. S. Griffiths, President of the Spokane Board of Trade, introduced Mayor W. J. Hindley, of Spokane, who welcomed the visitors, and, speaking of the union of the C., M. & St. P. and O.-W. lines on the bridge over their heads, said that Spokane blessed that union, hoping that what "God had joined no man would put asunder."

Mr. Robert E. Strahorn, the railroad's wizard of the West, spoke at length on the magnitude of the work and the tremendous potentiality of it, with respect to the Inland Empire. Mr. Strahorn is affectionately known in his



Mr. Strahorn Addressing Railroad Officials and Citizens of Spokane.

community as "Uncle Bob," and when, as such, he was introduced by Mr. Griffith, he was greeted with much applause. Following him was General Solicitor H. H. Field, of The Milwaukee, whose address follows:

Mr. Chairman, Ladies and Gentlemen:

Kind words are always appreciated. They are particularly acceptable to railway companies and their officials. They have not always, in the past, been so frequent, or so fervent, as to take away the appetite for more, or to quench the thirst for repetition. And so we respond today to the welcome of your Mayor, on behalf of this city, couched in such kindly and considerate words. We accept it as sincere, as coming from the heart, as an evidence of a friendly interest in the past, and of a spirit of support and co-operation for the future. We accept it not as a merely formal function, or conventionality of the occasion, but as a genuine expression of the citizens of a great, prosperous and progressive community. The two railway systems here represented have opened to your inspection, and for your service, the fruits of long effort and large expense. These facilities speak for themselves. The gentleman who responds for the Oregon & Washington System was intimately associated with the initiation and progress of the work of that company. You know him, and the part he has borne in this enterprise.

The President of the Milwaukee Company, in communicating his regrets at not being able to be present on this occasion, has spoken the official word for the Company, and its appreciation of the mutual advantage that it is hoped and expected will

be derived from the completion of its entrance into this city. He, more than any other official of the company, has kept in close touch with this enterprise, and his knowledge of the conditions in this great northwestern empire and his cheerful optimism in respect to its future, have often surprised his associates. You have no more appreciative friend, and the work which stands before you today is evidence of his faith in this community.

Topographical conditions and engineering difficulties precluded the construction of the original main line through Spokane, but it was never the intention of the company to avoid this city. Notwithstanding the financial depression following the panic of 1907, the company made surveys with the object of securing an entrance to this city, and in the summer of 1909 it began to acquire property for the right of way and terminals.

I think those of you who have inspected it will agree that this terminal is a modern, up-to-date and efficient facility. It is the last word in railway progress. The companies recognized the importance of Spokane. In fact, its growth has been a matter of comment by officials who have visited the city from time to time, witnessed the magnitude of its business, and the erection of splendid office buildings, hotels and the founding of other enterprises. This terminal not only represents the needs of the railways for the present and the future, but in a most emphatic degree the importance which the officials place upon Spokane and its business. It is such a terminal as they thought the city deserved, situated as it is, in this marvelous Inland Empire, receiving the products of the fields, the for-

ests and the mines, its importance assured, and with every prospect of a promising future.

It may be appropriate on this occasion to consider the character of terminals in large cities like Spokane, and the burden they impose upon the railway lines constructing them. To be convenient and efficient, they must be located reasonably near the business center of the city, where property is generally improved and of great value, and where the construction of the terminal entails large expense, by reason of its relation to streets, bridges, other railways and the like. Much of the expense incurred in constructing terminals arises because of the necessity of conforming to established conditions in the city. It was so here, and it is so in every large city where a new terminal is erected. The changing of street grades, the construction of viaducts, bridges and subways, the rearrangements of water pipes, sewers, and other public utilities, impose large expense in addition to the actual cost of the property and the construction of the terminal itself. Much of this expense is unproductive; it has no earning power; it adds nothing to the revenues of the carrier. Perhaps nothing more clearly indicates the growth of this country than the comparatively brief time in which terminals, sufficient when constructed, have become inadequate to serve the communities, and hence a large proportion of the revenues of the carriers must be expended in the construction or enlargement of terminal facilities. This has been shown in recent years by the terminals in Washington, New York, Chicago, St. Louis, Kansas City, Detroit, Boston, Denver and other cities with which you are familiar. Four railroads, of which the Milwaukee is one, are entering upon the construction of a terminal in Chicago, to replace one built about 33 years ago, which was then thought to be adequate for fifty years to come. The cost of that terminal, including additional real estate and facilities required, is estimated at nearly \$60,000,000. Assuming that to be its cost, the proportion of the burden which the Milwaukee Company alone will bear will represent a charge of \$1,500 for every one of its approximately 10,000 miles of road. A terminal is being completed at Kansas City, at a cost of over \$35,000,000. The St. Paul terminal has become inadequate, has been partially destroyed by fire, and must be rebuilt and enlarged. The Milwaukee Company has expended approximately \$7,500,000 in this city in connection with its freight and passenger terminal, which represents a burden of \$750 on every mile of its railroad. These figures show the extent to which the terminals add to the fixed charges of a railroad company.

It may be safely said of railway managements that, to the best of their ability, they wish to meet the needs and desires of the communities they serve, with respect to improvements within those communities. It is always urged that the railway is the principal interest in a particular community,



Vice-President H. B. Earling Driving the Golden Spike.

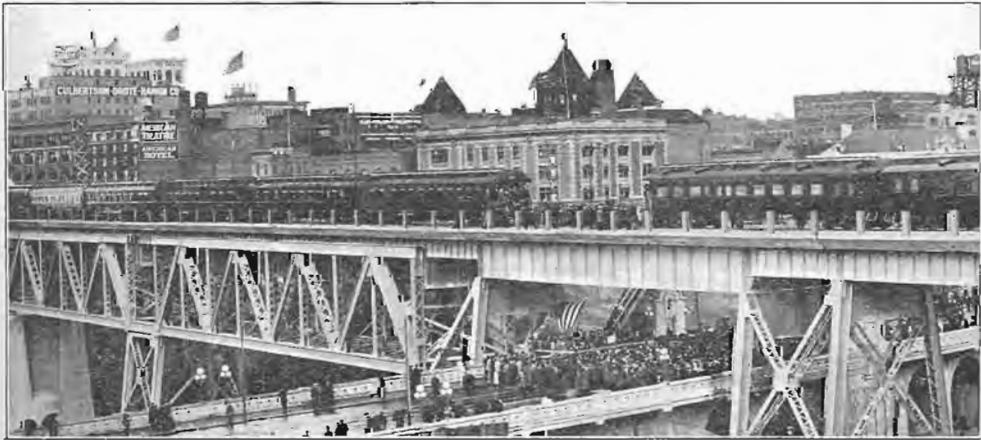
whether large or small, and it is generally expected that it shall lead in civic improvement. The building of a new depot at a local station, and the beautifying of the grounds surrounding it, always starts a wave of general improvement that extends throughout the community. So thoroughly do the managements of railways appreciate this fact that they would like, if they had the means, to place a fine building, surrounded by attractive grounds, at every station. It would probably surprise those who are not familiar with the facts to know the extent to which these demands are urged upon railways, and the necessity which compels them to defer compliance with them from year to year is often attributed by many to a lack of proper civic pride. There come, however, situations which, no matter what other considerations may intervene, compel the carriers to construct expensive and elaborate terminals, such as those the completion of which you celebrate today. Who can say what the ultimate effect of these terminals will be upon your city? It has been demonstrated that ample and modern terminals increase traffic. And while the railway cannot expect to receive, and does not receive, anything approaching a return upon the outlay itself, it is one of the many such investments that the nature of its business compels it to make.

If the railway companies could take the millions of dollars not directly productive, which are invested in passenger terminals alone, and devote them to the solution of the financial problems which are now confronting them, it would go far to meet difficulties almost insurmountable. There is, however, a return upon such investments, I think, which the railway may fairly ask, and which I am sure it will receive at your hands, and that is the earnest, intelligent and friendly co-operation of your citizens. I do not mean merely the actual patronage of the railroad. If freight and passengers

are to be solicited, there are men to do that. I mean your co-operation in a larger and broader sense. The railroads which have built these terminals have, as a matter of civic pride and interest in your community, expended large sums beyond what many might consider the actual necessities of traffic. They have endeavored to give you a substantial improvement in your city, and one that will be a factor in its development. They intended to show an interest and a confidence in your community and its welfare. Is it, then, any more than a fair return upon that investment that they ask your help, through an enlightened citizenship, in solving the grave problems with which, in common with all railways, they are today confronted? They do not ask that such an investment shall bias your judgment, or prejudice your own interests, but they bespeak your careful consideration of their problems. When the voice of detraction is aimed at the railway, pause for a moment before you are led into hasty action, and consider those interests of your own which are inseparable from the interests of the carrier. Your commerce rests entirely for its prosperity upon adequate transportation. When the hostile action of government, state or federal, impairs the usefulness of the carrier, it strikes a blow at your business. You have seen how the power of the railways to purchase has been depleted by the heavy hand of political agitation. We do not argue against government regulation, when fairly exercised, but when it ceases to be regulation and becomes mere restriction, it no longer serves your interests. In the face of constantly increasing traffic, the railways have made less money, until at the end of a period of about seven years of drastic regulation, there are today perhaps more miles of principal railways in this country in the hands of receivers than ever before, and, for the most part, this has resulted from traffic rather than financial conditions. This appeal does not require that you sacrifice your business interests, or the welfare of the public to the advantage of the railways. The time

has gone by when any community can long suffer, at the hands of railway companies, unjust burdens or unfair treatment. May we not hope that these terminals shall stand as a pledge of the mutual interests between this community and the railway companies; that fair and just treatment of each other shall be the guiding principle of action, and that the problems which beset the railway companies today, in respect to their revenues, their service and the burdens placed upon them, shall be met and solved by an intelligent citizenship, in a spirit of mutual co-operation.

At the conclusion of the speech-making the entire party, including many ladies, climbed the steep stairway to the top of the railroad bridge, and gathering closely together, in the biting wind and rain, they witnessed the impressive ceremony of driving the golden spike. Mr. Strahorn was first to grasp the mallet. One stroke from him drove the spike part way, and it was then handed to Vice-President H. B. Earling, who tapped it so vigorously that President Farrell, of the O.-W., was in danger of having no part in the ceremonies. After Mr. Farrell, Mr. C. A. Goodnow, assistant to President Earling, drove the spike home and the union was completed. The spike was immediately withdrawn, and with one other, exactly like it, and the mallet were then photographed. The entire party were then photographed and the ceremony was over. The party then boarded the train of yellow cars that was in waiting and were drawn into the station. The celebration was closed by a banquet in the evening in the grand ballroom at the new hotel Davenport, ten-



Railroad Viaduct Over Monroe Street Bridge.

dered to the visiting railway officials by the Spokane Chamber of Commerce.

W. S. McCrea, of Spokane, was the principal speaker of the evening, and presided as toastmaster. Vice-President Earling was warmly greeted when introduced, and throughout his remarks, was listened to with close attention. In part, he said:

MR. CHAIRMAN AND GENTLEMEN:

I am glad to be with you this evening.

Glad that I was with you today to join with your people in the magnificent celebration arranged by your committee, marking the completion of the Chicago, Milwaukee & St. Paul Railway—the joint union terminals in Spokane and at the same time the inauguration of our trans-continental service.

The wisdom of our management in deciding to place this city upon the main line is in my estimation well confirmed by the cordial welcome shown us today.

We have the utmost faith in the resources of this community and in the future of your beautiful city and we have backed that faith to the extent of making very large investments to provide suitable buildings and facilities necessary for the proper handling of the business not alone sufficient for the day, but for many years in advance.

In planning these improvements it was the aim to produce something that would be practical in the highest degree and which would at the same time be fully up to and in keeping with other improvements and works in and about your city.

In the development and construction of the Union Passenger Terminal, great credit is due to the splendid work done by our partner in the enterprise, the O.-W. R. & N. Co.

The measure of success in carrying out the aim may properly be left to your good judgment to decide.

Although several years have elapsed since our lines were projected westward from the Missouri river and reached Puget Sound there has been no relaxation in our efforts to secure a satisfactory line to Spokane and today marks the fulfillment of these plans, which places your city on the direct line and in direct touch with the important business and manufacturing centers as well as the agricultural communities covered by over 10,000 miles of railroad owned by the Milwaukee company and even greater areas reached by its connections, offering to Spokane many new business opportunities in the form of industrial and mercantile connections, besides a well settled agricultural territory from all of which may be drawn needed supplies as well as settlers for your undeveloped sections.

Spokane, the logical center and capital of the Inland Empire, may well reap immeasurable benefits by a broad business policy in the new field opened to it, in which it will be the pleasure of the Milwaukee company to render the fullest measure of assistance.

The interests of Spokane and the railroads

are mutual and both will reap the greatest benefit by working together in harmony.

May the future of Spokane be as golden and bright as the spikes which were driven here today.

In behalf of the company and its officers I desire to thank you and the citizens of Spokane for the many kindnesses and courtesies which have been extended to us.

The exhibition trains of both roads were inspected with much interest by over twelve thousand people, who poured through the gateways leading to the train platforms. General Passenger Agent Hibbard was Master of Ceremonies and was warmly congratulated by many visitors. The sentiment that pleased him most was contained in the oft-repeated assertion: "Yes, sir, we certainly do like this train and we're going to take a trip to Wisconsin on it some day."

The visitors entered The Milwaukee's train through the baggage car, passing through the coaches, the tourist sleeper, the diner, standard sleepers and the observation car, and as they stepped off the rear platform were handed an appropriate souvenir of the occasion. They then crossed to the opposite track, where the O.-W. train stood. The station and trains were elaborately decorated with flowers and plants, and a Victrola kept the crowd moving merrily as it passed through our observation car.

The Milwaukee was represented at the celebration by a large gathering. The entire "official family" from Seattle were present, many of them with their wives and daughters, and among the throng from other sections were Superintendent J. J. Murphy and family, Traveling Engineer McFarlane, H. H. Tavenner and family from Missoula, Assistant Superintendent of Motive Power Rusch, Conductor Charles Lewis and wife, J. H. Ginet, Jr., A. P. Chapman, J. G. Thomson, Superintendent Mott Sawyer and Mrs. Sawyer, Assistant Purchasing Agent G. F. Wilder, Car Service Agent G. F. West and many others.

In concluding Mr. Earling was presented with one of the golden spikes, Mr. Strahom receiving the other. Mr. Earling in a few happy remarks thanked the Chamber of Commerce and its committee for the beautiful and valuable souvenir.

Further Co-Operation

J. C. Prien, Ticket Agent, Madison, Wis.

The writer was recently notified of some prospective business to the West, and as it was a little unusual to get such information in the way this was offered, and as it was from a source somewhat different than we had been in the habit of receiving tips, the matter was followed up, after the business had been secured, with the following result:

It developed that the informant, who had taken the trouble to assist us in landing the business, had recently purchased a few shares of C., M. & St. P. stock, and so accordingly took it upon himself to become a booster for the road, considering himself a part of the family circle and reasoning that the greater the business of the road, the larger the returns to employe and stockholder.

This incident brought to my mind the idea to what magnitude we can help to bring our organization, if we all exercise the forethought that our small stockholder exhibited in the case mentioned. Employes who are not connected with the Traffic Department can help out the treasury, many times, by keeping their eyes open for possible business and giving the tips; the solicitors and agents will do the rest.

Has it ever occurred to the majority of our employes that in many towns there are large terminals, practically supporting the town in which they are located, and yet that town fails to give the road maintaining the terminals the greater share of its business. On the other hand, a smaller road entering the town secures the lion's share of the traffic. Does it not seem strange for the employe of the larger road to allow the things which they eat and which they wear and which they use for home shelter and comfort to be hauled into the town over a foreign line?

Now, if a railroad does not get business it means crews will be cut down, pay-roll reduced and passenger service curtailed—all of which helps to increase the business of the other road.

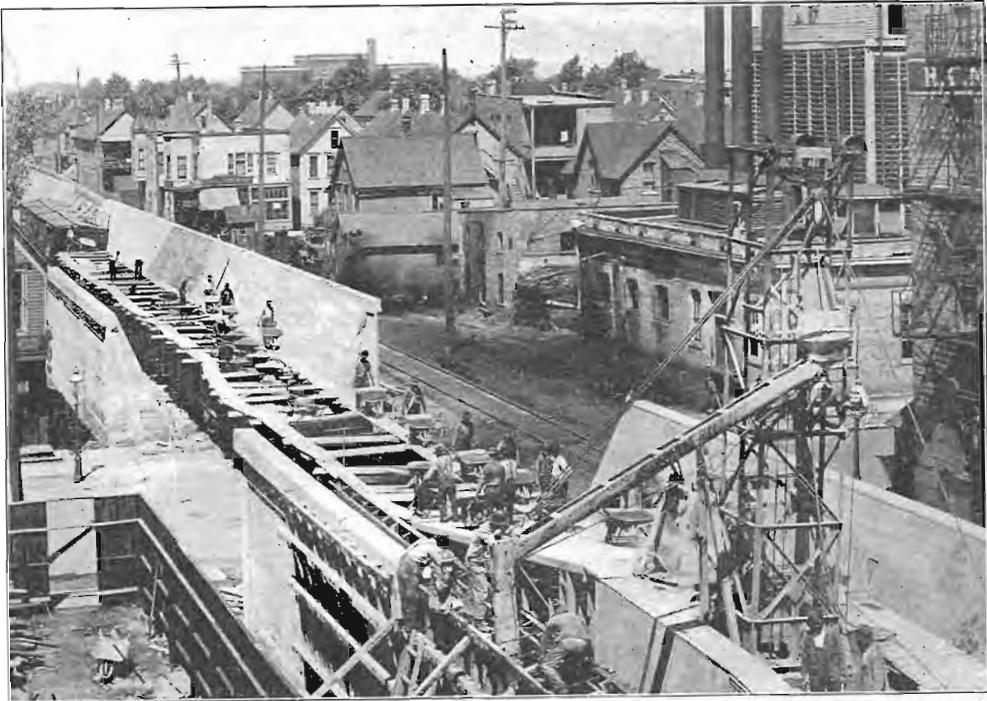
If an employe does not boost for his own road, it certainly means less revenues, and we do not need to dwell further on what happens in that case.

There is nothing out of the way, and we can all help ourselves, as well as our road, if we would say to a contractor, merchant or other business men with whom we happen to have acquaintance: "The next time you have any material or goods to be shipped remember The Milwaukee—we patronize you and we would like to have you create more business for our line, as that helps us." The merchants all want our business, let them consider us.

Increased shipments and passenger movements increase the earnings and increased earnings mean prosperity to all concerned. My object in setting forth the above is to point out the handicaps a railroad has in competitive territory by the carelessness of employes in overlooking the small details which they think do not concern them directly. I am sure that just a word, and the majority of our employes will understand and be glad to co-operate along these lines.



"Old Guard" Engine Room Day Force, Milwaukee Shops.



Building Retaining Wall.

Chicago Track Elevation

In unison with the vast wave of safety first measures that are now sweeping over this country, The Milwaukee is spending an enormous amount of money in eliminating grade crossings. Up to the close of 1913 the C., M. & St. P. had elevated sixty-two miles of track in Chicago and there were ordinances passed in 1910 requiring the elevation of what is commonly known as the Bloomingdale Road Line, extending eastward from Pacific Junction to the Chicago & Northwestern Crossing, near the north branch of the Chicago river; also the elevation of the C. & E. Division from Montrose avenue northward to Howard avenue, the northerly city limits; and in December, 1913, another ordinance was passed, requiring the elevation of the C. & M. Division from May Fair to the city limits.

The Bloomingdale Road Line is a double track transfer line serving Goose Island Yard and the C. & E.

Division, in addition to a great many industries in North Chicago and on Bloomingdale road. This line from Pacific Junction to the C. & N. W. Ry. crossing, just east of Ashland avenue, runs right down the middle of Bloomingdale road and by the track elevation ordinance we are permitted to permanently occupy thirty-two feet of this street as right-of-way, but we are required in exchange therefor to improve the remainder of Bloomingdale road with concrete sidewalks and vitrified brick pavements, and to construct permanent subways at every cross street.

Construction work on Bloomingdale road was begun in the early Spring of 1913 and has been diligently prosecuted until the present indications are that the work will be entirely completed, with the exception possibly of some street paving, by the close of this year, at an estimated cost of something over \$2,000,000. On account of extremely



Railroad Ditcher and Concrete Bucket.

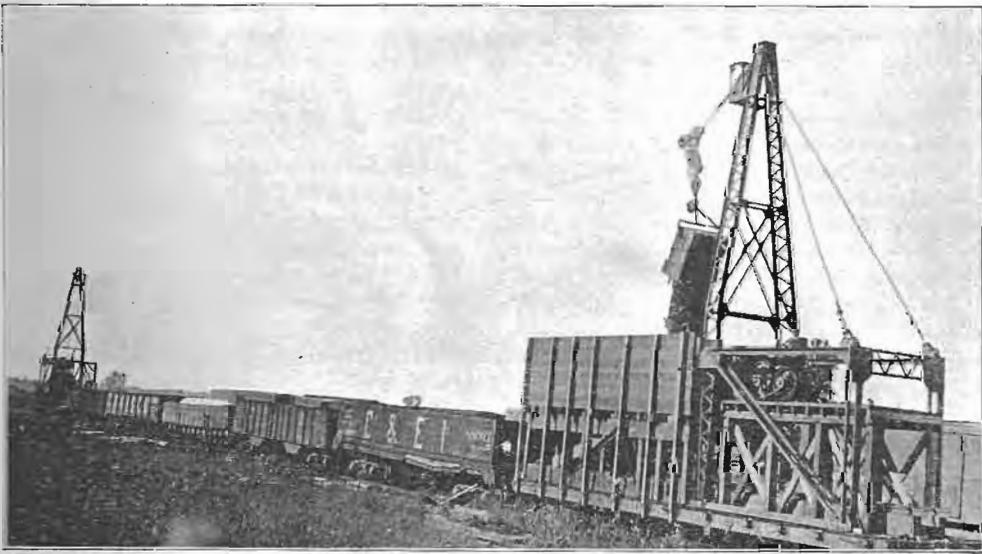
narrow right-of-way it was necessary to build retaining walls on both sides in order to support the fill for the two main tracks. At the time of the beginning of this construction work there were no telephone or telegraph wires along the line and one of the first things done was the installation of a telephone line from Goose Island to Pacific Junction, so that trains could be single tracked for a half mile or more. The two main tracks were then spread, throwing one in the part of Bloomingdale road that is to remain as a street and the other on the location midway between the proposed retaining wall. Cross-overs were installed at convenient points and the track midway between proposed retaining walls was given over for construction work, while the transfer trains were single tracked over the other track.

In doing excavation for the retaining walls we used the "Old Reliable" American Railroad Ditcher, which is so

easily adaptable to the many and varied uses, and the excavated material was loaded into cars and hauled to other parts of the work and unloaded in the embankment.

Sectional forms, made in 25-foot lengths, were used for the retaining walls. These forms were moved from place to place by means of a 15-ton locomotive crane, and then, in an exceedingly short time after they were placed in new position, they were wired and braced up, ready to be filled again with concrete.

Concrete mixers used in the work were mounted on flat cars and the concrete material was wheeled directly from the gondolas, over the tops of same, to the mixer. Cut No. 1 shows retaining wall being built and the wheelers in position taking material from cars to mixer. On the mixer is a tower, which is used for elevating the mixed concrete and then chuting same into the retaining walls. The tower is so made that it can be folded down, much like a pile driver, so that the mixer and tower can be transported from place to place and so that it will pass under trolley wires, low bridges, etc. In cut No. 2 you will see Railroad Ditcher with concrete bucket depositing concrete in retaining wall. This ditcher is mounted on a flat car and the work train spots it in proper place in front of mixer.



Steel Towers and Drag Line Bucket.

For one other mixer we have adopted a rather unusual means of getting concrete material from car to mixer. In cut No. 3 you will notice two steel towers, one at either end of the material train, between which is strung a large steel cable and an ordinary drag line bucket is operated on this cable. The bucket picks up the sand and stone from the cars and conveys it to storage bin mounted on one of the tower cars. From this storage bin the material is deposited in concrete mixer by means of a belt conveyor. This system of getting material to concrete mixer is a very great improvement over all those heretofore employed. It requires only about one-third as many men and cuts the labor cost of concreting in half.

After the retaining walls were built a continuous pile bridge was built from one end of the job to the other and construction trains stood on this bridge to concrete all of the subway abutments, piers and slabs and then filling material was unloaded from this trestle at a cost much less than the old method of unloading the material by hand and jackup the track and shoveling the material under.

Most of the subways are of reinforced concrete type. This line crosses Humboldt Boulevard, which is 250 feet wide, and for this structure a somewhat more elaborate bridge was built. Photograph of that is shown in cut No. 4 and the West Park Board and other city officials expressed themselves as being exceedingly well pleased with the architectural beauty of this bridge.

For a number of years we have been operating two to three suburban passenger trains each way over Bloomingdale and these trains have been making regular stops at Elsmere Station, located at Kimball avenue, California avenue and at Milwaukee avenue. In our track elevation plan, the Elsmere Station has been shifted three blocks east to Kedzie avenue, and station platforms will be built at California avenue and also at Milwaukee avenue.

Before the elevation was begun the Railway Company's right-of-way at Elsmere was only 100 feet wide and the team track capacity was not more

than sixty cars. In the track elevation ordinance twenty-eight feet of this 100-foot strip right-of-way at Elsmere was to be dedicated to the city for street purposes and the remaining seventy-two feet of right-of-way was insufficient to build comprehensive and satisfactory team tracks. Hence twenty-eight additional lots were bought on the north side of the line, between Kimball avenue and Hancock street. This is sufficient to provide eventually a 150-car capacity team track. At the present time we are building a yard to accommodate eighty-four cars, with ample provisions made for future extension to ultimate capacity of 150 cars. On the east end of the work the Company has not heretofore had any team tracks, but in the track elevation program we are now building team yard and milk platform just west of Robey street sufficient to provide for fifty cars. This will undoubtedly attract much business that we have heretofore been unable to take care of in this vicinity. Both team yards are to be paved with first-class macadam pavements.

Filling for the elevation is being secured from the Company's pit at Spaulding, together with some stripings from the Chicago Gravel Company's pit at Hammond. The main lines are to be laid with new 90-pound steel, oak ties, all ties on curves to be plated and anti-rail creepers on every rail. Since this is primarily a transfer and switching line a number of No. 10 cross-overs will be placed to facilitate switching industry tracks.

As is usual with The Milwaukee, the designing and construction is being handled by the Engineering Department, and all of the work, with the exception of the street paving, is being done by the Company forces.



Viaduct, Humboldt Boulevard.

"The Way of a Maid"

Nora Breckenridge-Sill, Operator Rocky Mountain Division.

"That," said Edwards turning from the window as the outside office door opened and McGaffey followed by his brakeman and Sandy came into the room. "That, my dear young friend, is Mrs. Jimmy."

