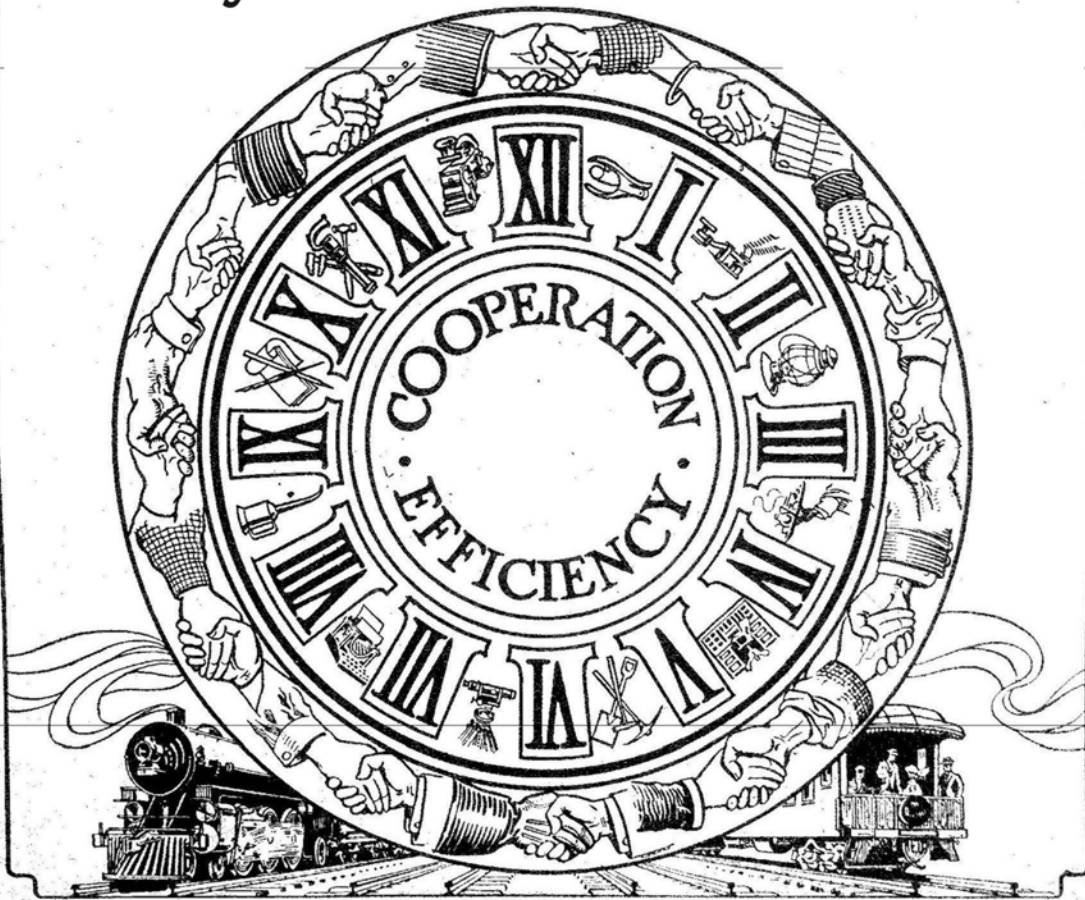


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

July

1916



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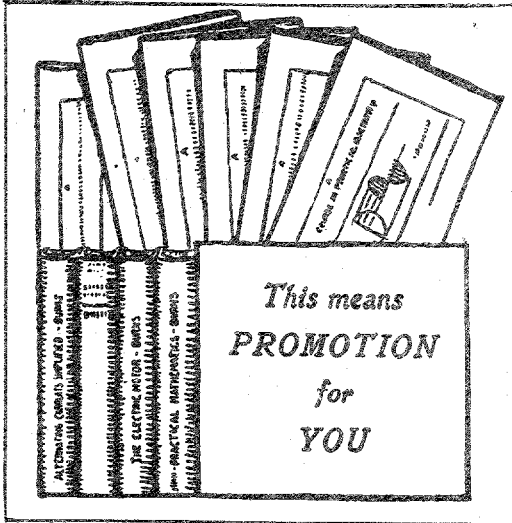
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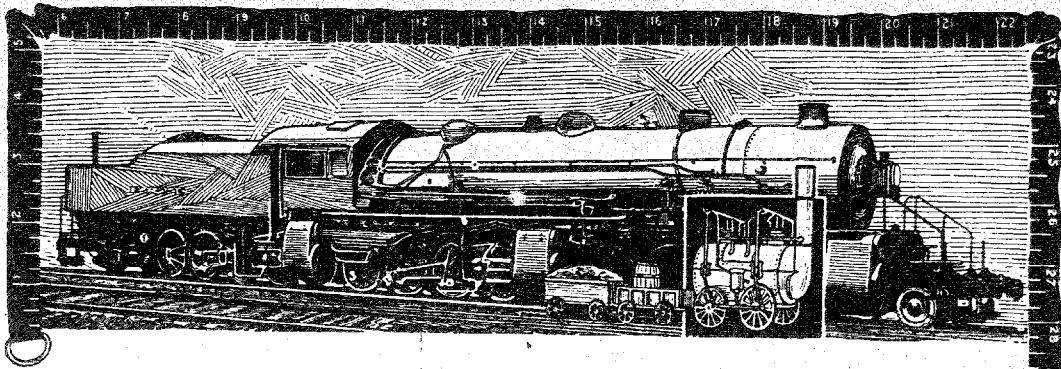
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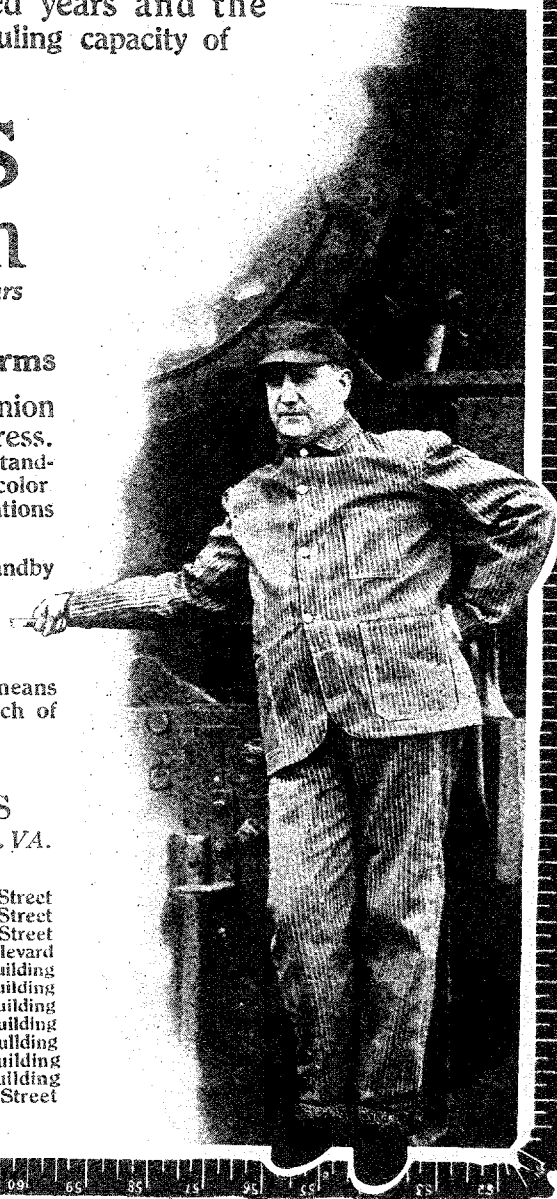
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Are You An American?

George A. Blair, Assistant Freight Traffic Manager.

*Address delivered before the Traffic Club of Battle Creek, Mich.

I believe that railroad employes and the public should take an interest in public questions, involving other than their own business, and I am, therefore, going to ask the question—ARE YOU AN AMERICAN?

It may seem absurd for me to propound such a question to a gathering of gentlemen as conspicuously distinguished as those I am honored by being permitted to now address, but even though the question may seem foolish, the answer to it may be illuminative, if we can get an honest answer to it, and of course, from those of you who are here, the answer will be an honest one, if you answer it at all.

In the first place, are we sure, in these trying days, just what is an American? It is surely not a matter of geography—the roll of people born in this country, who are absolutely no good to it, and to whom it is no good, and those who are born in other countries, and whose citizenship is invaluable to it, is almost limitless in force, and countless in numbers. A man may have the lineage of the Mayflower, and not be as good an American as one who matriculated at Ellis Island yesterday.