They had been standing beside the west window overlooking the yards, Edwards and the new sidetable man, both silently watching two figures at the end of the platform below them—Robson, the master mechanic, and a thin, tired-looking little woman in a black dress and an apron.

Edwards crossed to his chair and McGaffey, laying a pile of bills on a shelf near him, set his lantern on top of them, and taking a pipe from his pocket, began to slowly fill it with tobacco.

"Where'd he come from he don't know Mrs. Jimmy?" he asked after a moment's pause, nodding in the direction of the operator who still stood beside the window.

Edwards laughed. "He's got a pie card in there, too, but he tells me he's kind of particular who sits by him when he eats, so he don't hang around much where the train crews are," and he grinned across the stove at Sandy.

"Well, he sure don't look it," grinned McGaffey, glancing at the man across the room. "Most of them boomers is glad of a place to eat an' they aint much particular what they eat, either. Why I remember—"

"Smoke up Mac an' let's hear it." laughed Edwards. "I can't get you out for five now anyway." and he added as McGaffey pushed aside the lantern and reached for his bills. "What's the light for, don't you know the sun is good and plenty on the job?"

"Mac's afraid maybe sometime there might be a total eclipse of the sun an' he won't have a match handy." said Sandy seating himself against the wall with his feet above him on the stove.

McGaffey smoked and figured and checked, muttering half aloud, 27-32-41—as if unconscious of the would-be jokers behind him. Then turning to Sandy he

said, folding up the bills as he did so and fastening them nicely with two rubber bands, "I happen to notice none of you fellows have to keep callin' for high balls just the same."

"I betcha Mac got more oil this month than he ordered," put in the brakeman, and in the laugh that followed at the impossibility of such a thing happening, McGaffey joined.

The man at the window came over and sat down at his table beside Edwards. McGaffey crossed to where a chair leaned crazily on two legs against the wall and pulled it toward the bunch around the stove. Reaching over to the coal pail he knocked out the ashes of his pipe against its side and put the empty pipe back into his pocket.

The office was pleasantly quiet, but warmer than usual in spite of the open south windows, not open enough to cool the air a foot inside the room, but enough to blow all the carbons out of the pads of train orders on the shelf beside Edwards.

Outside it was still and very hot and the sun scorched and drank the life out of whatever it could reach. The little wind there was blew gustily around the corners of buildings carrying the heat with it. There were a few places where the sun could not reach and so the wind helped it out by blowing hotly into them.

A switch engine fussed back and forth in front of the windows making much unnecessary noise as is the way of switch engines, and a truck piled high with baggage rambled aimlessly down the platform guided by a limp looking blue denim clad figure.

Across the street a man sat at the counter of the railroad eating house with a plate of cocoanut cake before him. He was not eating it. He was too hot. It didn't look like he thought it would when he ordered it. Things mostly don't at railroad eating houses.

The bunch of men inside sat around the stove as when on winter nights it spluttered and glowed with the punchings and shakings and coal they gave it.

Now it stood cold and rusty, its pipe covered with marks of many matches scratched upon it, its inside filled with waste and pencil shavings and much old paper.

Edwards called now and then for an "OS" and filled in his train sheet slowly as they drifted in over the wire.

Over on No. "2" at the end of the table a couple of men were talking of "God's country." You may have noticed this can be most any place where you happen at the time *not* to be, providing the weather is hot or cold enough and you run across a fellow who knew someone you used to know, who'd "OS'D" trains for a couple of nights once at the next station east of your home town. "It's God's country wherever the folks are," I heard a man from Kansas say out in Nevada once.

Edwards closed his train order book and turned to the group of men behind him. "Mac how long has Mrs. Jimmy been here?" he asked. "I can't remember when she wasn't back there somewhere after six o'clock, I guess she was here when we all came unless it was you."

McGaffey wriggled the long suffering chair around nearer to the window and again took out his pipe.

"Mac can't talk unless he's got that pipe in his face," and Sandy as he spoke handed over his own pipe for McGaffey to get a light.

"No, an' not much with it, but if that young man there aint ever heard of Mrs. Jimmy no matter where he comes from, it's time somebody told him," and McGaffey puffed and passed back the borrowed light.

"There aint any story to it," he began after a few moments of silent smoking. "It's what you might call history an' most always that kinda stuff is pretty dry," and he moved the chair back against the window and settled himself uncertainly balanced on its two unsteady legs.

"She was here alright when I come, but she wasn't Mrs. Jimmy then. I remember her folks had a hotel an' it was the best place to eat at along the road. She was a nice little girl an' half a dozen young fellows wanted her to change her name, one of 'em was Robson, he was roadmaster's clerk then an' we all thought he stood in pretty good, 'till one

day she went up to Reno an' come back Mrs. Jimmy. You could have knocked us all down with a feather for half of us didn't know his other name or if he had one or riot.

"Jimmy was working in the round house an' was so bashful he didn't get enough to eat for bein' afraid to ask for it at the table.

"I remember her folks was pretty sore but you can't ever tell what a woman's goin' to do no matter what you think, an' so her an' Jimmy went to keepin' house over in the east end of town an' after a while people forgot all about it.

"I don't know just how long it was after that, but it must have been like five or six years, that something happened to Jimmy.

"I think he was under an engine or working some way around it an' somebody come along buttin' in an' moved 'er. Anyway when they got Jimmy out an' fixed up a little an' sent somebody up to the house to tell Mrs. Jimmy, they took him home."

McGaffey paused, moved the chair very cautiously an inch or so forward and carefully fitting his heels over the second round continued.

"Well she was pretty good an' didn't make much fuss while we was there, but I remember bein' kind of surprised to see four or five little kids around there, an' wonderin' what she was goin' to do with Jimmie laid up for a long while it looked like."

"At first most every day some of us went up or sent somebody to see how he was gettin' along, but after a while we didn't think so much about it an' sometimes wouldn't remember it unless we'd see one of the kids or Mrs. Jimmy. She was always in a hurry an' said everything was alright with 'em an' you know how things like that go after a few months unless somebody'd ask, we'd most of us forgot he was laid up at all.

"Well, Jimmy got so after a while he could crawl around, but he didn't ever work any more an' what they lived on for a few months there I wondered about a lot since."

"I don't know what you'd call it, but people kind of forgot about 'em. Anyway they didn't do anything 'till one day some of us saw one of the kids sellin' sandwiches to the passenger trains an' then

we fixed up a little stuff an' some money an' sent it up to 'em." McGaffey grinned and went on. "They come right back with the money, said she told 'em she didn't need it an' wanted 'em to charge the groceries to her at the stores an' she'd pay for 'em.

"Some of the boys was kind of sore about it, I remember, but I knew she was always like that, pretty proud, an' so we fixed it up at the stores so she could get good measure an' let it go at that."

McGaffey paused and striking a match along the edge of his chair held it over his neglected pipe and puffed silently for a time.

The sidetable man adjusted a relay in front of him and leaned back in his chair with his hands behind his head. Edwards sat with his back to the men checking a pile of orders with his book. The men on No. "2" were back in "Iowa" now. Across the street the call boy through the opened door of the eating house was sizing up a cocoanut cake under a glass globe.

McGaffey smoked and tossing the burnt end of the match into the open door of the stove, took another grip on the chair and went on with his story.

"Well it was a long while after that, I think along sometime in the early winter, I remember I was called for eleven-thirty. It was gettin' along towards that time, an' had been kind of snowin', that kind of snow that's half rain, an' I was comin' down through the yards an' not thinkin' much what I was doin' an' you know that crossin' where the coal docks used to be, an' where the light is pretty bad, well there I run bang into somebody.

"First I thought it was a man an' I was on short time an' went right by, but in a minute I saw it was a woman an' she was havin' some kind of trouble, an' I went back to see what I'd done an' if she was hurt or anything."

"She wasn't hurt, but she'd been pushin' a baby buggy an' I was scared the baby was dead, for the whole thing was upset an' rolled in the ditch. She was wrappin' up the kid when I got back, an' I set the buggy right side up an' helped her fix things straight. She didn't say much an' seemed in a hurry an' I stepped back to let her get ahead an' there

where the light was better I took a look at her, an' it was Mrs. Jimmy.

The kid didn't cry or nothin' an' I was kind of scared an' asked her if it was hurt, an' so she up an' told me there wasn't any baby in the buggy to get hurt."

McGaffey stopped and sat looking out of the window and across at the open eating house door as if he, too, were wondering if it was the glass globe made the cocoanut cake look so nice.

Sandy sat, one foot on the rim of the stove, his knees covered with old train orders, fished from the numerous pockets of his clothes. Behind him McGaffey's brakeman rubbed and polished the white globe of his lantern and wondered what Mac did to his, it looked so blamed new.

A far away desert office was calling ro ro ro in a listless sort of way, on "No. 2," as if he were hot and tired; perhaps he was thinking of "God's country."

"Well," continued McGaffey, "There wasn't any baby in that buggy to get hurt, an' there wasn't anything else in that buggy to get hurt, for the bundle that fell out into the ditch was blue denim overalls.

"Yes, sir, blue denim overalls, an' she was washin' an' packin' 'em across town more'n a mile after night, so's people wouldn't see her an' look down on her for washin' for her livin'.

"Honest work an' her sneakin' out after night with it, an' hidin' it in her baby's buggy. I tell you it made me feel pretty cheap when I thought about the bunch of us forgettin' she was livin'.

She said they was kind of hard up, havin' all the kids and Jimmy laid up like he was for so long an' she thought she could help out by doin' a little washin'. Little she called it, but if there's any work harder than washin' blue demin overalls you got to show me. There she was workin' off her fingers an' the rest of us sittin' around wonderin' what to do to kill time. It don't seem like there is any kind of excuse for folks forgettin' things like that; if it was somethin' wasn't any of their business they'd find it out soon enough."

McGaffey sat looking out of the window, his eyes following a thin line of blue smoke across the flat, the queer ex-

pression on his face the men had learned usually went with the end of his stories.

Outside the window a semaphore arm bobbed to red and across the tracks from the roundhouse an engine slowly drifted toward the switch for the main line, the gilt of its numbers flashing in the sun.

The baggage piled truck now rambled aimlessly up the platform, towed by the same blue denim clad, limp looking figure. Before the door of the eating house a boy in a near-white apron stood with a bell in his hand.

McGaffey came down on the two legs of his chair when Edwards turned again to his table, and rapping the bowl of his pipe against the back of it, stood up.

"You got us fixed out so's we can hike when five gets in?" he asked the back of Edward's head and Edwards, his hand on the key, nodded. . . . order No. 8788. . . . 9396. . . .comp. 638p.m. W B E. . . . and ran his blue pencil across the page before him.

Reaching over to the shelf, he laid a pile of order pads on it for "five."

"Hurry up and finish your yarn, Mac," he said, turning as he watched McGaffey begin what he called his "packin'" —the storing away of pipe, tobacco and waybills in various pockets.

"Well, that's all there is, I told you there wasn't much of a story to it," and McGaffey pushed back the chair against the wall with his foot. "The boys fixed it up so she got the day job in the eatin' house, but she couldn't leave the kids, was always talkin' about takin' it when Jimmy got up an' around, never givin' up the idea but some day he'd get well.

"So she took the night job, an' is always there every night since then, all kinds of weather. I guess there ain't anything too hard for a woman like that to do, maybe. I see her talkin' to Robson downstairs today. He's goin' to give the oldest kid a job. I reckon she was lookin' for a safer one for him than his father had."

McGaffey reached for his bills and lantern, and Diogenes like started on his way. Stopping, he turned back to Edwards. "What was it that fellow Solomon said about the 'way of a maid?'" he said, and in the silence that followed his question, Sandy stuffing the contents of his pockets into the already overflowing stove, remarked: "I had a fireman once

named Solomon. He was a Mormon."

Edwards laughed. "I don't think it was that Solomon, although I believe he did have a number of wives," and he tore off the tissue blanks and handed them across the table to McGaffey.

A moment after they were standing at the west window overlooking the yards. Edwards and the new sidetable man, both watching two figures below them some distance down the platform, McGaffey and a thin, tired looking little woman in a black dress and an apron.

And while the two above stood watching the two below crossed the tracks and went into the open door of the eating house.

Edwards laughed. "McGaffey's fell for the cocoanut cake. It sure looks nice under that clean glass globe," he said, turning back to his table as "five's" whistle sounded under the window.

Curtis McCollum

On Friday, August 21st, 1914, Curtis McCollum, engineer on the Chicago & Milwaukee division, died at the home of his daughter, Mrs. J. M. Biddison, 3328 McKinley boulevard, Milwaukee, Wis. Mr. McCollum was employed as a fireman on the Milwaukee & Mississippi railroad (now the P. C. D. division of the C. M. & St. P. Rv.) in 1862 and was promoted to be an engineer in 1865. After the Chicago & Milwaukee division was built Mr. McCollum transferred to this division. In 1880, when the Grand Army of the Republic held their encampment in Milwaukee, Mr. McCollum had charge of engine No. 209, which handled the special train of Gen. U. S. Grant and Gen. P. H. Sheridan from Chicago to Milwaukee. Mr. Fred D. Underwood, now president of the Erie Ry., was the conductor of the train which made the run from Chicago to Milwaukee in eighty-four minutes. In 1885 Mr. McCollum was appointed traveling engineer of all divisions out of Milwaukee, which position he held successfully for sixteen years, resigning in 1901 to become again an active engineer on the C. & M. division.

Curtis McCollum was born in Massachusetts in 1845, and was a great-grandson of Gen. Nathaniel Greene, of Revolutionary fame. He came to Wisconsin to live when a young man and in December, 1871, was married to Frances Silvernail Packard, who died several years ago.

Fred M. Cook, for five years train dispatcher of this division, died at 2:30 Wednesday afternoon, August 26th, at Mercy Hospital Des Moines. He was a valued and faithful employe and was held in the highest esteem by his co-workers. His untimely death is keenly regretted by his many friends.

Mr. Cook is survived by his widow and two sons. Our deepest sympathy is extended to them.

At the Cle Elum hospital, Friday, August 21, 1914, John D. Ferguson, fireman, died from an attack of acute peritonitis. Mr. Ferguson was a fine youth, but fairly entered upon the road to manhood, and his sudden death was a severe shock to his many friends over the division. Mr. Ferguson was a member of the Masonic and B. of L. F. orders and was a worthy member of each. His remains were taken to his home, at Ontonogon, Mich., the body being accompanied by Brother Firemen Ed. Dulik and Frank Simmons.

Promotion an Inspiration

The recent election of Mr. A. J. Stone, general manager of the Erie Railroad, to a vice presidency in that company has been made the subject of a few good and wholesome reflections upon "Promotion an Inspiration," by Mr. A. W. Munkittrick, editor of the Erie Railroad Employes' Magazine.

Promotions of this kind are the accepted thing with our company, but Mr. Munkittrick's observations are timely and full of good suggestion to the employe of any railroad. In part he says:

"When Abraham Lincoln, in the environment of his humble western log cabin home, lay upon his stomach on the bare floor devouring the contents of useful books, by the dim light of a burning fagot, he issued a silent proclamation to mankind that no boy possessed of the real American spirit could be kept down if he had ambition and courage to be SOMEONE among his fellows.

The life of this great American, filled as it was, with all sorts of set backs and discouragements, but with never a desire to quit, reads much like the tale of Aladdin and the Wonderful Lamp, and it has served a splendid purpose in helping many a worthy boy to overcome obstacles and win the goal in the same intrepid manner that Lincoln won it.

What most boys want today is pluck and courage to say I WILL. When a prospective employer tells you he has a vacancy in his employ, and adds, "Do you think you can fill it?" have the courage to say YES. Say it, and take a chance of failing. Better, a great deal better, to fail after an honest effort, than to show your lack of confidence in yourself by saying "I don't know."

There is inspiration for every boy in the examples set by successful men who have won their way to the top by sheer merit, plus determination.

With due respect to the college-bred men and others who have been educated in academies and high schools, the history of this free country is fairly radiant with the accomplishments of men who never got beyond the portal of the grammar school. It is quite true, also, that had these same men been blessed with a college education, their lustre might have shone the brighter.

No industry represented in the long category contains names of more really brilliant men than that of railroading. Not the financial feature, but in the practical business of operating trains and showing results satisfactory to stock and bondholders and to the great public that gives its support. It is the proudest and most fascinating game in the world, and the men of today who operate railroads, stand out among their fellows as the brainest, shrewdest and most sagacious engaged in any of the great industries.

The success of these men, a large majority of whom had most humble beginnings, fur-

nishes all the inspiration that a young man should ask, and the fact that any young man has not had the advantage of a college education need not be a barrier to his future success. Don't forget, young men, that today, the railroad industry has its eyes cast in the direction of bright young men. The opportunity never was brighter than now. Think of the men who have become famous by making their railroads great through their brains, energy and perseverance; and if you are an Erie man think of our own F. D. Underwood, the man who undertook one of the really stupendous jobs of modern railroading, when he lifted the old Erie from the slough of financial distress to the greatest freight carrier in this land.

Influence or pull is a valuable asset for the individual without ambition or the necessary qualifications that make for the successful careers, but the man who starts out with a determination to succeed despite all obstacles, will get there just as certainly as the sun will set today and rise tomorrow."

The Magazine and many of its readers will heartily endorse all that Mr. Munkittrick says of "our own F. F. Underwood"—for he was "ours" and was "sawing wood" every day and many nights for long years with us, and the beginning of his upward career was right down among the ranks of our "Old Guard." The annals of our own official list disclose the same beginnings and the same pluck and determination, bringing success here in the same measure, with inspiration as strong and as well rewarded as anywhere. The Erie editor might have emphasized, perhaps, the point that Abraham Lincoln and every other man who has blazed his own brilliant trail through life without academic advantages, spent his evenings "devouring the contents of useful books by the dim light of a burning fagot." Boys who spend their evenings in the feverish glare of the "bright lights" with a cigarette forever balancing between their lips with the futile notion that they are "seeing life," rarely deserve promotion, and need not waste any time wondering why they do not get on.

A. J. Kroha, storekeeper, Tacoma, spent several days last month at Herrick, Idaho, on a fishing trip. For a week before his departure he informed us every day of his fishing ability. We were very much interested and all expected that we would have to get an auto truck to haul them from the depot. We had our mouths all set for a big fish dinner, and they remained set, as we had no chance to move them.

Harry Johnson, who has been with us for the past four months, leaves September 31st for Portland to resume his studies. This is his senior year and when we see him again he will have a prefix to his name, "Dr."

Phillip Manley, stock clerk, is spending his vacation on his chicken ranch, at Larchmont.



Superintendent Ober and Office Force.

The Wisconsin Valley Division

Geo. E. Waugh.

In 1873 the Wisconsin Valley Railway Company constructed a line from Tomah to Grand Rapids, a distance of forty miles, tapping the great timbered tracts flanking the Wisconsin River. In '74 the line was built to Wausau. This small beginning represents the nucleus from which the present Wisconsin Valley Division was formed. In the folder it is now credited with 292 miles of track, which is exactly 110 miles short of being all of the line that they actually operate for the Wisconsin Valley Division when the numerous steel trails they have blazed through the forest are included. The division operates a total of 402 miles of line that is distinctively Wisconsin Valley, for it has features and traffic characteristics not common with any of the thirty-seven operating units comprising the Milwaukee System.

It makes one look askance when told that it is possible for a railroad running through as sparsely settled country as they do in many places to have eighty per cent of the traffic they originate also terminate on the division. From this it is easily deduced that through traffic represents but a small item in the tremendous amount of work they perform. To explain this traffic oddity, the Valley Division is primarily dependent on the forest products for its tonnage. During its early history it looked to the logging industry entirely for its freight revenue. Being a pioneer in this field, the resourceful, self-reliant men who cast their lot in lumbering utilized the power running rampant over the many falls in that singularly beautiful stream, the Wisconsin River. The saw

mills and the paper mills built at these power sites have kept within the territorial zone served by this division both the raw and finished products of the forest, on which they are chiefly dependent.

Last year the logging train shuttled back and forth through this great switching yard—for obviously that's what it is—and hauled to the saw mills 250,000,000 feet of logs. For the giant paper plants their quota was 187,000,000 feet, representing a total of 437,000,000 feet of timber. To get a mental grasp of what these staggering figures mean, picture a walk constructed of three boards laid horizontally circulating the earth from pole to pole, then allow 7,765 miles which will be left over for repairs and replacements. With this unwieldy illustration fixed in your mind, you gather some idea of what they could do with their timber output for a year if some one decided to build such a promenade.

These figures deal with logs—when they arrive at the saw mill and the paper plant, they come out as dressed lumber, wrapping paper and the finer parchments used for stationery and printing.

In the manufacturing process the logs undergo a shrinkage. The division again handles this tonnage on the basis of "inverse ratio," for it takes approximately four carloads of logs to make one carload of either paper or dressed lumber. Thus we arrive at the reason why the Wisconsin Valley Division handles locally 80 per cent of their freight traffic. "To Have and to Hold" is a "Valley" trait—they handle most of their tonnage twice, raw to the manufacturer and finished to the consumer.

On the great tracts, particularly on the southern end of the line, the forest has given way to the farmer, and the farmer has succeeded the "Lumber Jack" in making a livelihood and tonnage. The marshes near Grand Rapids and Mather contribute 400 carloads of cranberries during the season. From June 15th to October 1st two cars of cheese and the same of butter are loaded every day. This branch of the dairying industry has been developed within the last three years, and the country offers boundless opportunity for it to grow. Potatoes thrive on much of this cut over land; they are of splendid quality and add materially to the freight business of the line.

During the summer months thousands of people weary of the heat and stress of the city go for their annual holiday to the countless lakes of this vigorous north country, where the fishing is unparalleled, as any man on the division will tell you. To sustain this statement, although any angler worthy of the name knows it, we mention in passing that Mrs. Janes, wife of the Chief Dispatcher at Wausau, hooked two muskies in one day at Clear Lake weighing thirty-four and eighteen pounds respectively, and truthfully.

As was said before, the Wisconsin Valley has traffic characteristics of an individual nature. This must also be extended to the personnel of their organization.

All of the present officers from Superintendent Ober down started on the Wisconsin Valley, and they are genuinely proud of the fact that they are still on it. They are intensely a home crowd, as the stability of an organization depends largely on its staying power, and as staying powers are contingent on ability to deliver, this division's marking on that score is high and well merited.

As a boy H. H. Ober entered the Mil-

waukee service in the capacity of switch-lamp tender in 1889. Twenty-two years later his industry and application won for him the superintendency of the division where he was first employed. Somewhere down the line there are other superintendents in the making, but if they follow the order of things they must be raised and trained on "The Valley."

Road Master Ed Calahan, a Capital Celt, has thirty-seven years of service to his credit. He is the historian and source of information of the line's early days. This being a railway and not a marine magazine, it is unfortunate that we cannot discuss Calahan's record as a sailor.

Herman Redlich, Road Master on the North end, is a splendid railroader who has served the division for twenty-four years, a whole-souled man that one in distress is fortunate to meet.

The office force in the headquarters at Wausau is comprised of C. H. Conklin, Chief Clerk, Lillian and Beatrice Gorman; in the Dispatcher's office R. H. Janes presides as Chief, with H. L. Crandall, H. L. Vachrean, A. W. Warner and M. C. Harris, Trick Dispatchers.

The men almost without exception are home owners. This applies to the trackman as well as "the man higher up." They are fixtures on the division, taxpayers and good citizens in the communities in which they reside, and many of their residences are architectural ornaments of the towns along the line.

"Things of beauty" also applies to the surrounding garden spots around many of the stations. The park which is part of the station grounds at Wausau is the pride of the division. This beautifully terraced expanse is dotted with flower beds that would be an ornament in any park. It is a monument to P. C. Hart, who during his adminis-



Station Park, Wausau, Wis.



Home of Conductor D. O. Daniels, Wausau.

tration as Superintendent of the "Valley" inaugurated the system of beautifying the station grounds. It has been a good many years since Mr. Hart was located in Wausau, but Gus Olson, the veteran lawn-tender, has acted as the Olmstead for this park, and the thoroughness of his work has wrought a pleasing greeting to the eye of every passenger and citizen in this beautiful little city.

Much space has been devoted in the Employees' Magazine to the interest of Safety First. It was my privilege to witness the fruits garnered from this laudable movement in the prompt, workmanlike manner that H. S. Lutz, Freight Agent at Wausau, repaired a danger spot when it was discovered.

One of the principal east-and-west streets crosses the Milwaukee line between the passenger station and the freight terminal. There is a plank walk on either side of the roadway for pedestrians. On the main lead a dragging bar that scarred up the ties for some distance tore out one of these planks running parallel with the rail, leaving two or three dangerously up-turned spikes. This was the condition of the walk when Lutz hurried from his office one Sunday afternoon recently on his way to dinner. His safety first eye took in this hazardous condition instantly, and instantly the freight agent turned carpenter by repairing the walk and eliminating the possibility of someone stumbling or having his foot caught in this opening while running across the street before an approaching train. To do this job it was necessary for Lutz to return to the freight house, unlock the door and come back with a hammer. When spoken to about it later (by one that he did not know had been watching his good work) his off-hand, matter-of-fact comment was: "It was better to fix it than to have someone get hurt." This shows in a small-big way, if it is possible to assimilate these antitheses, the spirit of co-operation and interest manifested in the division by every man who is a part of its organization. You witness it constantly with men going outside of their assigned duties to lend a hand to another man at a different task where help is needed.

Our Station.

Our station of Manilla, on the C. M. & St. Paul. You will find on the map, without searching at all; Located at the junction with the S. C. & D.; So there is plenty of business, you surely can see.

Agent F. A. Jackson, in charge of the works. Keeps business moving, aided by helpers and clerks; For twenty-eight years, he's been "the man at the bat." A pretty good record, you must admit that.

With our roundhouse, working its shifts day and night, In charge of Foreman Bell, who is a hustler all right, And McDermott as foreman of the repair track crew, They turn out as much work as is possible to do.

Our switch crews, in charge of Yardmaster Janes, Assisted by Curler, make up all the trains; And keep the cars moving to their destination, That means lots of work, at our little station.

Our telegraphers work nine hours, each man, They are Disberg and Buswell and Art Callahan. Each in their profession, rank very high, And they are all hustlers, now "that is no lie."

Among others who help with the routine work, Is Miss Lorene Jackson, the agent's chief clerk; And Clarence who helps with the handling early freight; And Amy, and Rudy, every one working early and late.

There's "Dad" Milligan, head of the transfer crew, Transferring baggage, and freight-house work, too; With Bert as day helper, and Bill working at night What they accomplish, is "simply a fright."

So you see we're all busy, from agent to clerk, And we always are hustling, to keep up the work; If you are looking for ease, don't hook up with our bunch, Or you will be sorry, now this is a "hunch." —RIGGS.



Harry Robinson, Alberton, Mont., and a "Two-Hour Catch."

"Old Days on the Racine, South Western Division."

Pete Herman.

Racine is one of the very oldest cities in Wisconsin and noted for its manufacturing.

In 1858 the old Racine & Mississippi road was built and operated as far west as Freeport and the following year extended to Rock Island, Ill. In 1865 the name of the road was changed to the "Western Union", who operated it until 1869, when it became the R. S. W. Division of the C., M. & St. P.

A great many changes have been made since that time, both in the amount of business done and the methods of operation. From the old wood burning locomotives whose brightly polished brass casings and bands shone like a nigger's heel, to the present powerful ones of today. Many of these old engines bore the names of prominent citizens and towns along the division. Mr. L. W. Bullock, Jesse Parker, Mark Gorman, Chas. Menze and others who ran these old timers, have long since passed to the great beyond. Some of them fired here before the war broke out and enlisted and after they were mustered out of Uncle Sam's service stood for passenger runs when they returned.

D. A. Olin was the general superintendent in those days, Fred Wild was general freight agent, P. Tyrell, auditor; D. R. May, treasurer; R. M. Boyd, purchasing agent, and John Taylor, master mechanic.

P. H. Clancy, our present agent at Racine, started as auditor for the old Western Union Railway in July, 1872, and was appointed agent at Racine January 1, 1882. Mr. R. Sieb, present yardmaster at Racine, broke into the game in 1880 under Mike Callen, who was then yardmaster.

During the winter of 1880-1881, Mr. Sieb tells of consuming eleven days going from Freeport to Delavan, a distance of fifty-eight miles, bucking snow. A great many of the cedar ties used by the company were brought into Racine by water and then loaded into cars and shipped all over the system.

In the year 1865, Racine's revenue business amounted to about \$50,000 per year. One of the reasons of Racine's remarkable growth has been the many manufacturing institutions which have located here. We are now operating two separate stations, one at Racine Junction, which is in charge of C. J. Ramsey, and is doing about \$700,000 business; Racine station, under P. H. Clancy does over \$800,000 per year.

Much of the success of the Milwaukee Road here is due to the untiring efforts of these two gentlemen in soliciting business in the face of a great deal of competition.

We are working three day switch engines taking care of our many industries, one local freight each way, three freight crews and three passenger crews comprise our entire working force. We have been doing a very good business here, not with-

standing the general business depression of the country.

One of our large factories, "The J. I. Case Threshing Machine Company" shipped 768 cars of threshers during the month of June this year. Three large automobile factories, the Mitchell-Lewis Motor Co., the J. I. Case T. M. Motor Co., and the L. P. C. Motor Co. contribute a large volume of business to the good old "Milwaukee" each year.

A modern new freight station has been erected at the foot of Main street, equipped with automatic seals, concrete warehouse floors, several new team tracks and rearrangement of the lower yard, also building of fourteen thousand feet of storage tracks at Racine Junction to handle our rapidly increasing business.



"LAST BUT NOT LEAST."

The readers of the "Milwaukee" Magazine have never heard from the electrician, but we are sure we are responsible for a lot of comfort and conveniences to the traveling public:

Under our able chief, Mr. C. R. Gilman, we keep the electrical end of the "Milwaukee" going in pretty good shape.

And many would be surprised at the amount of electric work done by the department.

Most of the shops on the system are being electrically operated.

All the main line passenger trains are electric lighted and equipped with fans, the power being furnished by a dynamo in the baggage car, or storage batteries carried under the cars.

All road locomotives are being equipped with electric headlights, power being furnished by a turbine generator located on the locomotive boiler.

Nearly all depots are electric lighted, installed and maintained by this department.

On July 26 the boys got together for a regular good time.

Three games of ball resulted in the married men taking two and the single men one.

The accompanying picture shows a fair share of the boys located at Milwaukee.

JAMES HAGERMAN.

Motor Cars in Section Use.*F. H. Buffmire.*

Believing that the most possible good is derived from the free discussion of the problems that we meet with in our respective vocations, prompts me to offer a few thoughts on the question of providing section crews with motor cars, replacing the pump hand cars. In presenting this article I have no thought other than the one, wherein of course, the roadmasters and his crews are greatly aided in the performance of their duties in the work of track maintenance and it would seem to me, that the employe who does not endeavor to obtain from his department, means for the betterment of his work consistent with good judgment, is lacking in some of the essentials of loyalty to his employer.

When motor cars were an innovation I was not enthusiastic on their adoption, preferring to reserve my comments until such time as experience with the machines would shape the verdict. I entertained some fear of their practicability, had some misgivings as to their reliability and endurance and was somewhat worried lest our good foremen and their men would become possessed of that mania that is known today as "joy riding," that uncontrollable desire to be going "somewhere," and "somewhat" (in most cases) that generally results in an accident.

At this writing the motor car delusion which I entertained is entirely dispelled. The cars have proved the very acme of practicability, their reliability is not questioned in endurance, they have stood the test greater than any expectancy, and I am most happy to confess that insofar as my observation and supervision extends I have yet to learn of the abuse of the cars by our employees to whom they were assigned.

The argument sometimes advanced for the furnishing of motor cars that the length of sections can be increased and the force reduced may apply in localities where traffic is not heavy, but to my mind in no instance should the length of sections be increased or the section forces reduced in number on this account. I will venture the prediction that with my present force of men distributed over the mileage of the division in the several locations with assigned districts, if augmented with motor cars on the principle sections, that in three months time they will have brought as near to perfection the work of track maintenance as can be accomplished with human skill without the addition and betterment feature which, of course, means additional material in most instances.

To my notion eight lineal miles of track should be the maximum amount for a section, conditions may of necessity change the section lengths, but on the average it seems to me that eight lineal miles of track is quite sufficient in its apportionment to one man's supervision and care.

On our sections equipped with motor cars

and we have nine out of the thirty-three so equipped, on the east end of the La Crosse Division, we rarely have any difficulty in securing good men and they accept employment and remain in the service largely on account of the motor car. When we stop to consider the conservation of the laborers strength and endurance in the abolishment of the pump car, that will be given to the performance of his labor on track duty and the time saved in movements to and from location of work in the motor car over the pump car, there can be no question but that the motor car is the logical solution of our track difficulties with the minimum amount of expenditure.

To illustrate one advantage of the car and while the instance is mostly in the nature of a convenience yet the reliability and service of the car also enters the case. A few days ago it was necessary for a representative of the freight department to call upon each agent on a matter in connection with their respective duties. A motor car was placed at the disposal of the representative at Division terminal and the 183 miles were covered in the one day by the car, giving ample time at the stations for the transaction of the business to be accomplished. The performance of the car was perfect; not once during the entire trip was there a moment's delay on account of the car or its mechanism. A money saving and a saving of time also enters this illustration for even with our excellent train service some days would have been consumed in completing the trip with the necessary stops encountered.

A few days ago on a Sunday a derailment of a pair of wheels damaged track four miles in length. The regular section crew was four miles distant and, being Sunday, men could not be found to hurry repairs. To save delay to traffic a motor car was ordered to the scene from a larger town 25 miles away with picked up force of men and tools and in a few hours had made track safe for usual speed. This is another instance of the serviceability of the motor car.

Hardly a day elapses but what the motor car performs some service in connection with our work that would be impossible in its absence and the distribution and hauling of material by towing on push cars is done times without number that under the old order of movement would take hours of tedious labor.

I have some mighty good foremen and men with motor cars and they care for the cars as if the ownership was vested in themselves. They guard the machine with a zealous zeal and lavish upon it the attention that follows from a service well rendered. I have foremen and men equally as good whose sections are still equipped with the pump hand car and I know of no one thing more appreciable to these men than the notification that they were to be furnished with a section motor car.

Some Coal Statistics.

By Henry G. Runge.

It may be interesting to my readers to give an idea of the amount of coal consumed by a large railway corporation. About ten per cent. of the gross receipts are paid out for fuel. For the fiscal year of 1913 this company spent the sum of \$7,965,911 for fuel, at least so it was stated in a railway magazine a few months ago.

I would like to give a few statistics of the company's coal business done here at the Milwaukee shops for the past ten years. The engine coal we now receive comes from Fairmont, W. Va., and is brought up to Lorain, O., by the B. & O. Ry. At Lorain it is loaded into boats of from 8,000 to 13,000 tons capacity, and brought up by lake to the docks of the Central Coal Co., about a half mile east of the Milwaukee shops, and is there unloaded and re-loaded into cars of the hopper of the drop-bottom type. These cars are dumped into our engine coal shed, which is one of the Fairbanks-Morse type, erected in the fall of 1904. It is a building about 60 or 70 feet high with the top part divided into four bins, with a total storage capacity of about 500 or 600 tons. The coal is taken up in the endless chain elevators with buckets on it about three feet apart. The coal falls into the large bins at the top, and from there it falls into four small bins of ten tons capacity, as needed, and from these small bins it is put on the engine tank. Each small bin has a scale attachment to ascertain the exact amount put on each engine. I give herewith a statement, showing the number of C., M. & St. P. engines, and the total amount of coal taken in the different years, at the Milwaukee shops only:

Year.	Engines Coaled.	Total No. of Tons Taken.	Average Tons Daily.
1904....	182,165	497
1905....	48,419	200,057	548
1906....	55,670	243,309	667
1907....	56,633	258,981	709
1908....	54,941	252,121	689
1909....	61,865	286,625	785
1910....	67,759	302,672	829
1911....	62,498	296,359	812
1912....	71,564	331,762	906
1913....	71,742	321,370	880

The largest amount of coal taken out in 24 hours was 1,244 tons, on Dec. 21, 1912. The largest week was 1,059 tons per day, average for seven days, being the second week of December, 1912. In November, 1912, we handled 32,412 tons at this coal shed, being the largest on record. The largest number of engines coaled up in 24 hours was 245, on October 19th, 1912, an average of one engine coaled every six minutes of that day and night.

We also have two power houses, the main power house furnishing light, heat and power for the locomotive side, and the car department power house for the car department side. The main power house has been for about two years fitted with automatic stoker and chain grate, and burns washed screenings from the district around Granville, Ill. The car department power house is hand-fired, and burns Illinois lump coal.

We give below a statement of coal used by these two power houses:

Main power house Average Car Dept. Ave.

Year.	Tons.	house daily power h'se	Tons.	Tons.
1904.....	21,985	60	3,177	8
1905.....	24,217	66	3,487	9
1906.....	30,623	83	4,368	12
1907.....	31,963	87	5,948	16
1908.....	35,431	96	7,142	19
1909.....	41,967	115	6,704	18
1910.....	36,624	100	8,235	22
1911.....	35,603	97	9,477	26
1912.....	46,971	128	9,680	26
1913.....	53,993	148	8,711	23

The consumption of coal at the power house is governed a good deal by the weather. In a severe winter a good deal more coal is used than in a mild one.

In the ten years commencing with December 28th, 1903, and ending with Dec. 27, 1913, we received at this station a total of 91,371 cars of company coal, containing 3,132,165 tons, all of which was delivered here to locomotives, power houses or miscellaneous use, with the exception of 766 cars containing 30,131 tons, which was re-consigned to other stations.

Figuring at 38 feet to a car, these 91,371 cars would make a continuous string from Milwaukee to Aberdeen, S. D.

Safety First.

A. K. Sanderson.

The engineer of older times
The crowd would canonize;
Pulpit and press would praise and bless,
And laud him to the skies.
All those who earned immortal fame
Encomiums deserve:
Some lives were saved—much danger braved
By monumental nerve.
But "hogheads" were not all alike,
And those were roundly cursed
Who "went ashore" with shouts galore,
Thinking of Safety First.

The "shack" stood on the rolling deck,
(The rolling deck is right.)
He scanned the lot for softest spot
Where gently he could 'light.
He had no time to reason out
The wherefores and the whys;
All hero stuff is naught but bluff
When bumping o'er the ties.
So this old time, brave brakie lad,
In railroad lore well versed,
Made one grand slide and saved his hide;
Sure, that was Safety First.

Old-timers in the bygone days
Could twist the "armstrong gear,"
At link and pin they'd swear like sin,
And yet they knew no fear.
Conditions often would arise
Testing all their mettle;
Yet at the front they'd stand the brunt,
Always in fine fettle.
But with "Old Huldah" squealing brakes,
Drivers on sand, reversed,
Then who will stay 'tis not their play
To think of Safety First?

Now, as a slogan, Safety First
Is making good each day;
'Twill oft prevent an accident,
It is the better way.
Where danger lurks don't take a chance,
A life might be the cost;
Your actions guide on safety's side,
Your time will not be lost.
Perfect yourself in all the rules,
For knowledge be athirst,
If this you do, you'll never rue
Espousing Safety First.

—Railway Conductor.

Smiles

Scene: Lewistown ticket office.
Feminine voice over the telephone: "Will you please tell me the quickest way to get to Nashville, Tenn."

The ever-courteous and obliging ticket agent lost no time in compiling a detailed and extremely lucid description of the route the fair passenger would take in order to reach her destination at the earliest possible time and submitted it for her approval.

"Oh, thank you," said she. "I have a letter I want to get there on a certain day and I wanted to know when to mail it."

As Life Sees It.

Maud: Would you recommend the lawyer who got your last divorce?

Beatrice: Well, his charges are reasonable, but I've enjoyed more notoriety with others.

She: Don't you think we would better go back through England again on the way home?

He: But we did England.
"I know it. But since we were there think of all the lovely new ruins the suffragettes have made."

"I distinctly saw you with the policeman's arms around you."

"Oh, yes, mum; wasn't it nice of him? He was showin' me how to hold a burglar if I found one in the house."

Aunt Mary: Did you ask Uncle George if you might go to town with him?

Freddie: Not yet, Auntie. I guess I'll wait till he's finished readin' about Wall Street an' sayin' "damn."

In the early days printers in most newspaper offices supplied the headlines for the items they put in type. Henry Cary tells a story of a man in a Milwaukee composing room who had a paragraph he did not understand.

He went over to the foreman and showed him the item.

"How'll I head this?" he asked.
"Oh," said the foreman, "head it appropriately. Don't bother me with such questions."

So the next morning the item appeared in the paper headed: "Appropriately!"—Saturday Evening Post.

The Senator and the Major were walking up the avenue. The Senator was more than middle-aged and considerably more than fat, and, dearly as the Major loved him, he also loved his joke.

The Senator turned with a pleased expression on his benign countenance and said: "Major, did you see that pretty girl smile at me?"

"Oh, that's nothing," replied his friend. "The first time I saw you I laughed out loud."—Harper's Magazine.

Wanted His Drawing Board.

Dear agent:
I think you always work after noons at st. Paul & Milwaukee Depo office.

Will you please send mine the Drawing board which July 16, 7 p. m. I deposited to you and you set them in your office corner. Be sure I will pay you shipping exp., or let me know first how much it will cost.

I hope you will do the favor for me I am
Yours very truly

F. J. J.—

They were trying out a new stenographer in the G. P. O. and decided that the young lady would do, but when she turned in a letter stating "the trouble had been caused by the

action of the icy sea," it was decided to find one who had heard of the I. C. C.

Well Posted.

A story is told of a German who arrived in the United States on Decoration Day, and, noticing the flags flying and people going to the cemetery with large bunches of flowers, he asked what it meant. "This is Decoration Day," he was told. "Don't you know what that is?"

The German confessed that he didn't. The matter was then explained to him. "Isn't there someone at rest in the cemetery whose grave you would like to decorate with flowers?" he was asked. He shook his head and replied: "Doze peebles vat graves I like to degorate already ain't dead yet."

A Man.

"The comparative value of a husband and a mule has been settled. A Missouri woman traded the one for the other. The husband refused to take out insurance on her instructions and the sensible female said that if she had to live with an obstinate creature, she preferred one that would work sometimes and was worth something."

When G. H. T. Set Up the Stove.

H. B. A.

A lot of people never hear
Of all great things achieved,
So if you'll kindly lend an ear
My mind will be relieved.

On a damp and cloudy morning
In the merry month of June,
G. H. T. gave us fair warning
There'd be something doing soon.

"The steam plant is not working,
You'll get no heat that way;
And, so you'll not be shirking,
I'll set up a stove today."

Then soon there came straight through the door

A weird and motley gang;
Their tools were scattered o'er the floor
And then the fun began.

"Bill, you hold the ladder; Herb, get me some wire;
Gus, go cut a piece of tin; hurry, now, don't rouse my ire.
George, you get up on that chair; say, where is that stove at?
Oh, yes, it's on that table there; right underneath my hat."

For hours they labored for all that they were worth.

With various kinds of tin;
And then at last the joyful word went forth
That the stove was nearly in.

The work is done, but it does seem droll,
That though mightily they strove,
The weather changed, 'twas no longer cold,
When G. H. T. set up the stove.

On the New Haven.

Indignant Diner: Hey, waiter, what do you mean by charging \$1.25 for dinner? Last week it was only a dollar.

Colored Waiter: Dis am de new interstate dinner.

Indignant Diner: Interstate dinner?
Colored Waiter: Yas, sah. You gits your soup in Rhode Island, your entree in Connecticut and your coffee in New York, which bein' 'ginst de Anti-Sherman Trust-busting Law costs 25 cents extra fur breakin' de law.—Puck.

At Home

Anna M. Scott, Editor.



Mary Elizabeth Perrow, Twenty Months Old.

New Designs for the Fall Fashions.

Every day brings evidence that fall is indeed to be an interesting fashion season. The evidence of this is in the smart air of the new suits, new frocks and beautiful gowns—all originated for the coming season. Capes, redingotes and Russian coats all are seen in the fall suits which are developed in the various soft velvety fabrics that are so much the mode this year.

Waists will be tight—that seems to be settled. These, with long set-in sleeves are to be the dominating note, according to the fashion magazines and the fall exhibitions. Many kinds of collars, most of them standing, are shown on these waists.

It may be said in passing that the coming tight separate waist is due to the rapidly spreading vogue for the basque dress. But for women who object to the really tight fitting garments, but who still wish to be up with the mode, some waists are exhibited with cross over ends, making a sort of surplice front and allowing the wearer to adjust the fit of the waist to suit herself. This, however, would be a doubtful matter for the home dressmaker to undertake—for while the effect is more or less loose and careless, the adjustment is a matter of experience and considerable nicety.

There is some demand at present for waists to be worn outside of the skirts—and it is said this will grow as the season advances.

The pleated tunic is here to stay, although it is more expensive than the plain tunic, requiring almost double the amount of material. The tunic appears to best advantage with the short, single breasted coat.

For the Young Miss.

Many of the fall models in coats for girls between six and fourteen years of age are made of serge, because this is a dressy as well as a practical material. An ideal frock

for school wear is a stylish model, cut with raglan sleeves and a double circular two-piece skirt. The front of the skirt may be finished in rounded or straight effect and to finish the waist there is a belt of plain kid or patent leather.

The Work Bag.

A pretty chiffon bag for combings may be made by the clever needlewoman. The bottom is made of cardboard, cut round, about five inches in diameter. This is covered with silk then recovered with chiffon. The bag is made of two thicknesses of chiffon, the lining contrasting in color with the cover. The top of the bag is gathered around a small embroidery hoop, both top and bottom being finished with a double frill. Then make a lining of thin lawn, attaching it to the inside of the bag with a few stitches so that it can be removed and washed at any time. A loop of silk cord may be sewed to one side of the bag for a hanger.

Good Things to Eat.

Veal Loaf with Mushrooms.—Put two pounds of veal and half a pound of fresh pork through the meat chopper. Soften one cup of soft but stale bread crumbs in one-quarter cup of milk and add to the meat. Season with one-quarter teaspoon pepper, one teaspoon salt, a little nutmeg and the juice and grated rind of a lemon. Add two well beaten eggs and one-half cup of button mushrooms. Shape into an oblong loaf and place in a greased shallow pan. Dredge with flour and pour the liquor from the can of mushrooms around the loaf. Bake forty minutes, basting occasionally. When done remove from oven, thicken the sauce with two teaspoons of flour and one of butter rubbed together, add remainder of mushrooms, cook gently till thickened, then pour around the loaf on the platter.—Reader.

Stewed Celery.—Wash four heads of celery, remove the outer green stalks and boil in slightly salted water till tender. Peel and quarter one onion and let it simmer in a pint of milk until tender, then strain. Pour milk over half pint bread crumbs, add celery, a tablespoon of butter, a half teaspoon salt and pepper to taste, simmer for three minutes, when it will be ready to serve.

Plum Custard.—Stone and stew one pint of red plums; then lay them in the bottom of a pudding dish and sprinkle one-half cup of granulated sugar over them. Make a cream as follows: Add two tablespoons of flour to two cups of milk and cook together until thick and smooth. Remove from the fire and add one tablespoon butter and the lightly beaten yolks of three eggs. Pour this cream over the plums in the pan and bake the whole for ten minutes in a moderate oven. Then cover the top with a meringue made by beating the whites of the eggs with three tablespoons of sugar and brown lightly; allow to cool and serve with cream or sauce.

ITEM 4-13-171588-7

Preserving and Pickling.

As this is the season for preserving and pickling and is hailed with delight by most persons I think a few recipes will be acceptable to the housewife.

Canned Plums.—Wash the plums thoroughly. Measure out a pint of water and a pint of sugar for each quart of plums, and make a syrup. Drop the whole plums into the boiling syrup and boil eight minutes. Then seal in jars with hot syrup.

Canned Peaches.—Make a thin syrup, using half as much sugar as water. Peel the peaches, cut them into halves and remove the stones. Drop the prepared fruit into the boiling syrup and continue the boiling until it is tender. Put new rubbers in place on jars that have been sterilized by boiling in water, carefully transfer the peaches, fill the jars to overflowing with boiling syrup and seal them at once.

Canned Grapes.—Wash the grapes, pick off the firm ones, and pack them into glass jars as firmly as possible without crushing. Then steam the jars by standing them in a wash-boiler on a false bottom, surround them with a few inches of warm water, put covers on jars loosely without rubbers, also place cover on boiler and steam until grapes are thoroughly heated. This, as a rule, usually takes from thirty to forty minutes. When done, take covers off and put rubbers on, then seal at once.—*G. E. C., Milwaukee.*

Easy Pickles.—To one gallon of vinegar use one cup of ground mustard and one of salt. Mix mustard with a little vinegar, so that it will be of smooth consistency and then add. You may put fresh cucumbers about three inches long in this mixture and leave in an open jar and they will keep all winter. The beauty of this recipe is that a few cucumbers may be picked at a time and more added as you have them.

While on the subject of "canning" a word with reference to the more recent "Economy Jars." Young cooks will find these easier to handle than the old-style rubber ring and tops and very reliable.

Housewifely Hints.

When putting a stopper into a bottle always give it a half turn round after it is in. This will prevent it from sticking.

Directly tea is spilled on a table cloth, cover the stain with common salt. Leave it for a while, and when the cloth is washed all stains will have disappeared.

To keep a coffee pot sweet put a tablespoonful of baking soda into it. Fill it two-thirds full of water and let it boil for an hour, then rinse very thoroughly. If this is done about once a week the coffee pot will always smell fresh and clean.

Steel articles should be dusted daily, and once a week polished alternately with fine emery paper and emery powder mixed with oil or paraffin.

An application of kerosene oil will draw the sting from a burn.



"Grandpa and Grandma" Henry, Bearmouth, Montana.

New Association Hospitals.

The construction of hospitals at Three Forks, Montana and Othello, Washington has been authorized, construction to begin as soon as practicable. The owners of the townsite at Three Forks very generously donated a lot for the hospital in that city, and the plans contemplate a building to accommodate thirty patients. The hospital will be owned and operated by the Association, on a system similar to that at Mobridge. It is expected that modern hospital facilities at Three Forks will greatly increase the efficiency of the Association's service in Montana.

It is the constant aim of the management to increase the efficiency of the service wherever and whenever possible, by employing competent physicians, surgeons and specialists, and by providing the best hospital accommodations obtainable, and to "administer the affairs of the Association as broadly as its Rules and Regulations would justify."

Get Together

Do the Kiddies Have a Square Deal?

This is not a brief in a case of "the rights" of the child. It is rather a plea for a more reasonable attitude of the Fond Parent, and it is made after having witnessed an incident that in any other country but ours would be considered most extraordinary, but which, unfortunately for the future welfare of ourselves as a Nation, is all too common where Young America is concerned.

Not long ago, while riding in the observation car of a crowded train, I saw a lady enter with a fine looking little chap and proceed immediately to the door leading to the observation platform. The chairs on the platform were all occupied and the lady and her little son stood in the doorway for a few moments. Presently a gentleman sitting on the platform rose and offered the woman his chair. Without thanking him or stirring herself, she remarked: "Freddie, here is a chair for you." But the chair had not been offered to "Freddie," nor meant for his exclusive use, so the gentleman at once reseated himself and boy and mother were compelled to retire to the interior of the car while all the occupants of the platform made no effort to suppress their amusement.

Within the car, the mother immediately took up a book and lost herself in reading, while the boy proceeded to make himself a perfect pest to the rest of the careful passengers. He raced up and down, jumped on the sofa, kicked the mahogany wherever he could find a place to plant his feet, etc., with every one but "mother" looking on and wondering how she could stand such an uproar. As I have said, the child was an attractive looking little fellow, seven or eight years old, and he could have been—indeed should have been a delight to look upon and a son of whom any parent might well be proud. Instead, he was an unqualified little terror. Now, I ask, was the child to blame? Can you blame children for lack of manners, for lack of respect for older people and for the want of attention to the rights of others? Was not that boy exactly what his up-bringing, apparently, had made him? The answer is obvious. That boy is a type of a certain modern American rearing of children, and if several generations hence we are a race of incompetents and degenerates, it will be through the want of self-control, and that comes through the absence in the character-forming years of a wise and firm control by a recognized authority. When Mother says, nowadays, "Willie or Sister, if you do that again I shall punish you," how often does Willie or Sister really believe what their mother is saying? But in the days that are past, or in the days that are present in other lands, how many children are brought up in the disrespect of their mother's word. Few, if any. And how many of us older heads can recall ever having said, "I will not" to mother, when she issued her orders on the positive side. What would have happened to us if we had had the temerity to hazard such a feat of daring? Father, too, held a convincing argument in the rod that was not spared, and while Father today, generally speaking, occupies a more exalted position in the matter of authority in the household than mother does, yet he, too, does not represent the Finality of the Law at home that our fathers did.

If our American children are to have a square deal and grow up to maintain the exalted position of American citizens, Mother and Father must awaken to the responsibilities of their position and use their common sense for the present government and future benefit of the race.

President Wilson on Railroad Financing.

A committee of railroad executives, headed by Mr. Frank Trumbull of the Chesapeake & Ohio Railroad, called upon President Wilson last month to urge the imperative necessity of sustaining railway credits.

That the chief executive of the nation has become persuaded that the needs of the railroads are real, and that their request is reasonable, is indicated in his letter to Chairman Trumbull, in reply to their entreaties. The text of the letter is reprinted from The Chicago Tribune and is as follows:

"Since you read it to me yesterday, I have read again the statement you made on behalf of the committee of railroad presidents whom I had the pleasure of meeting and conferring with at my office. It is a lucid statement of plain truths.

"You asked me to call the attention of the country to the imperative need that railway credits be sustained and the railroads helped in every possible way, whether by private co-operative effort or by the action, wherever feasible, of government agencies, and I am glad to do so, because I think the need very real.

"I cannot say that I entertain any deep anxiety about the matter, except, of course, the general anxiety caused by the unprecedented situation of the money markets of the world—because the interest of the producer, the shipper, the merchant, the investor, the financier, and the whole public in the proper maintenance and complete efficiency of the railways is too manifest.

"They are indispensable to our whole economic life, and railway securities are at the very heart of most investments, large and small, public and private, by individuals and by institutions.

"I am confident that there will be active and earnest co-operation in this matter, perhaps the one common interest of our whole industrial life.

"Undoubtedly, men both in and out of official position will appreciate what is involved and lend their aid heartily wherever it is possible for them to lend it.

"But the emergency is, in fact, extraordinary, and where there is manifest common interest we ought all of us to speak out in its behalf, and I am glad to join you in calling attention to it. This is a time for all to stand together in united effort to comprehend every interest and serve and sustain it in every legitimate way.

"The laws must speak plainly and effectively against whatever is wrong or against the public interest, and these laws must be observed; for the rest and within the sphere of legitimate enterprise we must all stand as one to see justice done and all fair assistance rendered, and rendered ungrudgingly.

"WOODROW WILSON."

Announcement.

Don't fail to attend the first annual dance and reception given by employes of the C. & M. & St. P. Ry., Fullerton Avenue Offices, at Victoria Hall, Madison Street and Western Avenue, Friday evening, October 23, 1914. Everybody, young and old, invited to dance the old-time waltz and two-step with us.

On September 24th a meeting was held in the Railway Exchange building, Chicago, of all the material clerks of the engineering department. Thirty-five men from the offices of district engineers, district carpenters and chief carpenters and the general office attended this meeting and it was also visited by several from the accounting department.

The main object of the meeting was to put into effect a new report to show the cost of transportation of material used in additions and betterments work.

Annual Report of the Puget Sound Pioneer's Club (Concluded)

The question of sending membership cards to new members was brought up and it was decided to continue the present practice of issuing cards when application was received and then declared members when voted on at annual meetings.

Motion: That when any member failed to pay his dues or assessments and was dropped from membership and later again wished to become a member that he must pay all back dues and assessments before he could again become a regular member. Carried.

The place for the next annual meeting to be held was then taken up. Invitations from the Chamber of Commerce of Great Falls, Spokane and Missoula were read by the secretary. Miles City was also mentioned and, in order to decide on the meeting place, a vote was taken. Result of vote as follows: Spokane, 66; Miles City, 19; Great Falls, 13, and Missoula, 7.

The election of officers was then taken up. Mr. W. P. Warner of Spokane was elected President; H. R. Calehan of Seattle First Vice President; H. H. Tavener of Missoula, Second Vice President; B. H. Brown of Seattle, Third Vice President; Geo. Cobb of Miles City, Fourth Vice President; A. M. Foreman of Malden, Fifth Vice President; W. R. Lanning of Moberge, Sixth Vice President. E. H. Foster was re-elected Secretary-treasurer.

Motion: A vote of thanks be extended to the parties that met the special train at Cedar Falls with roses and also sent them to the hotel.

To the citizens of Seattle for the kind and courteous treatment extended to the Pioneers while in the city.

To the officials of the Railway Company (Puget Sound Lines) for the special train given the Pioneers from Deer Lodge to Seattle and special mention made of the treatment and

courtesies extended by Sleeping Car Conductor Talbertson and Dining Car Conductor Falls. To the Committee on Arrangements and Reception in Seattle for the entertainment and good times arranged for the visitors.

To the Puget Sound Navigation Company for the donation of the Steamship Iroquois for the trip from Seattle to Bremerton and return.

To the management of the New Richmond hotel for the use of the room in which the business meeting was held.

To the citizens of St. Maries, Idaho, for sending their band to depot to meet special train en route to Seattle.

Motion: That Mr. C. F. Wilder be reimbursed from the funds of the club to the extent of \$40.00 to cover amount that was not collected from signers for band in parade at the first annual meeting in Deer Lodge. Carried.

Meeting adjourned at 12:05 p. m.

Financial Statement, June 24, 1914.

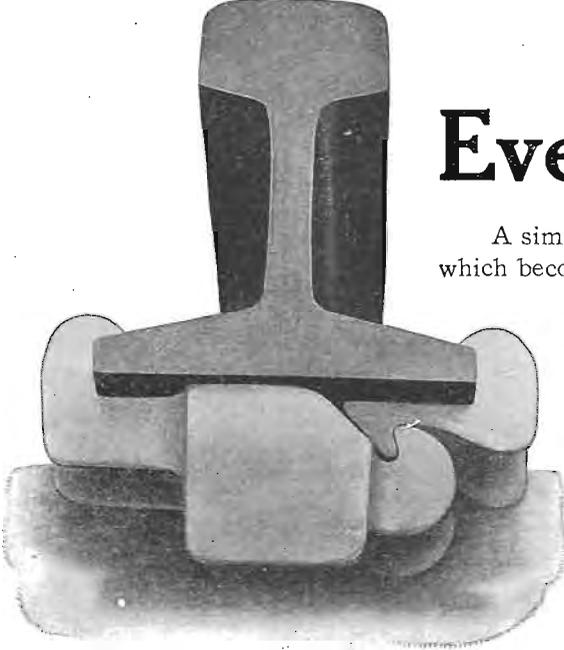
RECEIPTS.

Balance on hand close first annual meeting	\$ 115.93
19 new members in 1913 at \$1.00 each	19.00
127 new members in 1914 at \$2.00 each	254.00
393 members paid 1914 dues at \$1 each	393.00
Receipts from banquet tickets sold..	339.00

Total.....\$1,120.93

PAID OUT.

E. Kouge, clean Milwaukee hall, Deer Lodge	\$ 2.00
H. Z. Bielenberg, rent Milwaukee hall, Deer Lodge.....	15.00
Randall & McMullen, Record Book	1.25
Stamps	1.00
Msla. Pub. Co., 1914 membership cards	5.50
Silver State, printing applications and notices.....	8.75
Fred Wilder, band, parade Deer Lodge 1913.....	40.00
E. H. Foster, salary one year..	150.00



In Use Everywhere

A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.

THE P. & M. COMPANY

New York, Chicago, Denver,
San Francisco, Montreal

P. & M. Rail Anti-Creepers

All Star Trio, services at banquet, Seattle	30.00	
Joe Robers, services at banquet, Seattle	15.00	
Dewey's Orchestra, services at banquet, Seattle	24.00	
E. D. Kennedy, rent K. C. hall, Seattle	35.00	
Lowman & Hanford, printing.	44.75	
W. E. Simms, cigars at banquet	22.00	
G. S. Miller, stamped envelopes	42.72	
Orth, serving banquet, Seattle.	332.00	
J. F. Pinson, place cards.....	.60	
Izzard, zinc etching menu cards	2.75	
Izzard, color cuts, program...	8.86	
A. J. Kroha, drayage on head-quarter's sign	2.00	
Net Peterson, membership fee returned account not eligible.	1.00	1.00
C. J. Loveland, membership fee returned account not eligible.	1.00	785.18

Balance on hand June 24, 1914.....	\$335.75
Total Applications Received.....	642
Died (Hussey-Perry-Craig-Jackson)....	4
Dropped account not eligible.....	2

Net Membership close 2nd annual meeting 636

Respectfully submitted,
E. H. FOSTER,
Secretary-Treasurer.

There is a natural propensity among rugged, two-fisted men to brand one another with nicknames. Not long ago an old employe, with some forty years' honorable service and successful work with the Milwaukee Road, reminisced in the Magazine office about the names that men will assign to each other. Many times these sobriquets apply with wonderful aptness to the individual carrying them. This employe furnished us a list of these nicknames. Many of the men owning them are still in the service and the old-timers will recognize those who are gone. Some are elegant and some are inelegant. Here they are—see what a good guesser you are:

- | | |
|-------------------|------------------|
| A valuable house. | Slatts. |
| Carpenter. | Big Jim. |
| Kickapoo Bill. | Sappy. |
| Double S. M. | Soda Ash John. |
| Old danger. | Jap. |
| The old man. | Dynamite. |
| Fat Bill. | Squeak. |
| Potato Face. | Cranky Ann. |
| Billy Bounce. | Windy. |
| Nigger Bill. | Jimmie the Rag. |
| Sad Eye. | The Mope. |
| Scatter Eye. | Seldom Speak. |
| Oil Can Tom. | Society Slim. |
| Monkey Bell. | Battling Nelson. |
| Silent John. | Lucky Baldwin. |
| Peacock. | Red-Sandy-Rusty. |
| Grab. | Bossy Williams. |
| Full Train Fox. | Baldy Williams. |
| W. H. Bill. | Shorty Williams. |
| Gas Pipe John. | Haul 'em all. |
| Lonesome Joe. | Balloon. |
| Buster. | Chub. |
| Old Pard. | J. J. Jonnie. |
| The Carp. | Jim the Penman. |
| Slippery. | Gentleman Jim. |
| Spike. | By Cracky. |
| Bad Eye. | Stars Alive. |
| High Pressure. | Chesty. |
| Black Davis. | Deacon. |
| Lazy Davis. | Possum. |
| Crazy Davis. | Dainty Dick. |
| Buckskin. | |

E. B. Finegan, who has been chief clerk in the freight traffic manager's office for some time, was advanced in the same capacity to Vice-President Keeley's office. Mr. Finegan has been with the Milwaukee for eleven years. He enters his important work well equipped in experience and with the well wishes of the Milwaukee employes.

Obituary



J. C. Miller.

Jacob Christopher Miller, formerly district master mechanic of the Middle District, died suddenly at Tomahawk, Wis., on July 25, at the age of sixty-two years. Mr. Miller entered the service of the Milwaukee in 1879, at North Milwaukee Shops, and later went to West Milwaukee. He was promoted successively until, in 1885 he went to Dubuque as general foreman of the shops at that point. While at Dubuque he made many improvements in machine shop apparatus, some of which are still in use. He was appointed district master mechanic in 1900, with offices at Milwaukee, which position he held until his retirement in 1910.

Mr. Miller was popular with officials and employes alike, and was considered one of the most painstaking, reliable and efficient employes of the Mechanical Department. He was familiarly known as "Uncle Jake," and his passing will be mourned by friends all over the System.

Mr. Miller was a member of the Knights of Pythias, Western Railway Club, Car Foremen's Association and other organizations. He leaves a widow and one daughter, Mrs. J. Fred Cooledge of Maywood, Ill. The funeral was held at Palmyra, Wis., and burial took place at Blissfield, Mich.

W. W. Wilkins.

Engineer W. W. Wilkins of the C. & M. Division, who died August 3, will be remembered by many of the boys of the C., M. & St. P. Railway as an engineer of high intelligence. He was one of the best posted men in the locomotive service. He prepared a great many men for promotion as locomotive engineers, for which we all hope he will be rewarded in the great hereafter.

The Milwaukee Road employes extend their heartfelt sympathy to Mr. Wilkins' family, and hope that he will have a clear track, with the lights always clear and bright so that he will not be blocked on the journey from which there is no return.

Glenn Buckley.

Glenn Buckley, who was employed on the C. & M. Division as timekeeper, was struck by No. 34 on August 18 and died shortly afterward from the effects of the shock. Buckley was 19 years of age and started with the company as timekeeper shortly after the close of the scholastic term at Madison. He was a bright, clean-cut young man and made many friends among the employes during his short period and service. He was prominently identified with Y. M. C. A. work both at Madison and his former home in Clinton, Wis. Glenn was a brother of Miles Buckley, folder clerk in the General Passenger Department.

Notes E. M. Division.
George M. Hayden.

Dispatcher Linden and wife spent a couple of days in Missoula September 4th and 5th.

Misses Francis and Katheryn Peacock returned to Lennep on the 6th, after enjoying two weeks' visit with friends in Seattle and Spokane.

D. G. Goggins, first trick, Butte yard, went to Lewistown the 7th, to do the extra dispatching on the Northern Montana division, being relieved by Operator Wilson.

Operator Conway, third Sinclair, laid off the 7th for a few days to take in the races at Deer Lodge, being relieved by Operator Bearden.

Operator Campbell Dawson is laying off for a few days, relieved by Operator Arthur.

Claude and Herb Molchoir left the 8th for Missoula, to resume their studies in college.

Mrs. Madge Barker has resumed her duties in the timekeeper's office at Three Forks, having spent a month's vacation on the Coast and in Missoula. She reports having enjoyed her vacation immensely.

Passenger Conductor Jesse Allen and wife left September 18th for a month's visit in the East, being relieved by Extra Passenger Conductor J. H. Soper.

Passenger Conductor E. W. Winnemore resumed work September 1st, after having taken a month's vacation. He reports having a great time motoring from Deer Lodge to Spokane and back in his "family necessity," a Ford.

The young lady "steno." in the Superintendent's office looks very sad and down-hearted now-days. Poor girl, we all feel sorry for her. Cheer up, Nora, he has only gone away to school and Uncle Sam is still in the letter-carrying business.

Conductor C. A. Moore has purchased a family necessity, a Ford, and the writer and his wife are indebted to Mr. and Mrs. Moore for a very enjoyable ride to Willow Creek and return recently. Art is some chauffeur.

Everybody, keep up the work-together spirit. We have got it going nicely on the Rocky Mountain division and the only thing to do now is to continue it, and we can safely say there is not a division on the extension that has the work-together spirit as has the Rocky Mountain.

Chief Dispatcher J. W. Ross was elected president of the Sacawagea Club at a meeting held September 17th.

Governor Stewart will attend the unveiling of the Sacawagea tablet October 2nd, and Three Forks citizens are planning to make the Governor's first visit to our city a most pleasant one.

Tacoma Tide Flats.

Miller and Kratchmer.

O. C. Finley, formerly roundhouse foreman at Othello, has been transferred to Tacoma as gang foreman in the machine shop.

Harry Carlstrom, machinist apprentice, is visiting relatives in Chicago and Milwaukee.

B. W. Zilley, roundhouse foreman, Tacoma, is again doing "picket duty."

Otto Shuetze, blacksmith foreman, has returned from a trip to Milwaukee. Otto says that Milwaukee agrees with him. He gained eight pounds while there.

Charles Clarke, of the Store Department, has decided to give up an offer made him by the N. P., and is going to remain with the Milwaukee. We are all glad to hear it.

George M. Topliff, office boy, expects to spend his vacation in the State of Idaho, where the fishing is good. He informed us that he would do better on his fishing expeditions than the boss did. Of course, we do not mean to insinuate that the boss is not an A-1 fisherman.

Frances Kratchmer, stock clerk, who writes about himself occasionally, left September 26th for a short vacation in the Middle West. Frances feels pretty blue about the international balloon races being called off in Kansas City, as he was prepared to give the German balloon a great send off.



**The TRAINED Man
Has Money**

But it's different with the *untrained* man. He often finds the pocketbook empty with the landlord, grocer, butcher, and baker clamoring for their money.

It's a serious problem—this *big* spending and *little* earning. But if you go about it right you can easily learn how to earn far more than you spend.

The only difference between YOU and the man who earns a big salary is training—SPECIAL TRAINING—and this you can easily acquire through the practical home-study courses of the International Correspondence Schools

You don't have to leave home or give up your position. The I.C.S. have trained thousands of men for better jobs right in their *own homes* after working hours. They can do the same for YOU.

Just mark and mail the attached coupon. And the I.C.S. will show you how they can make you an expert in the line of work you want to follow.

Mark and Mail the Coupon—TODAY

INTERNATIONAL CORRESPONDENCE SCHOOLS
Box 1068, Scranton, Pa.

Please explain, without obligating me, how I can qualify for the position, trade, or profession before which I have marked X.

Locomotive Engineer
Air-Brake Inspector
Air-Brake Repairman
General Foreman
R. R. Shop Foreman
R. R. Trav. Engineer
R. R. Trav. Fireman
R. R. Construct'n Eng.
Mechanical Engineer
Civil Engineer
Surveyor
Concrete Construction
Automobile Running

Electrician
Electrical Engineer
Tel. & Tel. Engineer
Plumb. & Steam Fitting
Mining Engineer
Bridge Engineer
Assayer
Agency Accounting
Gen. Office Accounting
Bookkeeper
Stenographer
English Branches
U. S. Civil Service

Name _____
Employed by _____
Street and No. _____
City _____ State _____
Present Occupation _____

Safety First

A. W. Smullen, General Chairman.

ITEMS FROM THE SAFETY BUREAU.

The Chicago, Milwaukee & St. Paul Railway Safety Bureau submits the following report of deaths and injuries for May, June and July, 1913, as compared with May, June and July, 1914:

Killed.			
Decrease of deaths in 1914 over 1913, 13, or 16 per cent.			
	1913	1914	
May	20	May	17
June	27	June	18
July	34	July	33
	81		68
Injured.			
Decreased of injuries in 1914 over 1913, 181, or 7½ per cent.			
	1913	1914	
May	759	May	639
June	900	June	812
July	1,017	July	1,044
	2,676		2,495

Safety First is the best accident insurance a railroad man can get and its costs him nothing.

LOYALTY.

There is no success without loyalty. The man who is disloyal to his superior, to his profession, or to his country, is disloyal to himself and to all that is good in him.

Colonel George W. Goethals,
Chief Engineer, Panama Canal.

A joint Safety meeting of the Rocky Mountain & Musselshell Divisions was held at Harlowton, Montana, on July 24th. The members answering present when Acting Chairman Dow called the roll were as follows:

- | | |
|------------------|--------------|
| R. A. Good, | W. T. Hart, |
| W. H. McGee, | W. Nichols, |
| J. G. Smith, | J. Morrow, |
| S. E. Moss, | J. Bartlett, |
| G. Bell, | R. Glenn. |
| L. B. Gallagher, | |

Among the twelve good suggestions that were presented at this meeting was one where the car men asked that grab irons be placed on the roof of business cars so that men can water and ice cars without danger of falling off. This matter was referred to the General Committee.

It was also suggested that grab irons be placed on top of engine cabs and running boards on side of cabs so men could go in and out with less danger than now exists. After considerable discussion by the Committee it was decided to take this suggestion under advisement, and discuss it further at the next meeting.

G. Bell, representing machinists, reported that all the machinery of the roundhouse at Harlowton has been properly guarded, and all emery wheels and pulleys had also been guarded.

On July 27th the Deer Lodge Shop Committee met at Deer Lodge, Montana, with G. E. Cessford acting as chairman, the following members being present:

- | | |
|-----------------|------------------|
| J. A. Campbell, | W. A. Chubb, |
| J. H. Thomas, | H. E. Pierce, |
| John Traverso, | I. D. Arrell, |
| Peter Griffin, | T. J. McAndrews, |
| C. I. Chambers, | J. C. Kinney. |
| S. S. Koehler, | |

One of the first reports made was by Gen. Foreman Koehler, who reported that new boards had been put in front of the punch in the blacksmith shop. New signs had been added reading "Do not jump on and off transfer table while in motion." A railing has been put around the lye vat at the round house, the cone on wheel lathe and hoisting chain on axle lathe had been repaired and are in good condition. The dies on the two hammers in

the blacksmith shop have been repaired, and are now in good condition. Also, double strength pipe is being used for blow off cocks and nipples.

Complaint was again made by Committeemen in regard to hammer handles breaking, and the matter was referred to Mr. Frank Rusch, Supt. of Motive Power.

Complaint was again made in regard to employees whose duties do not require them taking these chances, jumping on trains and riding out of the yards, and every Committeeman was instructed to take the matter up with the men in his department with a view of stopping this dangerous practice.

It was suggested that on the river bridge there is a space of 6 or 8 inches between the railing and the end of the ties, and it very often happens that the switchmen are required to run along on there to cut off the crossing in making a drop. It was suggested that a plank be put in there to avoid stumbling on the ties or getting their foot caught. Supt. Willard has taken the matter up with the Chief Carpenter, Mr. Clothier, instructing him to have the matter corrected immediately.

Attention of the Committee was called again to the fact that the passageway at the east side of yards is not being kept open, making it necessary for men to climb over the cars going to and from their work. The suggestion of keeping the crossing cut was taken up with Supt. Willard, and Mr. Campbell was instructed to issue orders to see that crossing remains cut when cars are there.

Complaint was made that men are piling timbers too close to emery wheel and planer in wood mill. The suggestion was that a railing about 30 inches high be placed around emery wheel and planer. General Foreman Koehler and Car Foreman Campbell were instructed to investigate the matter, and if necessary, have a railing put around the emery wheel and planer.

Committeemen report town boys playing around cars and in the freight yards on Sunday. It was reported that about a week ago, they released brakes upon a string of cars on a hill, and if the first car had not jumped the track, it would have caused considerable damage. Notice was issued insisting upon boys remaining away from the Railroad yards at all times.

After several other suggestions were made of minor importance, the meeting adjourned at 3:25 P. M.

The Rocky Mountain Division held their monthly Safety meeting at Three Forks, Montana, on July 28th, the following members responding to the call of the roll by acting Chairman A. H. Wilkins:

- | | |
|------------------|----------------|
| A. Bulwinkle | A. F. Wagner |
| J. B. Fitzgerald | J. W. Courtney |
| J. W. Ross | Geo. Nick |

One of the important suggestions made by Claim Agent Bulwinkle was the report that a huge rock was leaning toward track about 260 yards east of tunnel No. 3, canyon, and which has moved some within the past two months. He stated that should this rock fall toward the track while a train was passing, it would cause considerable damage, and he thought it would be a good idea to have the Roadmaster or some competent person look over this on the ground, as the vibration of some passing train is liable to cause it to fall over. Mr. Wilkins, in behalf of the Superintendent, promised to have the matter looked into at once, and if there was any danger, to have the rock removed.

A defective culvert in the Burre yard near stock pens was complained of, and the matter will be investigated.

After several items of general interest were discussed by the members present, the meeting adjourned at 4:00 P. M.

The La Crosse & Northern Divisions Safety meetings were held in the office of Supt. MacDonald at Milwaukee, on August 1st, 1914, a complete attendance being present. Supt. MacDonald called the meeting to order at 10:45 A. M., and gave a short talk on the good work being done in the Safety First movement, furnishing some data showing the decrease in accidents compared to former months. He then called on Committeeman Geo. Koepfer for a few remarks. Mr. Koepfer spoke to the Committee about the condition of the stand-pipes at La Crosse and Portage, claiming they were dangerous on account of air forming in the pocket, and when the water pressure was turned on, the fireman handling the spout was liable to be injured on account of the force with which the spout was lifted out of the man-hole and water tank. This will receive immediate attention.

He then called the attention of the Committee to the manner in which the So. Minn. and River Division engines were backed down from No. La Crosse to the roundhouse over street crossing, claiming enginemen ran over these crossings at a high rate of speed without any protection to street traffic. This matter will be corrected with the co-operation of Supts. Atkins and Thiele.

Committeeman F. W. Ramsey called attention to the necessity of having a semaphore located at Tomah, Wisconsin, to govern trains for the Wisconsin Valley Division, claiming that hand signals by day and lantern signals by night could not be seen on account of obstruction. This matter will receive immediate attention, the Chairman explaining that it was being considered by both the La Crosse and Valley Divisions.

Committeeman Chapman, representing the engineers of the La Crosse Division, called the Committee's attention to the number of tramps that were allowed to ride on freight trains, frequently pulling pins and turning angle cocks, making it dangerous to operate trains with safety. Strenuous action has been taken in this matter. He also complained of the short platforms for loading and unloading passengers at Wauwatosa, on account of stopping the baggage car at the east end, the rear coach would stop on a bridge west of the station. Supt. MacDonald informed the Committee that this matter would be corrected immediately.

It was reported that engineers were complaining of the mail crane at Ixonia, Wisconsin, that they are too close and are liable to strike the head of engineer on non-mail trains when agents hang pouches out too soon. It was recommended that arms on mail cars be made longer, and the matter was taken up for advisement.

District Master Mechanic Alexander made a short talk to the Committeemen relative to accidents which had been reported to him for the past three months from the different locomotive departments and roundhouses in his jurisdiction. On investigation he found 90% of them due to carelessness of themselves while working on a job, claiming investigation shows that they did not take proper precaution at the time they started. If everything went all right, it was O. K., but just as soon as one was injured, anyone could see how easy it could have been prevented. He was pleased to say, however, since the Safety First meetings have been held, he noticed a great improvement in the reduction of personal injuries, and he is satisfied that the men are taking more interest in Safety First than when the movement was first started.

Supt. MacDonald closed the meeting with a short address on Safety First and commended the Committee for their co-operation and urged them to keep up the good work. The next meeting is to be held on or about October 1st.

The Dubuque Shops held their monthly Safety meeting on August 4th, in the District Master Mechanic's office in the Dubuque Shops with the following Committeemen present:

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If you are plodding along in a dull rut—underpaid—gnashing your teeth—with an unfulfilled ambition to "get ahead"—to be somebody, I can positively help you to be the successful man you want to be. I have helped thousands of others who gladly testify for me. I will help YOU. Read and learn for your own sake. **J. E. MARKUS, President, American Correspondence School of Law.**

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O. A. Mattice
 Ed. Kerwin
 Mike McGrath

Chairman Stapleton called the meeting to order at 3:15 P. M. The minutes of the previous meeting which was held on April 27th, were read and approved. Chairman Stapleton inquired of the Committeemen as to the suggestions they had made in the past, and if they had noticed any improvement, and each Committeeman assured Chairman Stapleton that everything asked for had been taken care of.

The Chairman then asked District Master Mechanic Hermansader if the Dubuque Shops were receiving safety reports from the other shops and Mr. Hermansader replied that nothing of this nature had been received, but that the Dubuque Shops were sending reports of their meetings to all the other departments and shops on the system.

A vote was then taken as to the best date of holding the Safety meetings, and it was agreed to hold the regular Safety meeting on the second Tuesday of every other month.

Mr. Hermansader presented to the Chairman several reports on Form 279 of injuries occurring during the month, and the several classes of employes injured from different points in the district, and also the Dubuque Shops. Supt. Stapleton suggested that in connection with this report, it would be a good idea to give a sort of supplement with the same, giving some of the details and nature of the injury, and the extent of the injury in each case. Mr. Hermansader stated that he was pleased to call the attention of the Committee to the fact that there was a decrease of two-thirds in the number of injuries happening in this period of the year compared with the same period of last year. He also complimented the men upon the condition at the Dubuque Shops as compared with the conditions at other railroad shops which he had had an opportunity to visit and inspect.

Following a short address by Supt. Stapleton, the meeting adjourned to be called again on or about the first of October.

The Division Safety Committee of the Musselshell Division was held in the office of Supt. Spencer at Miles City, Montana, the following members answering present to the roll call of Supt. Spencer:

Dow	Rivers
Murray	Feeley
Free	Anderson
Reynolds	Doherty
Tanner	Allen
Sandahl	Widman

He then read the minutes of the previous meeting, which were approved by the Committee.

One of the good suggestions made was that the coal shed just west of Dixons office be moved and door fixed, and instructions were issued by Supt. Spencer to have this done immediately.

It was moved and seconded by the entire Committee that Mr. Robertson from the wood mill be appointed a member of the Safety Committee, and that he be instructed to attend all the Safety Committee meetings held at Miles City.

Committeeman Anderson suggested that signs be posted through the yards at Miles City warning boys that they must not jump on and off moving trains.

There being no further business, the meeting was adjourned to be called again October 5th.

The H. & D. Division held their monthly safety meeting at Aberdeen on August 13th, 1914. The meeting opened at 7:30 p. m., with the following Committeemen present:

Oscar Sorby	C. J. McCarthy
C. W. Mayer	H. M. Gillick
K. Nelson	William Ross
G. E. Lennon	T. S. Manchester
J. E. Hasburgh	M. J. Flanigan
T. H. Strate	G. A. Colter

The attention of the Committee was called to the danger of ballast stakes being left, especially in Bristol yards, which might cause injury to passengers or employes by tripping over same. Supt. Melin has instructed different roadmasters to have them either taken out or driven down. The Committee's attention was again called to the danger of loading too much coal on switch engines in the Aberdeen yards, coal being piled so high that it is liable to fall off and injure someone. Instructions will be issued again regarding same.

The attention of the Committee was again called to local newsboys at Aberdeen jumping on and off incoming passenger trains and Supt. Melin instructed each Committeeman to endeavor to get the names of the boys, and that he would take the matter up with their parents.

The Committee was instructed to report all cases where stock gates were found left open and also to insist that shippers and trainmen both close gates after their work is completed.

Trainmaster Flanigan closed the meeting with a talk on accidents which could have been prevented, had employes complied with the company's rules. Following this, the meeting adjourned until the first week in October.

The Milwaukee Terminals held their monthly meeting at the Merrill Park Depot, the following members answering present to the roll call by Chairman W. B. Hinrichs:

W. G. Breckenridge	E. F. Rummel
Henry Eggert	A. M. Anderson
E. A. Brown	D. J. McAuliffe
Joseph Sullivan	Charles Tuft
Joseph Schneider	J. B. Riley

One of the most pleasing facts brought out at this meeting was that the Milwaukee Terminals have shown a larger decrease in injuries each month than any other terminal or division on the System.

Supt. Hinrichs thanked each Committeeman for his efforts in reducing the number of injuries in the Milwaukee Terminals.

The next meeting will be held at Merrill Park Depot in the last week of October.

The Twin City Terminal Safety Committee met in the office of Supt. Van Dyke, with the following Committeemen present:

J. Hafner	J. E. Boucher
C. Lind	J. O'Brien
William Allen	J. Cosgrove
M. P. Graven	William Johnson
F. E. Rice	J. Ostrum

Fourteen good suggestions were reported and acted on, and a lengthy address was made by Supt. Van Dyke in which he thanked every Committeeman for the co-operation he has shown in the Safety First movement, and also stated that he was pleased to report that the Twin City Terminals had shown a very noticeable decrease in accidents since the monthly safety reports had gone into effect, and urged each and every committeeman to not only practice Safety First, but to insist on his fellow workman doing the same.

The next meeting will be held during the latter part of October.

The Prairie du Chien and Mineral Point Safety Committees held their meeting at Madison, Wis., on Monday, August 24th. A complete attendance was present when Supt. Thurber opened with a short address.

One of the suggestions they have brought up at several of their past meetings was in reference to lights in the Madison Roundhouse, and Chairman Thurber informed the Committee that the matter would be taken care of.

It was also complained of that the Mandt Wagon Company and the Stoughton Wagon Company were piling pig iron and lumber too close to the siding, making it dangerous to switch. They have taken this up with them and the matter has been remedied.

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It was also requested that a walk and hand rail be put on the bridge at the east end of the Petersburg yard. Supt. Thurber stated that this should be taken care of.

Complaint was made that three jacks had fallen down in the Madison Roundhouse in the past three months, because of poor cables used in putting them up. The matter was referred to Mr. Manchester, superintendent of Motive Power.

The meeting then adjourned, after addresses from different Committeemen and Supt. Thurber, who informed the Committee that they would hold a meeting every other month, and that a meeting would be held either at Janesville or Madison during the latter part of October.

On August 26th the Columbia Division Safety Committee meeting was held at Othello, Wash., at 2 p. m., and presided over by E. M. Grobel in the absence of Chairman Campbell, with the following Committeemen present:

E. McGee	J. M. Dorsey
T. E. McFarland	O. C. Finley
F. Clark	H. R. Keller
William Schultz	G. L. Richardson
D. C. Clark	J. Donely
W. M. Schoonmaker	

The minutes of the previous meeting were read and approved.

Several important suggestions were made and orders issued for the correction of same, and the meeting was then open for general discussion, closing with an address by E. M. Grobel, Secretary of the Columbia Division Safety First Committee.

The next meeting will be held at Othello on October 9th.

On August 27th the Safety Committee of the Minneapolis Shops met in the storeroom at South Minneapolis, and the minutes of the previous meeting were read.

In the absence of Mr. William Snell the meeting was called to order by C. J. Lundquist. Mr. Lundquist was then appointed chairman of the meeting and William S. Armstrong, secretary. The following Committeemen were present:

The nine suggestions that were made at the previous meeting were read and action taken on same, which met with the approval of the entire Committee.

Under the head of new business, thirteen suggestions were made that will be considered and reported on at the next meeting.

It was reported by the Committee as a whole that things were in a better condition generally than they were a year ago. The Committee also asked for a supply of new Committee badges, which were furnished.

The next meeting of the Twin City Shops Committee will be held during the month of October.

The Rocky Mountain Division held their regular monthly safety meeting in the office of Supt. J. J. Murphy, at 2 p. m., Friday, August 28th, with the following members present:

G. T. Spaulding	J. W. Ross
A. Bulwinkle	A. H. Wilkins
A. F. Wagoner	J. W. Courtenay
C. I. Burt	A. Campbell

The minutes of the previous meeting were read by Chairman Murphy and approved. The suggestion made at the previous meeting relative to huge rock leaning towards track about 200 yards from tunnel No. 3, canyon, which was cracked and liable to drop over on some moving train, has been investigated and Supt. Murphy reports that he has information that Roadmaster Fitzgerald had been watching this rock since 1908 and that he doesn't think it has moved very much, but believes it would be a good idea to keep a man there as a watchman. It was decided to bring this matter up further at the next meeting.

Claim Agent Bulwinkle complained of the danger of leaving pole holes in the right of way. Instructions were issued to fill the holes near the switches, so that trainmen or

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trackmen will not be injured by stepping in same.

Mr. Spaulding brought up the question of the proper manner of fastening stockpen gates. He was informed by Chairman Murphy that they were supposed to be hooked back on a post. This matter was taken up with Mr. Good some time ago with reference to having posts and hooks put on the gates of stock pens, and the matter will again be taken up with him.

Mr. Campbell brought up the matter of high rate of speed at which trains were entering yards at Three Forks, stating this was liable to result in damage to switch points and track material. The members of the Committee were requested by the Chairman to keep watch on this matter.

There being no further business to bring up, the motion was made to adjourn and carried.

On August 29th the Missoula Division Safety Committee held their meeting at Deer Lodge, Mont. The meeting was called to order at 9:30 a. m., with the following members present:

F. E. Willard	H. M. Geelhart
G. F. Cessford	G. E. Davenport
J. F. Phelan	G. E. Baker,

Report was made by Conductor Davenport that locker doors on engine tanks were not properly secured and are being allowed to swing back and forth, which makes it dangerous to train and engine men getting off and on engine through the gangway. Supt. Willard will take up the matter for correction.

A Committeeman called attention to the speed of switch engines in Deer Lodge yards. Speed should not exceed six or eight miles an hour. Supt. Willard will take up same and issue instructions to all concerned.

It was also reported at the meeting that switch crews in Deer Lodge yards, in dropping cars to the house over the Milwaukee Street crossing, allow engine to go down the lead and the cars into the house, thus making it a dangerous crossing to the traveling public. Instructions were issued that practice of flying switches made over busy public crossings must be immediately discontinued.

The meeting adjourned at 10:20 a. m. In the afternoon the Deer Lodge Shop Committee met in the office of G. E. Cessford, Acting Chairman, and the following members were present:

G. E. Cessford	H. E. Pierce
S. S. Koehler	J. C. Kinney
J. A. Campbell	John Traverso
W. A. Chubb	James White
N. R. Byron	I. D. Arrell.
J. H. Thomas	

After discussing some eighteen good and valuable suggestions the meeting adjourned.

Brakeman A. F. Davis, who is in passenger service, received a letter of credit and mark in roster for the reporting of an obstruction close to the track. The obstruction was removed before following trains were damaged.

Conductor William Lavell, who at the present time is braking on the Western division way freight, received a letter of commendation and credit in the roster for voluntarily firing an engine part way over the division when the regular fireman was injured.

Brakeman Frank Upton, of the middle division, showed his willingness to assist wherever possible during an emergency by firing the engine on the steam wrecker September 7th, when the regular fireman took sick. Mr. Upton was given a letter of commendation and credit in the roster for the service.

Engineer John E. Donahue received a letter of credit and mark in the roster for special service rendered the company on September 17th.

Operator Thomas Griswold, who is working second trick at Tama, received a letter of commendation and credit in the roster for the discovery of a brake beam on a passing train dragging, September 16th.

A Good Letter.

Chicago, August 26, 1914.

Mr. W. E. Tyler, Superintendent,
Mendota, Ill.

I wish to thank you and the other officers of the company who had to do with the settlement of my claim against the company for personal injuries.

On July 2nd, 1914, while engaged in the performance of my duties as brakeman at Ladd, Ill., I lost my left leg and left arm through no fault or carelessness of mine.

I was told by a great many that the company would offer me only a small amount; that I could not get a reasonable settlement without hiring lawyers and bringing suit against the company. You advised me, however, to take up my case with the company without a lawyer as you believed I would receive fair treatment. I did so and I am very glad that I followed your advice. I was treated fairly and in a gentlemanly manner and I am firmly convinced that the company voluntarily paid me more net money than any lawyer could have obtained for me clear of expenses either by settlement or as the result of a law suit, and my settlement was made without any trouble or annoyance to me. Besides the amount I have received, I have the good will of the officers of the company, which I feel is worth considerable to me.

While I am not now on the payroll I understand that I am regarded as a disabled employe and am assured that any favor that the company can grant me under the law will be cheerfully given.

My experience makes me believe that the best plan for an injured employe to follow is to deal direct with the company and not employ lawyers to take his case in court.

Yours truly,

PATRICK BARRY.

Enjoyed Her Trip on the Olympian.

Portland, Ore., June 24, 1914.

Mr. J. R. Veitch,
Assistant Traffic Manager,
Seattle.

Dear Mr. Veitch:

I have just returned from Chicago and wish to tell you that I think the Milwaukee is without exaggeration a splendid road as to equipment, service and scenery. The travelers seemed to enjoy every minute of their trip.

I was most beautifully taken care of from the time I left Seattle, on the morning of May 24, until I reached Chicago, and on my return trip from the time I left Chicago, on the night of June 16, until I arrived back in Seattle. One thing that impressed me was the service in your depot at Seattle, as I think it would mean much to a strange lady traveling alone, or even otherwise, to have the matron say a kind word to her, look at her transportation, assure her it was all right, send a boy to handle her baggage—in other words, make the traveler feel she is among friends—and this was how I was taken care of in your depot. The service also while en route was all that could be desired; the employes were attentive, courteous, and going and returning kept the car I was in especially clean. One lady said to me, on my return trip, that car No. 2, in which she was traveling, was kept the cleanest of any car she was ever in, and called my attention to it when I came through. She was a New York woman, and you know that, as a usual thing, "folks" hailing from the Big City are painfully exacting in their demands. In fact, I heard nothing but praise and good feeling both for the road and its employes while en route.

Wishing you and yours much happiness, I am,
Sincerely yours,

(MISS) M. E. CORBIN.

ITEM 8-13-171514-7

Special Commendation

Fireman G. W. Gibson on train No. 4, September 5th, noticed a side-door lying on west-bound track about one mile east of Sparta. His train was due to meet No. 1 near that point, and he therefore flagged them, notifying them of the obstruction on west-bound track, thereby averting, no doubt, a serious accident. Officials of the La Crosse Division and the crew of No. 1 have asked that Mr. Gibson receive favorable mention in The Magazine, for his act, which shows that he has cultivated the habit of being ever watchful.

Superintendent Campbell of the Columbia Division has given special commendation to Engineer William Schultz for quick action in replacing an engine truck cellar on train No. 15 and leaving Malden with but seven minutes' delay. His prompt action was highly commendable and much appreciated.

Conductor W. W. Birkett has received special commendation in service roster for observing a dragging brake beam under St. L. & S. F. car 47635 on first 69 at Lucerne, Mo., September 8th. Prompt report of same averted more or less serious damage and delays.

Switch Foreman Edward Weber has been given a credit mark by General Yardmaster Lutiger for removing a car from Coast Line No. 18 quickly and carefully, with no delay to train. Ed., who was assisted by Engineer C. May, is very modest about the matter.

Conductor R. W. Humphrey, H. & D. Division, has received the following commendatory letter from Supt. Melin:

"Referring to trip pass 17426 issued to Wm. L. Brown and taken up by you on account of being in wrong hands. Investigation indicates that Brown disposed of this pass to another party, and we are glad to know that you were giving the matter attention and detected the pass being in wrong hands."

Special Officer Wm. Baumgartner is entitled to special commendation for discovering brake rigging down under a car in Extra West, August 25th, arriving at Winona just ahead of Fast Mail train No. 57.

He immediately stopped the train before they reached the cross-over, thus preventing what might have been a serious accident.

Conductor C. A. Bingham, K. C. Division, has received special commendation from Superintendent Oxley and a credit in service record, for observing a broken wheel flange under P. L. E. car 33205, in train 1/64 leaving Ottumwa Junction, August 4th. His watchfulness and interest undoubtedly prevented a serious accident and is duly appreciated by the company and officials of his division.

Section Foreman Henry Albert, Northern Junction, has received the following from Superintendent Oxley:

"Our attention has been called to the general interest you are displaying in the company's welfare in protecting its property and assisting in apprehending parties stealing freight from its cars. Your watchfulness and the assistance rendered Special Officer Smith in causing the arrest of two men August 19th, is, I assure you, fully appreciated by the company and my me personally."

Commendatory entry has been placed to the credit of Brakeman L. J. Mertz, K. C. Division, in the service roster, for observing a dragging brake beam under St. P. Car 500209, 2-71, Sept. 1st, at Liberty, Mo., and promptly reporting same, thus averting possible serious damage.

Conductor J. Collins, K. C. Division, has received special commendation from Superintendent Oxley and credit in the service roster for discovery of a dragging brake-beam under P. S. car 500347, in train 2/74, August 30th, at Cone, Iowa.

Conductor E. W. Grayson, K. C. Division, has received a letter of commendation from

Superintendent Oxley for discovery of dragging brake rigging under M., K. & T. car 8301 in train 61, August 26th, while car was passing him at Cone, Iowa. He promptly signalled the crew in charge of the train, thus averting a possibly serious accident.

Frank Dempsey, clerk in roundhouse at Madison, Wisconsin, proved himself a hero, and prevented serious injury and possibly the death of two small children who had strayed onto the track in front of an approaching train. Mr. Dempsey rescued them and fortunately escaped himself. He received the thanks and warm commendation of his associates and division officers.

Operator W. Cook, at Hennepin avenue, Minneapolis, on the morning of August 15th, discovered a brake-beam dragging in train 63 as it was pulling by his office, and promptly stopped the train. His attention and quick action quite probably averted serious damage and a possible accident. He has been given credit in the service roster.

Special commendation is due the wrecking crew at So. Minneapolis for fast time made on July 31st, in starting the wrecker. Message was received at 7:54 A. M., to go to Benton Junction where No. 18 was tied up behind a wrecked car on No. 65. Wrecker was on the main line ready to go at 8:02 A. M., and got away at 8:14, just twenty minutes after the call was received.

Section Foreman L. Schultz, Orfordville, Wisconsin, has been commended for good work in discovering a dragging brake rod under car in No. 91 of August 21st. He stopped the train and had the beam quickly repaired, and no doubt, prevented an accident.

Brakemen Frank Osborn and Roy Holzer on work train at Big Stone City, S. D., September 11th, discovered a sand board down on car 10141 in an extra stock train, Crooker, conductor, and succeeded in getting a signal to Conductor Crooker, stopping the train before an accident occurred.

Engineer Humphrey Davis on train No. 16, September 13th, reported a broken rail two and one-half miles west of Beebe, S. D. The section foreman was sent out and he advised that it was not a broken rail but it was a wide joint that was only safe for eight miles per hour until repaired. Engineer Davis is entitled to special commendation for noticing this bad joint.

B. & B. Department Foreman Pat McGrath, while at Bristol, S. D., noticed brake-beam down on tender of engine 6320 in train No. 17, Columbian, passing Bristol, and he at once notified the operator who stopped the train at Andover and the brake-beam was taken down. Foreman McGrath is entitled to special commendation for his action in this matter.

Section Foreman Fred Bohler, in charge of section at Sumter, Minn., on the H. & D. Division, went over his section during the night of August 22nd, after having a heavy rain. The following day being Sunday, he was not expected to patrol his section, but being interested in the conditions he went over his section and found a piece broken out of a rail which would undoubtedly have caused an accident. He is entitled to special commendation for his interest in his work.

Brakeman O. L. Appleby, employed on the Des Moines Division, on August 17th, discovered a brake hanger bolt with nut missing and bolt out on a car in train No. 91 at Wau-kee, Iowa, which would have resulted in brake-beam falling down, undoubtedly causing a derailment.

On the afternoon of August 23rd, while walking on the west-bound main track east of Waubay, S. D., station, Art Herrold and Art Day, two citizens of Waubay, found two

broken rails near the Main street crossing. They notified the agent at once and repairs were made by the section foreman.

Fireman C. A. Crowley, Trans-Missouri Division, has received a personal letter of thanks from Superintendent Hill for his prompt action in reporting damaged equipment under Wells Fargo Express car No. 17, September 10th. His watchfulness and interest in the proper operation of the train was the means of preventing serious damage and delay, and possibly saved the loss of life.

On September 7th, Extra H. P. Jones left Milwaukee at 11:35 P. M. with fifty-nine cars of Montana stock, one coach and the caboose. The train was not stopped from the time it started out of Milwaukee until it reached the scales at Western avenue, at 2:00 A. M. The run was made in two hours and twenty-five minutes; with one tank of water. The train weighed 1,877 tons. Engineer Jos. Oniel and Fireman Jos. Vander Velden handled the train with engine 7229. Chief Dispatcher R. E. Sizer claims that this is the first freight train that ever went over the C. & M. Division without a stop during his time on this division. Jas. Murnane and Chris. Collins were the brakemen.

On the night of September 15th, we had a very heavy rainstorm along the Janesville line, the water at Boynton's Cut, a mile and a quarter west of Avalon, was running over the track. Section Foreman William Monahan flagged No. 146 and let them over carefully. He is to be commended for his alertness.

On August 15, extra east out of Harlowtown, when two miles east of Barber Conductor Bowers discovered a fire starting beside a field of grain. He notified the train crew and with the assistance of Brakeman W. J. Burke, after a hard fight, put the fire out. The quick action of Messrs. Bowers and Burke probably saved the company a heavy damage claim.

OLYMPIAN SERVICE.

Seattle, Wash., Sept. 5, 1914.

F. W. Getty, Supt. Dining and Sleeping Cars, Union Pacific R. R., Chicago, Ill.:

Dear Sir—I had the occasion to make a trip to Chicago about the 15th of August. Went on your beautiful train, the Olympian, and persuaded a friend of mine to go with me, Mr. W. A. Lyman, who wanted to go another route. On my return trip to Seattle I also brought another friend by the name of L. Vincent Welch, and both gentlemen were very much pleased with the service and the courteous manner of your employes.

I personally wanted to mention Mr. H. C. Frank, in charge of the dining car, and Mr. Fred E. Webster, in charge of the S. C. & D. C. service, who certainly took as great an interest in the passengers as though they owned the car personally. The trip going East especially was very warm, and they did everything possible for the comfort of the passengers, and it was greatly appreciated by myself and friends, who were very glad that I had persuaded them to go over your line.

With best wishes, I am,

Yours very truly,

JOHN T. WHEATMAN,
A Booster for the Milwaukee.

Operator J. J. Early, while on his ranch about four miles from Hamen, noticed a fire near Hamen, and on investigating same found a large bridge on fire. He immediately came to Hamen and reported same to the train dispatcher and sent his wife to the next station on a hand speeder for help to flag any trains. Before help reached there, however, the bridge had burned. The rails, still suspended over the bridge, did not break the automatic connection and Mr. Early's action in this matter probably saved a serious accident to some train. He has been specially commended for the action taken.

Manilla News Items.

Geo. Natzel, Roundhouse Clerk.

Car Foreman George McDermott, who has been sick for the past month, left this week for the springs at Colfax, Iowa, where he will take treatments for two or three weeks. We are all in hopes to see George come back the picture of health. James Hook, a veteran car carpenter, is acting as foreman during his absence.

Operator A. W. Callahan has just returned from his vacation, which was spent in the East in the vicinity of Niagara Falls. He reports a fine time.

Night Switchman Van Biber and family have returned from their vacation at Gault, Mo., and he is again back at work.

James Hook, freight car carpenter at Manilla, and his associate, W. C. Rodney, have just received patent papers for a new car door which they have invented. This door is a great improvement over the ones now in use and when on the car it is so fastened that it is impossible to drop off. It carries its own weight on a bottom track in addition to the overhead track now commonly used. It is also constructed so that the door can be securely sealed and at the same time be ajar enough to ventilate the car if necessary. This is the second patent Mr. Hook has secured within the past year. He has a patent on an emergency coupler shank which permits the hauling of cars to which emergencies must be applied with absolute safety.

The new ninety-foot turn table has been installed and is now in operation. Service was abandoned over the old table for only twenty-four hours, due to the engineering skill of Foreman Greenwald and his assistants. The new table is strictly first-class and is just what is needed. The roundhouse foreman is wearing a broad smile these days, as he anticipates no trouble from that source next winter.

Steve Fletcher, roundhouse laborer, had the misfortune to have a toe broken while the turntable was being installed, due to a rail falling upon that unlucky member.

Wrecking Foreman Peter Johnson and Car Smith John Nelson have returned from a trip to Denver and Colorado Springs. They report the best time of their lives. There is no place like the springs for them.

The car department has received an increase of their force to the extent of three car repairers and one carpenter. They are now making all the heavy repairs on their own tracks, which does away with the billing of the cars to Dubuque shops.

Clarence Barrett, clerk at the freight office, is spending his vacation in Chicago.

The new double track is fast approaching Manilla. A steel gang of about eighty or ninety men under supervision of Foreman T. H. Kuypers is laying the track out of Manilla.

Assistant Superintendent of Motive Power J. J. Connors was a visitor at the roundhouse recently.

Trainmaster J. F. Anderson spent Sunday evening, the 16th, in Manilla and accompanied the circus train to Perry.

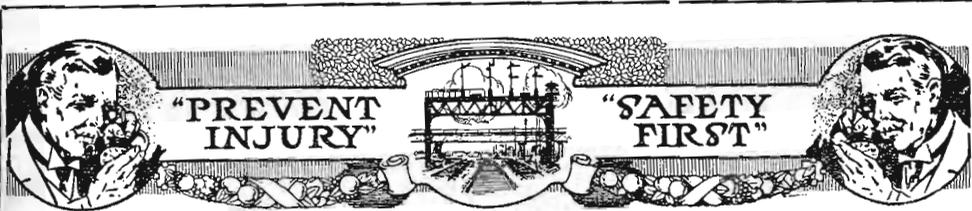
South Minneapolis Roundhouse News.

B. M. Benson.

Roundhouse Foreman Messer is away on his vacation. Assistant Foreman McBride is in charge during his absence.

Business in the Minneapolis Terminal is increasing and Yard Master O'Brien has put on two more engines in the yard, one days and one nights, making nineteen days and twelve nights.

Reuben Althouse, one of our oldest engineers died at his home in Minneapolis July 28. Engineer Althouse had run on H. & D. Division for nearly forty years, having been promoted to engineer in September, 1874. Mr. Althouse will be missed by his many friends and fellow employes.



BELOW are listed the names of our loyal licensed watch inspectors. The men on whom falls the important duty of maintaining the absolute accuracy of our system timepieces. They are experts in their line, offering the lowest prices and the squarest of deals to every Chicago, Milwaukee & St. Paul Railway employe. We should patronize them for all articles of jewelry wherever and whenever possible.

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Gleason & Johnson.

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Edw. B. Hobkirk.

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Hanniffn Co., 101 W.
Park St

Chicago, Ill
H. C. Watts, 3204 W.
Lake St.

Cle Elum, Wash.
M. W. Davies.

Des Moines, Ia.
Frank Schlampp Co.,
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A. R. Staufenbeil &
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Faribault, Minn.
M. C. Weyer.

Farmington, Minn.
Rembold, P. J.

Ferguson, Iowa.
Frank W. King.

Harlowton, Mont.
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Kansas City, Mo.
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Malden, Wash.
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Milwaukee, Wis.
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Uihlein Bldg.

Minneapolis, Minn.
W. M. Stone, 16 S. 3d St.

Ortonville, Minn.
H. A. Brandon.

Perry, Ia.
C. H. Winner.

Platte, S. D.
Frank Dolire.

Plymouth, Wis.
C. C. Corbett.

Prairie Du Chien, Wis.
L. Cornelius.

Richland Center, Wis.
Chas. Speidel.

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CHICAGO

RAILWAY TIME SERVICE

On The Steel Trail

C. & M. Division Notes.

B. J. Simen.

Brakeman Ray Lamson is very sick and being treated in a Chicago hospital.

Conductor Elliott is out in the "wild and woolly" west hunting bear (and buffalo) for a period of thirty days. We understand he is making quite a hunt. Conductor Wybourn is officiating on No. 15 and 4 in place of "Brother" Elliott.

Brakeman William Gannon of Milwaukee, has a fine baby boy at his home, born a few days ago.

An eight-foot gravel walk has been put in between the depot at Fox Lake and the pavilion at Pistakee. This makes a fine place to handle the summer crowds.

Section Foreman Frank Panker, while working along the track between Fox Lake and Ingleside was struck by a piece of iron hurled from train No. 135. He was considerably bruised and will not be able to resume work for several days.

Verne Gerred, baggageman on the Libertyville local took in the fat at Milwaukee for a couple of days. Baggageman Cheney relieved him.

It is reported that Jean Hare, the popular C. & M. conductor will not attend the County Fair at Elkhorn this year. Better change your mind, Jean. They long to hear your melodious voice through the horn. You certainly will be missed.

Conductor A. Slade and family are making an extended trip through Missouri. We understand he will take a main line run on his return.

Conductor Roe of the C. & C. B. Division, accompanied by Conductor Cottrell took in all the Chicago parks by auto one day last week. Little Bill reports Big Bill an efficient chauffeur, but did not think Chicago so large.

Conductor F. F. Crapsey reports a very enjoyable two weeks spent at Cedar Lake, Wisconsin. His wife accompanied him and they enjoy showing the many fine pictures they took on their vacation.

Agent P. B. Finney and wife of Solon Mills, are visiting friends and relatives in St. Louis Missouri.

George Yager, flagman on Nos. 15 and 4 has been unable to work for a month or more on account of an injury to his eye. For a time it was doubtful whether the eye could be saved, but he is now getting along nicely and hopes to resume work before long.

Fireman Oscar Warner of Libertyville, was called to Northfield, Minnesota, on account of the death of a relative.

M. F. Cook, lineman, has been enjoying a couple of weeks' vacation visiting relatives at La Crosse and taking in the State Fair at Milwaukee. He was relieved by C. E. Mayer.

Conductor J. J. Corbett spent a few days at Appleton, Wisconsin. His wife, who has been in poor health has been visiting there with her grandmother. Jack returned with his wife to Chicago.

F. C. Appley, clerk at Old Station Libertyville, is enjoying a week's vacation at Washington, Iowa. He will make the return trip with friends by automobile.

Conductor James Yahnke and wife are visiting relatives at Winona, Minn.

Lax Division Doins.

Guy E. Sampson.

Engineer H. W. Kugley, who died after a short illness, was buried from his home in Milwaukee, August 26th. The bereaved family have the heartfelt sympathy of the Lax Division boys.

Carpenters have been busy a few days repairing platforms on both sides of the New Lisbon depot.

We noticed Station Agent Purcell of Kilbourn City going towards the haunts of the wild chickens the first of the hunting season with a double-barreled shooting iron over his shoulder and a faithful dog close by. We did not see him return or perhaps we could give a surprise by stating how many chickens he was able to bag.

Readers of The Magazine who saw the photo and read the letter of S. P. Janes (who was agent at Tunnel City from back in the sixties until a couple of years ago) will be surprised to learn that he is again in Wisconsin. Mr. Janes has spent late years in California. We understand that at present he is visiting his son, R. H. Janes, who is chief dispatcher of the Wisconsin Valley Division and located at Wausau.

Conductor F. Walthers and family have just returned from a delightful pleasure trip to the Pacific Coast, going via the C. M. & St. P. and returning through Canada. Fritz says there sure is some fine scenery outside of Milwaukee.

Adolph Meyer has returned to Madison to take his run after having taken a short vacation.

Chas. Woodman has been promoted to locomotive engineer.

Engineer Fred Heller is firing the night pusher at Sparta. Fred is one of the hustling young engineers on the Lax Division.

Engineer R. Hurley and family spent a few days in August visiting relatives in Iowa.

Conductor Ray Long took a two weeks' vacation in August and spent the time camping and fishing.

Conductor J. Lynam took a fifteen-day vacation from hard work and went to the farm near Elroy, Wis., to assist in threshing. Jerry says that even taking care of the straw behind a big Case threshing machine gave him a good appetite.

Conductor M. McQueeney, who runs Nos. 10 and 23 between Portage and Milwaukee took a vacation in September. Conductor A. Russell handled the run during Mr. McQueeney's absence.

September 1st saw a change in the chief dispatcher's office on our division. A. S. Wilson, formerly chief on the Northern Division, became chief on the Lax Division, in place of J. F. Voltz, who in turn became chief of the Northern Division. Our best wishes for each is that they meet with the best of success and hearty co-operation in their new places.

Operator H. B. LaFever of Oconomowoc, worked second trick at New Lisbon a few days in August while Mr. Wilcox and family visited in Minneapolis.

Albert Stienbach, second trick operator at Camp Douglas, was called to Wauzeka, September 5th, to bury his aged grandmother, who died there after a long illness.

Mrs. L. Gilmore and Mrs. E. Whitman, wives of the two section foremen at Tunnel City, visited relatives and friends at Mauston the week of September 7th, during the Adams County Fair at that place.

Section Foreman Wm. Blank spent a few days in St. Paul after his extra gang was laid off and before resuming work on his section at Sparta.

Bert Gray, section foreman at Tomah, has been laid up several days this month with an injured foot.

Conductor M. Vanwormer took a week's vacation at the beginning of the hunting season and with a party of hunters and his famous bird dog spent the time bagging chix in Northern Wisconsin.

Miss Kathryn Madden, roadmaster's clerk at Sparta, attended the Roadmasters' and Maintenance of Way Convention held in Chicago, September 8th to 11th.

Engineer Little gave his many friends a great surprise early in September by joining

the society of "Newly Weds" when he and Miss Schroeder, a trained nurse for several years in Portage, were quietly married and departed on an extended trip through the East. Upon their return they were at home to all friends at Portage. Congratulations from the Lax Division boys and their best wishes are extended to them.

Conductor Chas. Shutter, who has had charge of the pusher crew at Sparta, has moved his family from North Lax to Sparta.

Conductor Wyman and crew, Engineer Geo. Ginder and fireman have again been put in work train service on the West Division.

While putting in ties during August, Section Foreman J. J. Heerey of Mauston, had the misfortune to slip and fracture his leg in two places. Jas. Thomas of Lyndon is taking charge of this section while Herrey is laid up.

Passenger Conductor M. P. Wadsworth also enjoyed a few days' chicken hunting the fore part of the hunting season. Conductor L. Daniels worked in Milt's place during his short vacation.

Mrs. Breuer, wife of Engineer Geo. Breuer of La Crosse, and her father were called to Appleton, Minn., September 10th, on account of the sickness of relatives there.

On September 14, a Mallet compound engine passed over our division en route from the Milwaukee shops to the Coast line. It pulled no cars over the Lax Division, but it left Lax September 15, pulling 121 cars; in other words, two full trains. Engineer Sagen and Conductor Black took the monster engine and train out of Lax.

Montana stock trains are moving now and sixty-five yellow stock cars loaded with Montana stock in one train causes more comment from people along the line than the silk and fish specials which frequently go through.

River Division Items.

Herman D. Witte.

Lester Tackleberry, agent at Frontenac, Minn., and wife returned from their honey-

moon through the west and east, visiting many of the Dakota busy towns in the west and then skipping into high society at Washington, D. C. Good luck and the best of wishes for a happy and prosperous wedded life, Tack.

Our yardmaster, A. Lans is running around painting the town red with his new automobile. It is some car, and has caused a great deal of attraction, as a person always has to be on the lookout for the little buzzer.

Second trick man, A. B. Enke made a flying trip to Eau Claire on No. 69. His chief aim was to see the sights that the country is noted for along that division. He returned with our "Trouble Shooter," W. W. Dinnels. There was never anything slow about Dinnels, but that time he surely was slow, for the rain caught up to them, and when they got home they were what you might call "soaked."

Friday Lans, the "Snake" of the yards, is the proud owner of a Ford. Friday is there on time, every day in the week.

Who said something about Joseph F. Schmidt breaking his finger? Yes, that's the truth. We have not heard the facts about the accident, but judging from the weight of the new girl's arrival, it stands to reason it must have come from walking the floor with her.

Since the death of Roadmaster T. J. Mullen the choice of new roadmaster fell to H. C. Kassabaum. Mr. Kassabaum readily fills the requirements that the place holds for him and we wish him success in his new field of labor.

The pump house at Wabasha was discovered on fire Sunday morning, August 30th. All efforts to save same were of no avail as the flames got the upper hand before any assistance reached it whatever. We trust a new building will be erected in the near future.

This company's surgeon, Dr. Cochrane and wife, of Lake City, returned from a three months' trip in Europe, arriving on the Pio-

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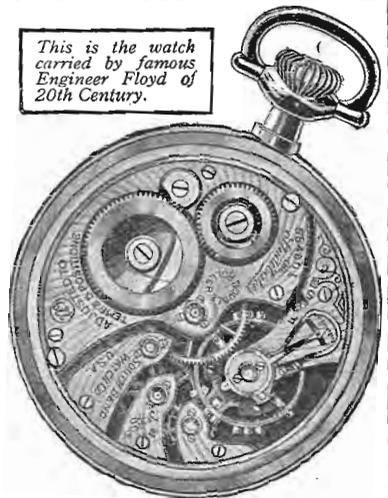
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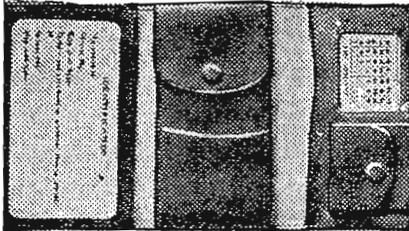
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Bestyet Leather Goods Co. 718 Permanent Bldg. Cleveland, Ohio.

near Limited August 26th. They were glad to get back after experiencing considerable trouble on account of the European war.

Mrs. Phil Stevenson and daughter left for Seattle on the Columbian September 7th, for an extended visit with her parents. Phil laid off for a few days to try and bag a few chickens and ducks. J. J. Kelley is on the right side of the 8088 during Phil's absence.

Mr. and Mrs. Weston P. Kelley have returned from a flying trip to Modesto, Cal., where they were called by the serious illness of Mr. Kelley's mother. They left her much improved in health. West reports the service and train handling on "The Milwaukee" the best and smoothest in the country.

Emil Rogoweski left the night of the 22nd for an extended trip east, and there is a rumor that he did not go alone.

Martin Kearns, the genial fireman of the 5004 is the proud father of a bouncing big boy.

Homer Williams, one of our oldest passenger engineers on the River Division, had the misfortune to injure himself in reversing his engine. He will not be able to attend to his work for some time.

J. Hagen and family have moved from Hastings to Minneapolis, and Wes Kelley and wife moved to Hastings. John goes in service on the main line and Weston in service on the Stillwater Branch.

C. W. Workman, operator at Lake City, is off on a vacation and visiting both friends and relatives at Maxwell, Wis.

Fred Koch, fireman on C. V. No. 5 and No. 6 is all smiles on account of the arrival of a daughter at their home.

Mrs. Wm. Knebes of La Crosse is visiting Mrs. Geo. Uble at Minneapolis, during Fair week.

Mr. and Mrs. Dell Harris and two daughters have returned from a visit to Dell's parents at Portage, Wis.

"Dutch" Leckett and "Compound" Brooke have returned from a trip to "Dutch's" claim down in Wisconsin.

We are glad to see Cy Sheets smiling countenance again after an absence of nearly a year. Cy has put in the largest part of the time among the Canadian Rockies and reports many narrow escape from mountain lions and polar bears while on duty there for the G. T. P.

Supt. W. J. Thiele and Chief Carpenter F. E. Rice were at Wabasha, September 13, overlooking a location for the erection of a new pump house.

Scraps From the West End.

C. E. Pike.

Lawrence A. West of the Car Service Department spent a week of his vacation fishing on the Shadowy St. Joe. No fishermen, not even Percy Turner, came back with better fish stories.

C. M. Owen of the Telegraph Department will spend his vacation with old friends and relatives in Iowa and Missouri.

It is with regret and yet with much pleasure that we announce the departure from Seattle of H. E. Foster. He goes to Missoula as chief clerk to F. E. Willard, Superintendent of the Missoula Division. A. E. Curtis has been promoted to Mr. Foster's position as material clerk in the Engineering Department at Seattle. Herb was one of the most popular and best liked boys around the general offices and will be missed by everyone, but he has been with the Milwaukee a long time and his promotion was well deserved.

R. H. Smith, chief draftsman, and Christ Johnson, stenographer in the drafting room spent very enjoyable vacations in and around Seattle, while E. D. Kennedy, chief clerk of that department, spent a week or ten days becoming acquainted with the rising cities of Bellingham, Everett, Port Angeles and the British metropolis of the Pacific Coast, Vancouver, and the only real English city on the North American continent, Victoria. Some one said E. D. came back with a walking

stick and a monocle, but he denies it flatly.

J. J. Hubel, chief clerk to Assistant General Freight Agent Wilson spent his vacation in Santa Barbara, Calif.

August Steinmetz of the General Superintendent's office spent his vacation in San Francisco. Some day he may tell us just what he thinks of that burg as a summer resort.

M. C. Mumford, wife and baby spent his vacation camping near Sumas. M. C. says the boy "almost" shot a bear, but then new daddies are prone to say their offspring are capable of doing many wonderful things. We think M. C. meant the baby "saw" a bear. Will try to see Mrs. M. and get the exact facts in the case.

To the readers of "Scraps from the West End," we want to ask your co-operation and help in making "Scraps" a real issue in this magazine. We want to make it of interest not only to the employes in the General Offices but to the officials as well. When the magazine was started it was to be a family paper. One person or two persons cannot make it so. We want to broaden out and grow and become a power for good along all lines. The "Milwaukee" started in a mighty small way. It was a wee bit of a railroad and now it is one of THE railroads of the United States. This magazine started out in a small way. It has grown and is growing, but we need the help of every one. We want to make it a better, bigger affair in every way and the only way to do it is to pull together. If a mistake is made in having a man spend his vacation in Podunk instead of Mukilteo, please don't hesitate to call on the owner of the name at the head of this column and he will not only apologize, but the error will be corrected in the next issue. If you have a little item that is readable, don't throw it into the waste basket, but submit it. If it doesn't appear in The Magazine you expect, get after the owner of the name again and he will locate it if he has to go to Libertyville and scare the editor into giving it up. If you have anything which you think might interest your fellow workers, a story, a joke, even a weather item, submit it. Remember, Robert Louis Stevenson carried the manuscript of "Dr. Jekyll and Mr. Hyde" around with him for years and years, submitting it here, there and everywhere before he found a publisher who would risk the story. We can't say we think we have an R. L. S. among us, but who knows what we have? And the only way to find out is to try.

Effective September 15th, the following changes were made:

Samuel Wilson, Assistant General Freight Agent is transferred to Tacoma, Wash.

A. J. Hillman is appointed General Agent; Freight Department, Seattle, Wash., vice R. M. Boyd, deceased.

R. J. Daniels is appointed Division Freight and Passenger Agent at Butte, vice Mr. Hillman. The territory in his jurisdiction will be the Rocky Mountain and Missoula Divisions, Gallatin Valley and Blackfoot Rys.

The territory in the jurisdiction of P. H. Scanlan, Division Freight and Passenger Agent at Great Falls, Mont., will be extended to include all C., M. & St. P. Ry. lines north of Harlowton.

E. A. Bradley, T. F. & P. A., Lewistown, will continue headquarters at Lewistown, reporting to Mr. Scanlan.

Mr. Wilson was G. F. & P. A. of the Tacoma Eastern at the time that road was taken over by the Milwaukee and since that time has served with the Milwaukee as Import and Export Agent at Seattle, and as A. G. F. A., Seattle.

Mr. Hillman has been with the company about twenty-five years and is a "pioneer" on the West End, having served as Agent, T. F. & P. A., Tacoma; Commercial Agent, Aberdeen, Wash., and D. F. & P. A. at Butte.

Mr. Daniels is also a "pioneer" on the West End, having served as Agent at Marmarth and Miles City; T. F. & P. A., Miles City; Commercial Agent, Aberdeen, Wash., and Commercial Agent at Tacoma.

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You can't step out of a steam heated coach into a raw freezing temperature without inviting a cold.

Your main protection is good "cold proof" underwear.

"Wright's" underwear is designed primarily to pledge this protection.

Try Wright's Underwear

Made in suitable weights, either Union Suits or Shirts and Drawers.

It is *better underwear*.

27 years of experience says so.

Ask your dealer and insist on having *Wright's Underwear* only.

Send for catalogue.

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SPRING NEEDLE
TRADE MARK
RIBBED UNDERWEAR

Wright's Underwear Co. Inc.
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**Shirley
President
Suspenders**

Feel better—
last longer

50¢

"Satisfaction or money back"
Be sure "Shirley President" is on buckles
The C. A. Edgarton Mfg. Co., Shirley, Mass.

**The American Laundry
Machinery Co.**

SAFETY FIRST

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All Types of Laundry Machinery
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**Your Time Is worth
MONEY**

On request
We Will Send You a Book
to keep a record of your
time when working

We Will Pay You For Your Time
when because of accident or sickness you
cannot work.

**The Standard
Accident Insurance Co.**
of Detroit, Mich.

Our Record:—
30 Years in Business. \$18,096,846.78 Paid in
Claims. Every Legitimate Claim Paid
Promptly.

Our References:—
Any Man Who Has Ever Carried a "Stan-
dard" Policy.

Ask Our Agent or Write the Company.

The many friends all over the system wish the new appointees much success in their new positions, and congratulate them on their well deserved promotions.

Ed. Noonan, Assistant City Ticket Agent, Butte, Mont., is visiting some "lady" friends in Omaha.

Passenger Conductor John James of the K. C. Division, was an Everett visitor recently at the home of his son, who is a Great Northern Railroad conductor. His appearance in these parts was a pleasant surprise to the many "old liners" from the K. C. line, now employed at different points on the Coast lines. Mr. James is as ancient on the K. C. line as the Grand river at Chillicothe is to "Old Missouri."

L. A. Cunningham,
Engineer Coast Division.

North La Crosse News.

F. J. Bullock.

Chief Roundhouse Clerk W. H. Marshall has accepted a position in the paymaster's office at Milwaukee. Everybody will miss "Bill." His place here will be taken by former Freight Agent F. L. Shumway.

W. P. Moran, representing the Superintendent of Transportation transacted business here recently.

Hickory Sampson has returned from a short visit among the hop poles of the Kickapoo Valley.

Mrs. T. H. Wilcox, wife of former pioneer agent at New Lisbon, Wis., died September 8th, at Los Angeles, Cal. Remains were interred at New Lisbon, September 12th.

Trans-Missouri Notes.

Eason and Williams.

A. A. Babcock and family have returned from an extended visit with relatives at Lake Ann, Mich., and at Kelliher, Minn.

W. M. MacGowan, timekeeper at Moberge, will take a vacation in a few days. He expects to put in most of the time at Portland and California.

Miss Swanson, stenographer in the Superintendent's office, has returned from her vacation. Her time was spent with relatives and friends at Pierre, S. D.

R. S. Lowes, agent at New England, has returned from an extended visit in England, where he was visiting his parents. We will hear more from him later as a great deal of his time just before leaving was at the point from which some of the large English armies were sent to the front.

Yardmaster J. L. Caldwell was off for a few days visiting his friends and relatives at Chippewa Falls.

J. J. Long, a former brakeman on the Trans-Missouri Division, has been appointed Superintendent of Stock Yards with headquarters at Marmarth.

O. B. Tripp, agent at Hettinger, has returned from his trip in the East where he was visiting friends and relatives at his former home.

Mrs. H. R. Winship spent a few days at Three Forks, visiting her parents.

Mrs. Jackson from Sparta, Wis., and Mrs. Middlestadt of Klamath Falls, Ore., were visiting for a couple of weeks with their brother Jas. Waters, car clerk at Moberge.

Roadmaster Burns on the West Sub-Division has been busy with an extra gang putting in tie plates and preparing for the winter season.

The steam shovel has been at work for some time filling the west approach of the big bridge which crosses the Missouri at this point. An additional work train and crew are necessary to operate the shovel and this gives a few of the extra men a chance to earn a pie book or two.

E. C. Killips, an employee of the B. & E. Department at Moberge, has been appointed chief clerk to the Chief Carpenter at Harlowton. Killips' many friends are glad to see him get this and we all feel certain that he will do justice to his new position.

Mrs. F. D. Campbell and children have returned from an extended visit with friends and relatives in the southern part of the state.

Mrs. F. G. Hill and children left Monday for a visit with relatives and friends at Mineral Point.

Agent Soike's wife and family are leaving for Minneapolis, where they will visit relatives and friends and enjoy a vacation at the lakes near that city. They expect to return in about two weeks.

Wire Chief C. H. Cartmell and family are touring in the East. During Mr. Cartmell's absence Mr. McCauley is acting wire chief.

The hunting season for chickens will open the tenth and we believe it would be well for the feathered natives to hunt their hole as everybody who is able to lug a gun is armed to the teeth. We hope all the chickens are not killed as some of us would like to hunt a few next year. Duck hunting across the river and along the branch lines ought to be pretty good as every creek and slough is reported to be the hangout for thousands of them. Later we should have a little dope from the nimrods among the railroad men who are laying off to bag the juicy little teal and the elusive prairie chicken.

We believe that a word to the agents and shippers all over the line relative to releasing cars in the shortest possible length of time is now in order. The grain crop this year is far in excess of last year and this company has more equipment with which to handle it than before. Still all our efforts should be directed to having cars loaded and unloaded as quickly as possible. By getting the merchants to lay in their supply of coal and lumber, etc., for the late fall and winter business a month earlier, a greater number of cars will be available to move the crops. Concerted action on the part of all concerned in unloading and disposing of company material and getting cars unloaded at the freight house platform as well as watching the matter of furnishing cars at any station and spotting them properly so they can be loaded at once will help a great deal and if everyone on the system will do all they can the results will be apparent.

Kansas City Division Items.

Engineer H. B. Fagan died suddenly while on duty at 2:30 a. m. August 1.

Conductor Jerry Brosnihan has laid off and gone to Wisconsin for his vacation.

Conductor J. Cunningham is spending his vacation in Arkansas.

T. E. Schick, train dispatcher, is spending his vacation in Ohio.

Addison Hardy, veteran freight conductor, died July 19.

Dispatcher T. E. Schick has returned from his vacation in Spokane and Couer D'Alene.

The unprecedented business on the Kansas City Division has made necessary a third set of train dispatchers. J. A. Sanford, F. L. O'Neill and J. L. Wright are the men who are filling the new positions.

C. & C. B. (Ill.) Notes.

Miss Thiers, the popular bill clerk at Elgin, is enjoying a vacation at Buffalo and Niagara Falls, and will make the return trip by boat. We are all anxious to hear her tell her experiences when she returns.

M. C. Simons, passenger conductor on the Illinois Division, is visiting his old home at Scranton, Pa.

The auto races this year were a grand success, both from a financial and amusement standpoint. The crowd on Saturday was the largest of any year, being estimated from 80,000 to 100,000, and from 7,000 to 10,000 automobiles. One very sad accident occurred in which Spencer Wishart, the popular young millionaire driver was killed. He was leading the race on the fourteenth lap, making about 100 miles per hour, when attempting to pass another machine he struck the wheel of the other car. He was killed almost instantly and his mechanic is in the hospital, probably fatally injured. No other accidents of



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Lot 400CC—Indigo, Solid Blue Percalé.

Lot 401CC—Indigo, White Polka Dot Percalé.

Lot 443CC—Light Blue Chambray.

Made in coat style—easy to put on and easy to take off. Price, \$1.00. Satisfaction guaranteed or your money back. Write us direct if your dealer will not supply you. Address Department "E."

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We Insure the Employes

of the

C. M. & St. P. Ry.

Every Man—

Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

Every Living Man—

Who leaves his home in the morning in good health may be brought home at night dead, or at least injured or maimed, and knows he is constantly in danger and should be fully protected by accident insurance.

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CHICAGO

a serious nature. DePalma, who is a favorite with the Elgin race fans, captured both races. He is a very smooth, careful driver and is one of the best in the game. The C. M. & St. P. handled their share of the business, both freight and passenger. All of our trains were filled, especially on Saturday, and we shipped out six carloads of racing machines on Monday. Instead of the races dying out as was predicted a few years ago, they are more popular than ever. A number of C. M. & St. P. officials were noticed in the crowd, notably G. E. Simpson and Superintendent Morrison.

Conductor J. C. Sophy has moved to Mannheim, Ill.

Paul Plaster, first trick operator at Tower E-12, was off three days last week enjoying a visit with his father from McLeansboro, Ill.

Business Handled Through Savanna Yards in July, 1914.

During the years of 1912 and 1913 the Savanna yards have been rebuilt and enlarged at an approximate expenditure of three quarters of a million dollars. This terminal is considered one of the most important on the system and in order to give some idea of the business passing through here the July performance sheet is shown below.

While the business in general is not as heavy as usual at this time of the year, we were able to show some saving in force as compared with July, 1913, notwithstanding we handled more trains during July.

	July 1913.	July 1914.
Number switch engine days worked	268	234
Hours overtime	404	341
Number trains handled	1,426	1,687
Number cars handled	54,188	65,587

One helper was taken off from each of the lead engines this year and one car checker, one car tracer and one record clerk reduced.

The routine work amounts to considerable at this point and following data shows what

this consists of to some extent:

- 2,323 bad order cars handled.
- 325 cars company coal handled through shed.
- 364 cars live stock handled at feed yards.
- 1,320 cars re-iced.
- 236 cars handled through Neola elevator.
- 165 cars cinders unloaded on yard tracks.
- 1,328 cars mdse. handled through the transfer platform.
- 545 cars rail for rail mill (in and out).
- 195 cars team track freight.
- 43 passenger trains daily.

Des Moines Division Notes.

Libbie A. Garber.

H. D. Row, chief clerk to Division Freight and Passenger Agent of Des Moines, with his wife and baby went to Cedar Rapids, Friday evening, September 18th, to spend a few days with relatives.

Miss Bessie E. Carter, daughter of Agent S. E. Carter of Rockwell City, Iowa, left September 1st, for Cedar Falls, to resume her studies in the State Normal School.

Fireman Joe Gressinger with his wife and children Dorothy and Robert have returned from a pleasant visit with relatives at Oklahoma City, Okla.

Brakeman W. C. Moody spent a few days visiting his parents at Albia, Iowa.

Mrs. Mary Bachman, mother of Brakeman C. E. Bachman is visiting at Keokuk, Iowa.

It is not necessary for Section Foreman Walter Lawrence, Jr., of Lohrville, Iowa, to batch any longer, as he was married August 23rd. Best wishes are extended to himself and bride for many years of happiness.

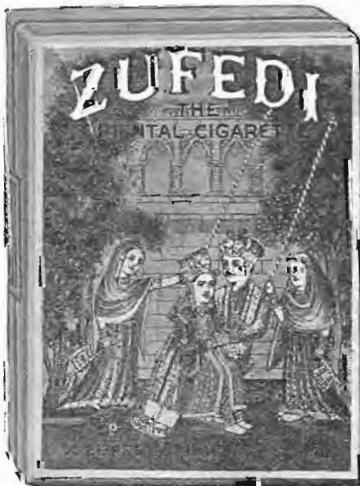
Conductor F. A. Gifford, accompanied by his son Leslie M., returned the latter part of last month after a short stay at Boonville, Mo.

Des Moines Division trains 35 and 36 were discontinued September 19th, between Spencer and Spirit Lake, on account of the closed lake season at Lakes Okoboji and Spirit Lake.

Agent John Knoke of Knoke, Iowa, recently made a trip to his farm at Hallock, Minn.

“THE HIT OF THE WEST”

“BEST BY TEST”



**ZUFEDI
CIGARETTE
10 FOR 10c**

At Stands Or On The Train

“Ask the News Agent”

X. ZUFEDI, CIGARETTE CO.

432 Fourth Ave., New York City

News of The Inter-state Company

The following poem by one of the superintendents, who modestly asks that his name be withheld, shows the feeling that exists between employees of The Inter-State Co.

My friend is a man of the lovable sort;
Much good he's done, small harm he's wrought.
He's cheerful and gay in a quiet way,
He smiles at trouble, he makes work play.

He's as square and true as a man can be;
As good a friend as you'll ever see;
I know, for when other friends left me alone,
He fought my battles like they were his own.

He's done some things that the world calls bad.
He's said some things that made men mad,
But whatever he did, was done with a smile,
Without evil intent, or thought of guile.

So what's the use knocking a man like this?
He gives the world kindness, increase its bliss.
Size him up fairly, I know you'll find
That my friend is a man of the lovable kind.

C. F. Tuck, manager of the Minneapolis lunch room, reports a very good business during the State Fair. In fact, business is always good at this point, owing to the good food and congenial management.

Reports from all the line show that the Better Made cigar is giving the greatest satisfaction, and bids fair toward becoming one of the largest five-cent sellers throughout this section of the country.

The Company is putting a new top on the counter at Canton, and expect to redecorate the lunch room; when this is done, this will be one of the prettiest houses on the line.

Zufedi cigarettes on sale at most of the stands and on the trains are meeting with instantaneous success, most unusual as the brand is still comparatively unknown.

Mrs. D. D. O'Connell, of Mitchell, South Dakota, wife of the Assistant Superintendent, has been visiting in Minneapolis for the past two weeks.

Made on the Milwaukee.

D. D. O'C., who's smile is known
All along the line
Can make the hens lay "strictly fresh"
Almost any time.

He can make a festive feed
With the "jam" from off the door,
He "makes" his territory
Twice a month or more.

He can make the boss believe
He's deserving of his pay,
He can make the girls behave
With such a winning way.

He made the peaches blush, I hear;
The prunes went on a "stew,"
The tripe got "pickled"—such funny things
A boy his age will do.

Oh, he's the makinest makin' scamp,
Now believe me boys,
The German war won't bother him
He'll make his Christmas toys.
—Quality Service.

The new cookie in sealed glassine wrapper is a wholesome and sanitary product. It is meeting with great favor at a number of the lunch rooms.

Every employee on the line should volunteer their services for the battle that is being waged against the War Cost of Living. Care in the handling of supplies is more than ever necessary.

The "Lamar," the cigarette of quality, is the best value ever offered to the cigarette smoker. It is packed in paper, twenty cigarettes to the package. Get the "boys" to try them, and they won't smoke any other brand.

The stock hauling season is now on, resulting in some fine business at the various lunch rooms.

In our last issue we remarked that C. J. Dietrich, Assistant Superintendent, was worried over the advance in the price of toys, now comes Brother Quick with the solution. He says "It's a nine-pound Inter-State Booster," and suggests another "reason." Cheer up Quick, watch the December issue.

We have the resignation of our charming waitress at Melstone—"Oh, yes, perfectly well satisfied with the Inter-State Co., but it's so lonesome here." Now boys, don't be fanatics on this Safety First business—let's get together, a little co-operation, please. Pass the butter.

The new manager of the Milwaukee house is making many friends among the rails. Mr. Mason has had much experience in this line, which makes it easy for him.

Mrs. Emma Follet, the night cashier at Milwaukee, spent a few days visiting old friends at Savanna, where she was formerly employed.

Mr. Charles Radcliffe, office agent in charge of the news office and stand at Sioux City, has the reputation of serving the best cup of coffee in Sioux City. This is not the only "good thing" he has to offer the public. His pies and doughnuts, which he himself makes, have a renown equal to his coffee.

Mr. Robert Jones, office agent at Dubuque, has been confined to the house on account of illness. He has recovered, however, and is back again looking after the business.

Mr. Harry Smith, office agent at Chicago, says he has working for him the oldest news agent, from point of service, in the United States—Mr. George Pendleton, well known to the traveling public, was running between Chicago and Detroit at the time of Lincoln's assassination. He is as active and courteous as ever.

Mr. C. A. Haase, office agent at Milwaukee, is home again. He says there is no place like home.

Mr. J. L. Carter, office agent at Butte, Mont., says that conditions at Butte are very much improved. He is looking forward to a good fall business.

Mr. C. A. Johnson, office agent at Minneapolis, has the largest number of news agents of any office in this division. He is a busy man and takes great pride in keeping his office a "top-notch."

Des Moines Division

Agent S. E. Carter of Rockwell City, has taken a thirty days' leave of absence and with his wife will spend same visiting relatives and friends at Billings and Conrad, Montana. Relief Agent A. W. Hawkes is taking the place of Carter during his absence.

Conductor J. L. Tidball and wife visited their daughter at Storm Lake, Iowa, and son at Duluth, Minnesota, during the latter part of September.

Mrs. S. A. Kelley and daughter Gladys, wife and daughter of Car Repairer Kelley, Clive, Iowa, left September 12th, for a visit with her daughter, Mrs. Ed. Manteufel at Portage, Wisconsin. They expect to be gone two months.

A. L. Groom, agent at Varina, Iowa, has been granted a patent on a device which has been invented to deliver train orders or messages to moving trains.

G. R. Moats, section foreman at Luther, Iowa, has just returned from a trip to Seattle, Washington.

Engineer A. J. Deitrick took a short lay-off the latter part of September, and with his wife visited relatives at Albia, Iowa.

Mrs. A. L. Groom, wife of the agent at Varina, Iowa, left September 10th, for a ten days' visit with friends at Gladbrook, Iowa.

Operator R. H. Martin of Jefferson, Iowa, recently made a short stay with his parents at Iowa Falls, Iowa.

The wife of Conductor A. O'Laughlin left recently for a few weeks' visit with relatives and friends at Topeka, Kansas.

Conductor Jacobs and wife have returned recently from a visit with friends at Kirksville, Missouri.

Conductor E. H. Adams has moved his family from Des Moines to Rockwell City, Iowa.

Conductor W. J. Caskey and wife are visiting at Noonan, North Dakota.

Mrs. O. M. Case, wife of the agent at Redfield, Iowa, visited with friends at Kalona, Iowa, last month.

Items from the I. & M.*Katherine McShane.*

During the past month Mr. E. Clemons of Seattle, formerly superintendent on the I. & M. Division, now assistant general superintendent of the Puget Sound Lines west of Avery, Idaho, paid his friends on the I. & M. a short visit. Mr. Clemons numbers his friends here by the hundreds and all were glad to see him, if only for a few minutes. He remarked about several improvements along the division, but was especially enthusiastic in his praise of our new depot park.

Second Trick Operator Jack Ahern of Austin is the proud daddy of a ten-pound baby boy, who arrived at his home August 9.

Oil House Foreman William Myers, while at work a few days ago, suffered a slight paralytic stroke. He was taken to his home and is now recovering slowly. It is hoped that he will soon be well and back on the job, as we all miss his cheery smile around the place.

Miss Gussie Sprague of the general foreman's office is back to work after having two months' vacation.

Road Masters T. V. Robinson and M. McShane were among those who attended the funeral of the late T. J. Mullen at Wabasha.

H. C. S. McMillan, district master mechanic, was an Austin business caller last Thursday.

Mrs. M. Caton, wife of Chief Clerk M. Caton, has returned from a few weeks' visit in Aberdeen.

Mrs. M. McShane and Miss Marcella, wife and daughter of Road Master M. McShane, and Mrs. P. Hogan of Decorah left this noon for a few days' visit in Chicago and DeKalb, Ill.

Section Foreman B. J. Deneen has returned from a business trip to Milwaukee and Madison, Wis., and Chicago, Ill.

Engineer Charles Leighton and his family have returned from a week's visit with Mrs. Leighton's family in Caledonia, Minn.

Miss Rose McCarthy of Lanesboro and Miss Corinne Bertilini of Chicago spent Sunday with Ray McCarthy of the chief carpenter's office force.

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CHICAGO

Machinist Lovd Miller has returned to work in the shops at Austin. Mr. Miller has been in Superior for the last three months.

Switchman James Marvette is taking a forced vacation on account of illness.

Switchman Ed. Erickson attended the baseball tournament at Garner, Iowa.

Section Foreman F. Wæner and wife have returned to Cresco after spending a few days in Minneapolis.

Conductor Ed. Scott has gone to Mendota to take the run between Minneapolis and Mendota, Conductor Baker laying off.

Conductor C. Capron is taking a few weeks vacation and Mr. Bennett has his run.

The C., M. & St. P. Company has purchased a tract of land near Plymouth, Iowa, for a gravel pit. The material to begin work is now on hand and work will be started in the early spring.

Francis Scanlon of Faribault has accepted a position as road master's clerk at Wabasha.

W. B. Jack has resigned his position as night ticket agent at Austin and begun work with the Wells-Fargo Express Company.

Ticket Agent Fred Dreiler spent Sunday in St. Paul. Seems as though he makes these trips quite often. There's a reason.

First Trick Operator Louis Grau at Austin is back to work after having a few days' lay-off. Mr. Payne of Comus did the relief work.

Section Foreman P. Zill and family have returned from a few weeks' visit with relatives in Missoula, Mont.

Pebbles from the Musselshell.

W. F. Maughan.

Operator C. D. Pickett has returned from his ranch, taking the second trick at Melstone.

Bert Knight and family are visiting at their old home on the Des Moines Division.

Passenger Conductor Ben Oleson of the I. & D. Division stepped off the Columbian and said hello one morning recently. Ben has been in the service for over thirty-five years.

Conductor Melvin, running between Sanborn and Mitchell on the I. & D. Division, passed through Melstone on his return from the coast.

Conductor E. F. Conklin is on the local a few days while Tanner is on passenger.

Mrs. C. W. Maughan, wife of the car inspector at Melstone, is visiting in Nebraska.

A. Hitle, engine dispatcher at Melstone, spent a few days at Miles City recently.

Division Master Mechanic R. W. Anderson and Train Master F. C. Dow made an inspection tour over the division the middle of August.

Mrs. M. M. Galvin and children are visiting on the old line.

W. Martin, the water supply foreman, has been running irrigation ditches lately. When it rains good and hard he is going to quit.

W. J. Nix, our popular road master, looks lonesome since the gravel trains were taken off.

Road Master Allen has had quite a busy summer, as the Paragon gravel pit is located on his division and all gravel trains have been handled from it.

Foreman Charles Bookman and his concrete gang have been putting in a sidewalk from the depot to connect with the city walks.

Grain is doing well in the Musselshell Valley, wheat going about thirty-five bushels and oats sixty bushels to the acre. Other crops are looking fine.

A. E. MacDonald, chief clerk at the roundhouse, has been handling the business for the past week. "Mac" is a hustler and right on the job all the time.

P. J. Burns has been appointed roadmaster of the Middle Musselshell. Mr. Burns is an ambitious young man, and his experience with his father, who is roadmaster on the T. M. Division will help him in making good here.

Conductor R. H. Douglas and family have returned from the East after viewing the New York skyscrapers, listening to the thundering waters at Niagara and visiting relatives in Chicago and other points.

Starting a Savings Account

is a serious matter and ought to be done as the result of a careful consideration of all the qualifications of the bank seeking your business.

The record of consistent and conservative banking; the large capital and surplus, together with the services and facilities afforded, should materially aid you in selecting

**Dexter Horton
Trust & Savings Bank**

**The Dexter Horton
National Bank**

Seattle, Washington

Hirsch Uniforms

Are now being worn by the majority of trainmen on seventy-seven railroads in the United States.

Made by Union Tailors

Using the best standard cloth and workmanship has won for us a reputation among railroad men.

Give Us a Trial

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M. F. BIRK, Manager

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CHICAGO

Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

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JOHN D. RYAN, Vice-President
C. C. SWINBORNE, Cashier
R. A. KUNREL, Assistant Cashier
R. W. PLACE, Assistant Cashier

New England National Bank

THE Bank

OF

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J. ROSS CLARK

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Alex J. Johnston, Cashier J. K. Heslot, Ass't. Cashier
Transacts a general banking business. Accounts of banks, corporations and firms will receive best terms consistent with good banking methods.

Interest Paid on Time Deposits

Boxes in Safety Deposit Vault

First National Bank

HARLOWTON, MONTANA

Capital, Surplus and
Undivided Profits
\$62,000.00

We Do a General Banking Business
Pay Interest on Time Deposits
Your Accounts Solicited
Especially Interested in Railroad Men

Superintendent of Motive Power Frank Rusch, General Car Foreman F. D. Campbell and General Storekeeper A. J. Kroha of the P. S. Lines made a business trip over the line September 8th.

Mrs. Frances Rhodes, wife of Section Foreman Rhodes of Melstone, died at Miles City hospital on September 8th. Mr. Rhodes and his little son have the deep sympathy of all his friends among the employees, in the loss of a good wife and mother.

Roundhouse Foreman F. D. Haldiman has been transferred from Melstone to Othello, Wash. Although going to a more responsible position, Mr. Haldiman is sure to make good.

Switchman Walter Newman has accepted the position of yard policeman at Harlowton. If anyone can keep the hoboes straight, Walt can.

On September 14th, the stork visited the home of Pump Repairer W. Martin, leaving them a fine little son.

M. P. Fifer from the Miles City shops has been appointed roundhouse foreman at Melstone.

Local Freight Conductor J. Kittinger has been running passenger between Miles and Harlow for several trips.

Conductor Claude Watkins and wife have returned from their Canadian trip, coming via Minneapolis, where Mrs. Watkins visited relatives.

B. & B. Foreman G. W. Lanning has had his carpenter gang at Melstone recently making repairs about the depot.

Agent C. W. Hailing and family are enjoying a visit from Mr. Hailing's brother and family from Kenyon, Minn.

Conductor D. E. Braden and Brakemen Wade and Watkins are the night yard crew at Melstone.

J. F. Wilson, agent at Markesan, Wisconsin, has been visiting his son, Operator R. F. Wilson. Mr. Wilson says he likes to come out occasionally and see the Musselshell grow.

Car Foreman M. L. Hynes of Harlowton, made a business visit to Miles City, recently.

Conductor S. M. Murphy is running the west end local for a few days.

John Horn of the Milwaukee Shops, returned from the Coast on August 22nd. John says the clam crop is good and if he had stayed much longer on the Coast, he would have gotten too fat to work.

Brakeman Ed. Rhen had the misfortune to have a foot crushed while coupling cars on August 18th. Ed., oh, why did you do it?

Mrs. W. T. Hart, wife of the agent at Harlowton, has been visiting friends in Melstone.

Northern Montana Division.

Florence Morden.

George Hannan, timekeeper, has gone to Tacoma for a short visit. He will also visit in Chicago before returning to Lewistown to work in the mechanical department.

Roy F. Smith has taken a position as car checker. His place in the Superintendent's office is filled by W. W. Grieves, who has been material clerk at Great Falls, and who formerly worked in the Superintendent's office.

Chief Dispatcher M. J. Welch is taking a vacation. "There was a little man and he had a little gun and his bullets were made of lead, lead, lead."

D. G. Goggin is taking the place of Dispatcher Van Wie, who is filling the chief's chair for a few days.

Operator Gibbs has gone to the Rocky Division, and W. C. Dunning is on the job.

Fireman C. A. Beebe is on leave of absence and will visit in Seattle before returning to work.

Dispatcher C. G. Brown and family are planning a trip to Tacoma.

The line from Harlowton to Lewistown and Lewistown terminal is now a part of the Northern Montana Division.

Conductor D. S. Utley was called to Kansas City by the illness of a relative.

Brakeman Leo C. Woodard and wife are visiting in Portal, North Dakota.

C. & C. B. Iowa Middle & West.

Ruby Eckman.

John Osmund, who has been resident engineer at Perry for some time, is back in the vicinity after having spent a number of weeks making a new survey of the narrow gauge railroad between Bellevue and Cascade. It is the intention to change this line to standard gauge. Mr. Osmund will in the future be located at Madrid.

W. A. Rittenhouse, who was a draftsman in the office of G. S. Stayman at Perry during the construction work in Perry, and who has since been working in Mr. Sinclair's office in Tama, has recently left the service and gone to work for the Pierre Marquette, in the Valuation Department. Mr. Rittenhouse will also be associated with Mr. Stayman in that work.

Engineer E. Stoner and Wrecking Foreman Dan Cameron were in Lanark, Ill., the middle of September to attend the funeral of an old friend at that place.

Roy Kent and family, who are now located at Jamestown, N. D., visited in Perry in August with the family of Conductor W. C. Hayward. Roy was formerly a fireman on the Milwaukee out of Perry.

Train Dispatcher K. E. Jackson of the Perry dispatcher's office was called upon to mourn the death of his only daughter, Dorothy May, the latter part of August. Mention was made of the illness of the little one in last month's magazine. Mr. Jackson and wife, as well as Agent F. A. Jackson of Manilla, and his family, have the sympathy of the employes in their loss. Dorothy was the only grandchild in the family.

James Keenan of Marion has been in Perry doing extra work in the train dispatcher's office.

Fireman H. J. Cooley and Miss Mary Arthur of Denver were married in Perry the fore part of September. They will make their home in Perry.

Fred Voss of Milwaukee, an experienced lineman, has been on the Middle and West divisions for a few weeks, assisting Lineman Charles Robertson. On account of the changes in depot locations, due to the grade changes, Mr. Robertson has had an exceptionally large amount of work to do and it was necessary for him to have a helper.

R. C. Blaksley of Milwaukee has been spending some time on the Middle and Western divisions during the past month. He has been assisting the local men in installing the fire alarm systems at the Manilla and Ferguson coal sheds.

Albert Renter of Dubuque has entered the Perry roundhouse as a machinist apprentice.

Engineer Lon Morgan has taken a vacation and is visiting with relatives and friends in California. His wife and daughter, Nettie, who have been there for a number of weeks, will return home with him.

Otto Pohl, a boilermaker from Dubuque, has recently been transferred to Perry to work in that capacity. The boilermaker's force at Perry has been quite badly crippled lately on account of a number of the men being off sick. W. Powers, one of the standbys, expects soon to be able to go back to work.

J. E. Kent, who has charge of the oilhouse at Perry, attended the national convention of the G. A. R. at Detroit, Mich. He was accompanied there by his daughter, Miss Effie Kent, and both report a very pleasant time.

Machinist Charles Johnson has resumed work after an outing at the lakes. Charles told a bunch of big fish stories on his return, but none of the roundhouse force saw any fish, so they are inclined to doubt them.

Machinist Frank Mullen has been laying off sick for some time. He seems to be having more than his share of misfortune lately, with injuries and sickness all together.

Engineer John Gilligan is back at work after a several months' layoff and is being gladly welcomed by all his friends.

Brakeman V. E. Boody and wife were called to Cedar Rapids the latter part of September by the serious illness of his father.

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Bridge Foreman A. Bergland and crew have been busy the last month with bridge derrick No. 229, renewing piling in the bridges on the Boone line. They will then go to the Fonda branch of the Des Moines Division to put those bridges in shape for the winter.

Conductor Ray Westbrook was called to Defiance the latter part of September on account of the death of his mother, Mrs. C. H. Westbrook, an aged lady of that town.

Signal Foreman A. T. Breecher and wife spent a few days the forepart of September in Wisconsin. Mr. Breecher went up on business connected with his work, and his wife visited with relatives.

Night Call Boy Marlow Stotts went to Granville, Ill., the latter part of September to visit a few days with relatives. His wife, who had been visiting with her parents for a few weeks, returned home with him.

A. C. Hutton, agent at Herndon, has been taking a few weeks' layoff. He has been relieved by Relief Agent Oleson.

Fireman A. W. Lanning had the misfortune to be quite badly injured while firing an engine at Herndon the latter part of September.

Signal Maintainer Ernest Schim and his helper, William DeVault, who are located at Collins have what they think are ideal bachelor quarters. They were unable to find a suitable boarding place in Collins, that being a small town, have set up house-keeping for themselves. Signal Foreman Breecher gives us the information that it is no uncommon thing to find signal material mixed up on the same table with their dishes, but the boys expect soon to have a model house. They have been advised to hang out a shingle with the words, "Wife wanted" on it, but neither of them have so far had the courage. The boys say they get enough enjoyment out of their experiments with new dishes to make up for all the extra work of washing dishes, etc.

Miss Ivy Stoner, youngest daughter of Engineer Emanuel Stoner of the West Division, has gone to Pennsylvania for a few months' visit with her relatives and friends. "Dad" says it is already getting pretty lonesome without his housekeeper and thinks maybe the visit won't be as long as was first expected.

Engineer Henry Davis, who is now working out of Moberg, was in Perry the forepart of September, visiting with his parents and friends.

P. Wilson, of Merrill, Wis., was in Perry the forepart of September, visiting with friends. Penn was formerly with the engineering crew in charge of the work at the new roundhouse at Perry and at the present time is employed in the engineering department, with headquarters at Merrill.

Night Yardmaster Guy Frame of Council Bluffs yards spent a couple of weeks in Chicago the fore part of September. He also made a business trip to Perry during the month and while at that point visited his numerous friends.

Conductor John Gray's wife and children have been spending the month of September visiting with relatives in Nebraska.

Mrs. O. E. Torrence and son, Paul, of Marion were in Perry the middle of September visiting with Mr. Torrence, who has been on the local passenger between Perry and Council Bluffs.

Claude McMahon, formerly a switchman employed in Perry yard, who is now making his home in Mitchell, S. D., was in Perry the latter part of September, visiting with his numerous old friends and acquaintances.

Dell Rischell of the B. & B. department sprang a surprise on his friends the middle of September by announcing that he had been married to Anna Swanger of Persia. They will make their home in Perry, as that is the headquarters of the crew with which Mr. Rischell works.

Fireman W. A. Hockett left the latter part of September for Seattle for a few weeks' visit. On his return he will be accompanied home by Mrs. Hockett, who has been spending the summer there with her mother.

Fireman G. E. Lutsey was walking around with the aid of a cane the middle of September, due to an injury he received.

I. P. Rodman of the Edison Electric Company, who is located on the Middle Division, in charge of the installation of the electric devices of the automatic signals, spent Sunday, September 20th, in Chicago with his wife and family.

Engineer John Ahern, who has been confined to the hospital for a number of weeks, is gradually improving and expects soon to be able to resume work.

Eli Brotherson and wife left the fore part of September for California, to spend several weeks visiting with relatives and friends. Eli is a familiar figure around the roundhouse and is always missed when he is away. He is almost the oldest employe in point of service in the Perry roundhouse.

At 7 a. m. Wednesday, September 2, at St. Patrick's Church in Perry, the marriage of Operator George Halley of Coon Rapids and Miss Sadie Freele of Perry was solemnized. After a short honeymoon trip to Minneapolis and St. Paul the young people went to Coon Rapids, where the bridegroom works, and started housekeeping. They have the best wishes of their many friends showered upon them at the time.

The Mowo Club, composed of the wives of the train dispatchers at Perry, had a six o'clock dinner on September 16th, at the home of Willis Jordan. The husbands were invited and it was made the occasion of a farewell party for Mr. and Mrs. H. L. Hill, who left the following evening for their new home in St. Paul.

J. W. Kubick, who is signal maintainer at Tama, Iowa, has been in the employ of the Milwaukee company for a continuous period of twenty-two years. All of his work has been done for the signal department, and we believe that is a record which few men have for length of time in service.

O. W. McBridge, signal maintainer at Huxley, and his helper, Elmer Chism, are very strongly in favor of the State of Iowa passing a very stringent law against trespassing on railroad right of way. The men were making inspections in their territory between Slater and Huxley on a gasoline motor car, when a tramp who was walking along the railroad track stepped from one main line across to the one on which they were moving and directly in front of their car. They made an effort to stop, but were unable to do so before striking him, with the result that all three men were pretty badly bruised. Mr. Mc Bride continued with his work, but Mr. Chism was forced to lay off a few weeks.

The automatic signals between Capron and Bouton are now all in and working perfectly. Within a very short time the work of installing between Bouton and Coon Rapids will be completed and they will then be put in service. A crew is now at work testing out the signals between Elberon and Marion and expect within a short time to have them working perfectly so they can be put in service.

On account of the numerous grade changes on the Middle Division the interlocking plants at Slater, Cambridge, Tama and Elberon were all taken out of service, but within the past week have recently been placed in service. Foreman Dunn made the changes at Cambridge, Foreman Curtis at Slater, and the work at Elberon and Tama was done by the crew under the Union Switch and Signal contract.

Chief Dispatcher J. M. Losey and wife spent a week the latter part of September visiting in Chicago and northern Iowa, Mr. Losey taking his vacation. During his absence Night Chief J. J. Kindig took the day job and Dispatcher A. J. Krohnke acted as night chief.

Columbia Division.
E. K. Stedman.

Bert Applegate, of the E. & B. department, and his wife, welcomed a fine baby boy to their Maiden home on Monday, September 7. Mrs. Gilbert Lee and son left Conductor

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Lee of Beverly long enough to pay a visit in Malden recently.

Mrs. J. H. Moore, grand president of the Ladies' Auxiliary to the O. R. C., spent several days in Malden recently, inspecting the order and holding a school of instruction. Mrs. Moore came from Toledo, Ohio, and was accompanied by Mrs. J. H. Ferguson, district deputy, from Spokane. Several members from Spokane also attended and, all in all, it was a splendid social and instructive gathering.

Mrs. J. T. Campbell, assistant grand vice-president of the G. I. A. to the B. of L. E., made a business and social call on the Malden order recently, inspecting the local lodge and getting in personal touch with the active and working members.

The third annual ball given in Malden by the ladies of the G. I. A. to the B. of L. E. was held in Moreland's Hall, August 27. This annual event is one of the social affairs the railway folks of Malden look forward to, and as usual they were not disappointed in their anticipations. The furnishings of the ballroom were appropriate to the occasion. Light refreshments were served and everyone was well pleased.

C. F. Allen, former roadmaster at Miles City, paid the Malden office a short visit recently.

Recently the timekeeper's wife made a week-end visit out of town. The first evening she was away the timekeeper bought a can of almost ready-made soup and prepared it according to directions for his supper. (Yes, dear heart, we call dinner supper out here.) It didn't taste good and gave the timekeeper the stomach ache. When Mrs. Timekeeper returned she noticed a kettle on the range and inquired what it had been used for. "Canned soup." "Did you wash it first?" "Which, the soup or the kettle?" "The kettle." "Nope." "Well, it must have tasted good, because I use that kettle to prepare a naphtha washing soap, and as I never use it for anything else I never wash or clean it." About the meanest retort we can think of just now is that we have eaten worse tasting soup in that same household.

The three-year-old son of Superintendent Quick of the Inter-State System displayed the usual childish repartee recently when he was walking up and down the station platform, waving an old lantern in imitation of the railroad men. A curious, motherly old soul approached the little man and said: "My, but you are smart." Quick as a flash came the reply: "No, I'm not; I'm a conductor." No bouquets, please.

The Milwaukee employes of Malden, under the auspices of the Federation of Employes, gave a celebration on the local grounds Labor Day and despite a drizzly, rainy day pulled off an athletic and comedy stunt program that was enjoyed by the whole town. As usual in affairs of this kind, in nearly all the contests the railroad boys brought home the bacon.

In Turkey they call it fez; in Germany, hoot; in Mexico, sombrero; in the United States, along about Easter, the husband's nightmare and, commonly, it is designated hat, but to anyone who can give a suitable name to the new headgear recently appropriated from somewhere by Agent Parks of Malden, Chief Clerk Grobel will award the empty title of "Best Guesser of the Columbia Division."

M. F. Whalen of the Malden switching force was tardy a day or two recently, due to illness.

Brakeman E. J. Sullivan, wife and daughter, Esther, are enjoying a visit with relatives and friends at Edmonton, Canada.

Dispatcher R. W. Beal, Operators Walden and Caples, of the Malden office recently enjoyed an automobile ride to Spokane with Clarence Cahill of the car department.

Considerable of a fishing party passed through Malden recently from Tacoma, being destined to Herrick, Idaho. As we peered through the windows of the two special cars used for the occasion we recognized General Master Mechanic Frank Rusch, General Store-

keeper A. J. Kroha, District Master Mechanic T. J. Hamilton, Chief Electrician Dick Nofke, Steamfitter Charles Eppert, et al. We hope they had a grand, good trip, and we know they caught lots of trout.

The family of Engineer Shook of Seattle were recent visitors with friends in Malden.

Mrs. C. E. Molander, wife of the chief dispatcher of the Idaho Division at Spokane was a recent visitor in Malden.

Mrs. M. E. Damsboe, former stenographer in the superintendent's office at Malden, is now located in El Paso. Her many friends in Malden will be glad to know she is prospering in the Southwest.

Conductor Frank Nobel of Kittitas recently filled in on passenger runs between Seattle and Malden while the regular men were taking the O. W. R. & N. examination.

Clarence Cahill, wife and daughter, Marion, recently returned from an extended visit with relatives and friends in Minnesota and Clarence is again at work in the car department at Malden. He says it is tough to go back to work just as you are beginning to enjoy loafing.

Clio Clothier, who has been working for his father at Malden, has resigned and moved to Spokane, where he will attend school. Wise boy.

Dallas Reed is the new clerk in the chief carpenter's office at Malden, taking the position made vacant by the resignation of J. E. Jennings.

The family of Engineer Putnam of Kittitas recently visited former friends in Malden.

Mrs. E. B. Mason, wife of the genial agent at Ewan, is now installed as operator at Lavista, during the heavy work-train operations in this vicinity.

Conductor W. Thoman of Othello has returned from an extensive visit in the East.

The labor and material clerks are busy poring over the intricacies of the new classification of accounts as laid down by the Interstate Commerce Commission. Lots of reading in small type, but very poor illustrations.

Dispatcher R. W. Beal of the Malden force, accompanied by his wife and daughter Maxine, leave about the middle of September for a month's visit with relatives and friends at Ottumwa and Kansas City. Operator E. E. Kilbourne will handle the trains during Mr. Beal's absence.

Brakeman N. H. Boyer has been enjoying a forced layoff due to an injury sustained by one of his digits.

Superintendent Campbell and family, accompanied by E. K. Stedman and family, recently spent a day at Herrick seeking the out-of-doors.

Conductor J. D. Atchison now has charge of trains on the Warden and Moses Lake branches.

Conductor A. A. Steidle is running local west from Malden during the absence of Conductor W. B. Curtis, who is relieving Passenger Conductor C. F. Wilder of the Idaho Division.

The work of filling bridges E. E. 384 and E. E. 386 in the vicinity of Ellensbey is in charge of Conductors W. J. Hennessey and S. W. Davis.

Conductor J. O. Robinson is again back in his old haunts between Othello and Cle Elum, after several months' service on the Idaho Division.

J. T. Sibbert, train baggageman between Tacoma and Seattle, has returned to work after an enforced layoff due to an injury. Hugh Spetz, who handled the trunks and dynamo in his place, has gone back to braking for Conductor O'Malley.

J. E. Furr and Robert Easton of the Othello switch engine force have returned to work after a brief vacation and, with the assistance of D. C. Clark, are performing stunts as of old.

J. S. Curtin and J. H. Limery, former trainmen here, have again returned to the Milwaukee and are doing the extra switching in Othello yard.

Harry Sullivan, with his crew composed of H. T. Kingsbury and M. F. Whalen, are busy

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boys right now, with the regular service increased by the numerous work trains working through this point. But, then, they are equal to the occasion and everything runs along smoothly.

A. A. DeLeo, material clerk in the superintendent's office at Malden, spent Sunday, August 16, in Malden. This is such an unusual occurrence we could not help but notice it.

Missoula Division.

H. H. Tavenner.

Geo. Clark, who has been assistant ticket agent for the past year at Missoula, has resigned to accept a position in the yard office of the Northern Pacific at Seattle. J. B. Cavin of Missoula, has taken the position left vacant by Mr. Clark.

B. E. McElhiney, agent at Alberton, and son have recently returned from a visit down in Illinois and Wisconsin. Mac had a good time with old friends down on the C. & C. B. Ill. Division.

Engineer Bert Tallman of Western Avenue Coach yards, accompanied by his wife were visiting Mr. Tallman's brother at Thompson Falls recently. Mr. Tallman is delighted with Montana, and makes an annual visit out this way.

Roadmaster Grimes has moved his family from Deer Lodge to Missoula to reside.

Our Genial Claim Agent Ray Webb has been back in Minnesota the past ten days on company business. Ray is a busy man these days since the Spokane line has opened up, but he is one of the men that can cover the ground.

E. G. Aldrich of the Employees' Magazine was calling on the boys at Missoula last week and also added a few good patrons to the advertising columns.

First Trick Dispatcher O. E. Hanssen and wife are enjoying a vacation visiting relatives and friends down in Chicago and Clinton, Iowa. "Buster" has been praying for the "Cubs" to win the rag in the National league so he could be present at the World's Series, but when Chicago dropped four to Pittsburg straight "Olaf" commenced to believe that his pleadings were only getting to the ceiling of the dispatcher's room and he consoled himself by planning to see a few games between the Athletics and the White Sox.

Cards are out announcing the wedding of Roy Campbell of Milwaukee, and Miss Cecile Johnson of Missoula. Mr. Campbell is well known in Missoula, having served two years here as clerk in the District Baggage office and later accepted the position as chief clerk in the office of the General Baggage Agent at Milwaukee.

The home of Sloan Miller, timekeeper in Mr. Willard's office, was brightened on September 12th, by the appearance of a bouncing baby girl. Sloan came through to the boys around the Missoula office with a nice box of high-grade cigars upon the occasion of the arrival of the little lady stenographer.

Train Baggage man Harry Nobles is visiting relatives and old home scenes down in Southern Illinois.

Mrs. Frank Barlow, who has been laying off this summer, living in Butte, has resumed her place as third trick operator at Clinton.

Third Trick Dispatcher Geo. Hill was off duty a few days last month and journeyed with the Elks to help put "Hell in Helena." George says he didn't miss anything except his automobile. Fisk Marshall of Deer Lodge, filled Mr. Hill's place during his absence.

Miss Lena Huibregtse, operator at Falcon, spent her vacation in Seattle this month.

Herbert E. Foster from the Chief Engineer's office in Seattle, has succeeded Harry Nelson as chief clerk in Mr. Willard's office.

Conductor Alec Melchoir, "King of the Blackfoot" railway reports business good on his line and prospects for a heavy grain movement from the Blackfoot Valley this fall.

Conductor William Cummins has taken the passenger run between Plummer Junction and Marengo.

Twin City Terminal News.
Ella B. Carlson.

Miss Martha Walbom, for several years clerk in Agent Crouse's office, was married at noon, September 5th, to Harry Benson, formerly chief yard clerk at South Minneapolis. The Magazine and many friends wish the newly-married couple much joy and happiness in the future.

After two months' leave of absence, Miss Frances Leonard has resumed her position as expense clerk in the agent's office.

E. Clemons, Assistant General Superintendent at Seattle, formerly Superintendent on the I. & M. Division, passed through Minneapolis on his way to Winnipeg, a few weeks ago. His many friends were glad to see him.

E. E. Brooks, conductor on the Trans-Missouri Division, formerly conductor on the I. & M. Division, spent several days in Minneapolis, the past week visiting old friends.

S. J. Salter, clerk in Agent Crouse's office, and wife are taking an extended trip through Missouri.

Frank Quirk, clerk to Roadmaster Lind, spent two weeks on a farm at Galena, Ill., and reports having a fine time.

Phil. Bornkamp, car clerk in the Superintendent's office, spent a pleasant two weeks' vacation in the vicinity of Chicago and Duluth.

Judd Cook, Stationmaster, just returned from a two weeks' vacation at Big Stone Lake and Lake Minnetonka, and reports feeling fine and able to handle the State Fair crowd.

Chas. Gee, mail clerk in the depot, spent three days in Chicago the past week. We are all glad to see Charley back on the job again.

Iron Mountain, Mich., Notes.
M. J. Schenk.

Engineer Mike O'Neil has arrived here to take one of the gravel pit engines. You see Mike's mother-in-law lives here and board is cheap.

Morris Conery, Jr., who has been laid up since last winter with rheumatism, is now able to fire on one of the work trains. Resuming work gradually, as it were.

Wm. Elmore Pillely of the local office, spent last Sunday at Green Bay, looking up business deals.

A. C. Barber, first trick operator at this point, relieved his father, W. E. Barber, on side wire trick at Green Bay, for several days last week, while W. E. B. visited the city where "Us Germans must all together sticken."

Two work trains have been put on to haul gravel into the Iron Mountain "sink-hole," as it is called. This depression is about 400 feet wide and keeps sinking continually on account of mining iron ore hundreds of feet underneath. These trains will be on several weeks and haul about 100 carloads per day.

Conductors Wallace and McDonald are handling the two work trains at Iron Mountain.

P. C. Hedlund, cashier at the local freight depot, made a flying trip to Munising last Sunday to get his better half who was visiting relatives at that point. Paul says he had no trouble to get her to return.

Engineer Jos. Hicks and wife visited friends at Green Bay, last Sunday.

The ore business is progressing nicely, the Chapin mine working a steam shovel daily, which together with pocket, load about 100 cars of ore per day.

While Conductor Freckelton and crew were hauling a train of ore from Chapin Mine to Quinnesec Junction, the other day, they spied a half-grown bear running along the track. Freckelton was on the engine pilot and grabbed an air hose and hit bruin a blow in the solar plexus and he went down for the count. However, as Mr. Freckelton did not have the courage to get down on the ground and tackle Mr. Bear, bruin escaped to a safe place in the nearby woods. This is the first bear that has been seen in this vicinity for some time, and it caused a lot of excitement.

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Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

For Shopmen

GROUP F—Locomotive Shops

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Conductor Freckelton says he is going to rent a Gatling gun from the Belgium army and mount it on the pilot of engine No. 7042.

B. Ellis, with the pile driving outfit, paid us a visit this week, driving a few piles at the C. & N. W. overhead bridge west of here.

Extra Gang Foreman Mathias Miller with about thirty men is putting the track between Iron Mountain and Randville into good shape for the winter. They are about half over Matt's section now and Matt is hoping hope against hopes that the gang is not pulled off until they get his section fixed, which means easy money for Matt the coming winter.

Dave Pfund, the veteran section laborer, and now promoted to section foreman, returned from the Fatherland several weeks ago. He got out in the nick of time, war having been declared while he was on the Atlantic, enroute to the U. S. A. Dave says he would much rather handle a shovel than a rifle, results being more satisfactory.

Conductor Geo. Phillips is relieving Conductor Kempley on the way freight between Channing and Green Bay. This makes No. 95 "on time" every other day now.

M. P. Conery, local car foreman, was called to Dousman, Wisconsin, last week on account of the serious illness of his brother John.

Superior Division Notes.

P. H. Donley.

Conductor Dunn is on the vacation list yet. Conductor D. Kelly is relieving Conductor Beach on the Iron River run and Beach is on 9 and 10, relieving Hume. Who is on Dunn's run?

Conductor Heitka is back on his run after the death of his daughter, which occurred recently at Spread Eagle.

Our Labor Day business was the biggest ever yet.

Our No. 6 arrived in Milwaukee with 717 passengers, ten coaches, three large and seven small ones and not a kick, all wearing smiles, also the conductor.

Notes of the S. & D. Car Department.

H. C. Frank, dining car conductor on the Olympian, was called to Columbus, Ohio, in July, on account of the death of his mother. Mr. Frank has the sympathy of his many friends among the employees.

Assistant Superintendent O. L. Swanson also suffered the loss of his mother, her death occurring August 19th, at Joliet, Ill.

Sleeping Car Conductor F. Earnest, of the Olympian, has been off his run for a couple of weeks, and has been visiting relatives in Virginia.

S. M. Smatterings.

T. P. Horton.

As my last attempt got by the censor alright I will try to run the gauntlet again this month.

Since our last communication the station force at Granada has been increased by the addition of a large bouncing boy weighing 11½ pounds, which arrived at the home of Agent Chas. Johnson on Sept. 3. Cheer up Charlie you won't have to walk the floor nights over six months.

Chief Dispatcher Moore at Madison has once more taken up the reins after his annual vacation spent taking in the sights and fishing and boating in Minnesota and Wisconsin.

Dispatcher Berg wore the boots while John was away.

J. W. Malone, trick dispatcher at Madison, is back from his annual vacation and incidentally combined business and pleasure. If you have anything to sell or trade communicate with him, but look out for gold bricks, as he probably laid in a supply while away taking in the sights in Chicago, Milwaukee and Lax and other cities too numerous to mention.

E. H. Laugen, relief dispatcher at Madison, has returned to Lax side wire and Pete Berg back on second at Wells, replacing Operator Knapp, who does the relief stunt at Welcome for a couple of weeks while J. C. Whalen takes in the sights in Twin Cities.

Agent Steves at Houston is away for the State Fair a few days, Operator Langan is taking agency and G. C. Fuller furnishing relief.

Operator Langan has been enjoying a visit with his relatives at Wykoff.

Bill Riordan, agent at Fountain, is away for two weeks while Relief Agent Lind filled in.

Spike Parker, second operator at Ramsey, straddled the Elks goat at Austin. He was relieved by extra Operator Rondeau from Jackson.

V. E. Hanson, agent at Wessington Springs, managed to get relief for two weeks, a party named Jones doing the charitable act. Didn't hear whether "Vic" was married or just visited the old folks at home.

A. G. Lehman, agent at Garden City, S. D., has returned after a month's honeymooning.

L. A. Swenson, dispatcher's clerk in Lax office, reported about to board the honeymoon special bound for Duluth, where the lake breezes cool the atmosphere.

L. Hurlbut, who has been a faithful employee on this division for many years, has been granted a leave of absence from his duties as agent at Junius on account of failing eyesight.

Another of the old faithful, L. L. Stewart, agent at Huntley, has been given a leave of absence on account of ill health.

Gena Westby, daughter of Section Foreman Tom Westby at Colman, S. D., is taking a trip to the coast.

Miss Della McCreedy, daughter of Myron McCreedy of Madison, is visiting friends at Artesian.

Adolph Olson, section foreman at Whalen, is away on a business trip to Minneapolis.

Ambrose Murphy, son of Conductor J. C. Murphy, recently made a trip over S. M. Division with his father. He is employed in the transportation department of some western railway company.

We are indebted to Agent Bucklin at Madison for some items from the west end and to Chief Clerk "Slats" Fraser for some on the east end. Here's hoping some one else comes across next time.

C. & C. B. Iowa Eastern Division and Calmar Line.

J. T. Raymond.

The Misses Lillian and Margaret Hoehn have returned to Chicago after a few days visit with their parents, Trainmaster and Mrs. B. F. Hoehn.

Miss Laura Landis has again taken up her duties in the general foreman's office after a two months visit in the west. She spent an enjoyable day with Miss Charlotte Newton at Malden, Wash. Miss Newton formerly worked in the superintendent's office at Marion.

Miss Alice McGuire of the chief carpenter's office is taking a tour through the east.

Agent Joe Elsner has returned to Hale after a couple of weeks' vacation, during which time he visited with his mother at Maquoketa and other relatives at Mason City.

Verto Reichert has been enjoying a vacation, visiting "Sister" in Waterloo. Whose sister?

Engineer C. H. Webber is in service again after a tour through the west, of about six weeks duration.

Operator Neill Robison of Marion yard office was off duty for several days; also did some extra work in train dispatcher's office.

Extra Dispatcher James Kennan has gone to Perry for several weeks work on Middle Division.

Third Trick Operator J. W. Hart at Lost Nation died September 4, after a long illness. Mr. Hart entered the service of the company on June 21, 1908, and has given faithful service. The sympathy of his co-employees are extended to the family.

H. C. Briggie is doing extra work as operator at Rockaway.

Agent M. E. Burns is on duty again after being quarantined with family on account of



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one of the babies being ill with scarlet fever. Marl Marchant, who worked most of the summer as extra operator at "JO" Marion yard, has resumed his studies in the high school.

Operator E. E. Edwards has been assigned to second trick at Elwood.

T. N. Carnall, agent at Hawkeye, has taken a six months leave of absence.

The new interlocking plant is now in operation at Green Island.

Engineer E. N. Packard has been assigned to the Clinton switch engine.

Agent Thos. Rowe is back on the job again at Elk River Junction feeling much improved in health.

Second Trick Operator H. F. Flansburg at Paralta was away on vacation, Operator J. E. Meyers relieving him.

Agent H. C. Gustafson, Arlington, laid off a couple of weeks, H. E. Ramsey relieving.

Agent J. B. Howe, Oneida Junction, is taking an extended vacation, E. E. Edwards, relieving.

Mrs. Charles E. Cross and daughter, Grace, visited in Milwaukee for several days with Supt. J. A. McDonald and family. They report a most enjoyable time.

General Foreman and Mrs. G. F. Hennessey were called to Green Bay, Wis., on account of the illness and death of Mrs. Hennessey's father, Mr. Rice. They have the sympathy of many friends.

P. J. Harlan is again numbered among the clerical force in the superintendent's office. P. J. radiates good cheer and always appears to be on the top bough of the Christmas tree.

Chief Clerk J. L. Franz of the superintendent's office spent several days recently in Dubuque and Chicago on company business.

Marion Roundhouse Notes.

Ed. Griffiths.

Roundhouse Foreman Erickson has gone into the fancy chicken business; it is understood that he has a setting coming off this week. The Mrs. will be kept busy making stockings for the chicks this winter, if they don't hurry up.

Machinist Masch is taking a week's lay-off this month taking in the sights in Milwaukee.

LeRoy Barber is filling L. Cogswell's place during his absence as secretary for Storekeeper Titus.

Harry Padderson, machinist, is a new name on the payroll.

Walter Foster takes a flying trip to Clinton this month on business.

Machinist Apprentice Earl Hopp has been transferred back to Dubuque, his place being filled by Apprentice Geo. Hatzenbuehler.

Boilermaker Fred Welter hasn't taken that layoff yet.

John O'Neil of Milwaukee made Marion a visit this month.

Harlan Briggs, boilermaker, is back on the job again.

Matt Mullen, night foreman, is back on the job after a two weeks' vacation. Matt says this laying off is all right, but the sun hurts his eyes after all these years working nights.

Marion roundhouse is just as busy a place as ever, working full time and everybody happy.

Lloyd Stobough, the call boy, was off one day attending the Old Soldiers and Sailors' reunion at Savanna. We didn't know that Lloyd was an old soldier.

Henry Nichols, engineer on Nos. 37 and 4, between Perry and Marion, is still on the job. Some one will have to tell Henry that the winter time is coming so he can discard his fly net.

Ask Storekeeper Titus what butter milk is worth.

Engineer Frank Kieth has been on the sick list.

Engineer M. L. Curran has been on the sick list. He is again back on the Monticello way-freight run.

Items from the I. & M. Division.

Katherine McShane.

Mr. Jack Johnson, shop foreman at Austin, has gone out to Morristown, S. D., to spend a couple of weeks. His family, who have been out there for the summer, will accompany him home.

Frank Ryan, machinist at Austin, and family have gone to Mankato and Winona for a few days' visit.

Roundhouse Foreman Herman Belitz is back at work, after a few days spent at home on account of illness.

Machinist Paul Lange is back at work, having spent the summer at Duluth and East Towas, Mich.

Switchman James Marvelette is improving slowly from his recent illness. He has been in the hospital in Rochester for the past two weeks and has just returned home.

There was a meeting of the Safety First Committee Saturday, September 19th, in Minneapolis. Chief Carpenter M. Caton, Shopman Frank Ryan, Road Master M. McShane and General Foreman J. Opie were among those from Austin who attended the meeting.

Engineer Draper and wife have returned from Minneapolis, where they spent a few days at the State Fair.

Mr. and Mrs. H. E. Wilson, of Lesuer Center, are spending a few days with Austin friends.

Mr. and Mrs. R. Cullen attended the State Fair at St. Paul last week.

Ed. Erickson, yard switchman at Austin, has returned from a business trip to the Dakotas.

First Trick Operator L. Grau and wife are spending a few days in Chicago. Ed. Seamen is doing the relief work.

Road Master Frank Luskow, of the S. M. division east, was a business caller in Austin Monday.

Section Foreman George Hunter, of Lansing, is the proud father of twin baby girls, born August 30th.

O. P. Remer, of Charles City, Ia., has accepted a position as section foreman at Taopi, Minn.

Ray Basore, lineman, of Milwaukee, formerly of Austin, visited friends between trains on his way to Macon City to work, Sunday of last week.

Conductor Ben King and sister, Lizzie, leave tonight for Chicago and Joliet, Ill., for a few days' visit.

Brakeman Joe King is on the lay-off list on account of illness.

Kenneth Linds has begun work in the agent's office at Austin, Minn.

Fred Dreller, ticket agent at Austin, spent Sunday in Minneapolis.

Conductor and Mrs. W. R. Terry, of Wells, have returned home, after having attended the funeral of the late Mr. W. F. Clay, at Austin.

Rex Thompson, son of Agent Thompson, of Decorah, has begun work as night ticket agent at Austin.

Car Foreman D. Trombly has returned from a few days' visit with his mother, in Council Bluffs, Ia.

Conductor George Cross is laying off and Ole Oleson is taking his run on Nos. 2 and 1.

Conductor George Campbell is enjoying a few days' lay-off and Conductor F. Baker has his run.

Fireman Oscar Haverburg has returned from a few weeks' vacation spent in New York City and other points in the East.

Fireman Joe Nolte is able to be back at work, after a short vacation on account of an injury.

Section Foreman Joe Kvosnicka and wife, of Pratt, spent last week at Olivia, Minn., dur-

ing which time they attended the wedding of Mrs. Kvosnicka's cousin.

Section Foreman J. Gager and wife, of Leroy, leave next week for a few days' visit in Noonan, Minn.

On the morning of Sept. 10th fire was discovered on the roof of the roadmaster's office at Austin, evidently caused by sparks from one of the smoke stacks of the heating boilers. Owing to the quick observation of Switch Light Tender James Gallagher the fire was discovered and extinguished before any damage was done.

Fireman Ed. Lampman is enjoying a few weeks' lay-off and spending his vacation with his mother, in Butte, Mont.

Agent Joe Ober, of Austin, attended the State Fair in St. Paul.

Machinist Helper George Damm has left for a few weeks' visit with friends in Seattle and Spokane, Wash.

Columbia Division Locals

Engineer Morrisette and family are back from an extended visit with friends in Michigan.

Engineer Scanlon is visiting with relatives and friends in Wisconsin.

John Crider, of the Othello force, is again on the job, after a brief vacation.

Joe Barret and wife, of Othello, were recent visitors in Ellensburg. Joe says vacations are the best form of sport he ever met.

Foreman Finley, of the Othello roundhouse, recently attended a meeting of roundhouse foremen held at Tacoma.

Boilermaker Foreman Strinsky paid the division an official visit the latter part of August.

The two company wells at Othello were recently pulled and repaired by Water Service Foreman R. E. Wheeler. We do not pretend to know why he pulled the well, but the item was handed in so and we will stand for it.

Harry Ferrier has moved from Othello to Kittitas and is now employed in helper service.

Morris Vetter and W. E. Weeks, State and Federal Inspectors of Safety First appliances, paid the division a visit lately.

Conductor Ed. McSorley, who has been on the Warden branch, was recently bumped by Conductor Atchison, who in turn took a leave of absence to see the wheels go around in Seattle. When he returned he found Relief Conductor Bassenger had been bumped by Conductor Duell. That must be a very bumpy piece of road.

Ivan Johnsrud, the gentlemanly and obliging clerk who handles the lead pencil for Foreman Finley in the Othello roundhouse, has been pressed into call boy service lately, owing to the illness of the regular force.

Machinist Purvis, of Othello, is visiting in the far East, viz., the Atlantic Coast states.

Conductor A. H. Phillips, on work train at Palisade August 27th, discovered a broken frog, which he promptly reported to Road Master E. McGee. The discovery and prompt reporting is worthy of commendation.

Superintendent Campbell has joined the Malden Tennis Association.

Switch Engine Foreman H. E. Sullivan, of Malden, who is "batching" while his folks are in Canada, says it is a snap. He "batched" the first meal.

S. M. Berg and Walter Johnson have returned from an extended visit to Chicago and other western cities. This was their first visit to that metropolis and they said they actually thought it was as large as Tacoma. "Of course, this is hardly possible."

A. J. Kroha, storekeeper, spent ten days during the past month looking after the stores along the line.

A. C. Beinert, formerly chief timekeeper, is with us again.

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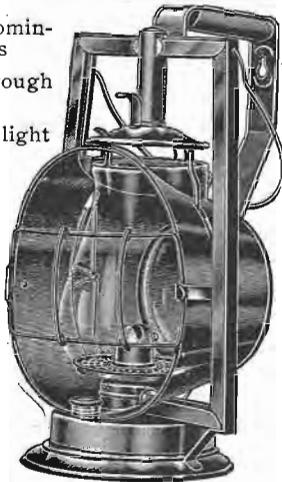
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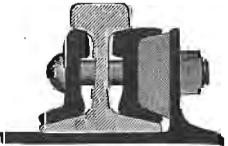
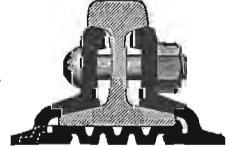


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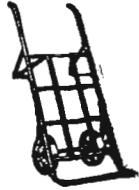
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