Nor is it a matter of physical valor. Some of the names in our history that stand for more Americanism than many heroes of military life, were never on the field of battle, nor in the conflicts of our wars. Abraham Lincoln, Judah P. Benjamin, Daniel Webster, and a long bea-roll of statesmen, were never conspicuous in the military service of the nation—and yet, without them, there would now be no nation to command our loyalty and patriotism.

And just what is patriotism? Is it enough to stand up when the orchestra plays "My Country 'Tis of Thee" and pound our hands together when the moving picture operator flashes the Stars and Stripes on the screen? God forbid that we should ever think these courtesies to our nation unimportant enough to keep us seated when patriotic music is played in public, or silent when the emblem of our national sovereignty is displayed—but that is not patriotism. The man who jumps up first and applauds the loudest may only be doing it to distract attention from what he really is doing. These things do not constitute patriotism, they are means for the expression of it when it exists.

There is no precise definition of patriotism, any more than there is any exact specification of love. But in the main, I take it, we all agree that in order to be counted a patriotic American, a man must stand for this country first, last and all the time, right or wrong, as against any other country on earth. As to any other nation in the world, what my country is is right.

But, long before we begin the flag waving and Fourth of July hollering, do you and I owe our nation a duty? And is it a duty we always fulfill?

There is more to American citizenship than the right to ride on an ocean steamer, or be kept out of a foreign jail. When I read what some of our professional patriots have to say, it would seem as if all it needs to make this an ideal government, is to provide it with ships and guns enough to lick anybody and everybody, whenever a citizen of the realm puts up a good hard kick. I think this government should be prepared to enforce everywhere on earth, every right of every American citizen, and should be so conducted that those rights would everywhere be recognized. But, so long as such agitators as the present brood of muckrakers, no matter how distinguished their leadership may be, are pounding into every citizen they can reach, a profound contempt for our government, and are emphasizing to every other nation our wretched and shameful condition of unpreparedness, there will be a shortage of real patriotism, and an impairment of genuine Americanism.

And the reason for it all is fundamental. It is because we are too busy to be citizens as we ought to be. Everybody would cheerfully vote for the unanimous passage of a resolution that we love our country—but voting for a resolution and devoting some good valuable business-man's time to making it a country worthy of love, honor and respect, are two different things. Putting an "X" in the party circle is not the final expression of ultimate patriotism, and our duty is not performed at the polls—but if at all, long, long before the election.

Americanism, such as is worthy the name, means patient, careful, intelligent loyalty to the essential duties of citizenship. The government is one thing—the

nation is quite another. If the government is badly done, it is probably more than half because the nation is badly made. The economics of a nation like ours, are complicated. The relations of labor and capital, of production and consumption, and all the questions which of late have grown out of intricate and rapidly expanding commercial and industrial conditions, present problems that cannot be solved out of hand—and they are problems that for the most part must be solved outside of government.

The present problems of commerce growing out of the abnormal conditions now existing, must be met and solved, perhaps very soon, certainly at no very distant day. While we shall all need the help of the government in solving these problems, is it not our first duty to know how they should be solved? Can you ask a man to do something for you intelligently, unless you know what you want? How many of us are giving serious thought now to what is to become of our commerce when its present temporary stimulus is withdrawn? Isn't now the time to consider that instead of after the feed has come?

The next twenty-five years will see more political and economic changes in the United States than has the last hundred years. The social unrest that has been gathering momentum for years under the skilful leaderships of strong and forceful agitation, will take some definite shape within that time. The political organization of the government is undergoing such radical and fundamental changes that labels no longer mean what they spell, and what practically amounts to revolution portends in that direction. The commercial activity of this country is being so rapidly shaped over that even experts devoting their whole time and thought to it cannot keep up with it, and industrial conditions are becoming so radically altered that it is sometimes almost a question whether the revolution has not already been accomplished under which capital is working for labor, rather than labor for capital. Even the moral standards of the nation are shifting, and some whose wildest dream of social extravagance was once the annual picnic of the local Sunday school, are not entirely

sated with a nightly cabaret that ought to be pinched by the police.

We are in the process of readjustment, leaving entirely out of all consideration any possibility of war. Thank God we all know where we would stand if that comes. I am not one of those who believe that in that case a million soldier army could be juggled out of the thin air, overnight, merely by the occult wizardry of hocus pocus. We should have the army here before it is needed, and then it never will be needed—as Doctor Johnson said about his prefaces—that the more he thought of them the less he thought of them.

But we are face to face with large questions, and many of them, which go to the fundamentals of our prosperity as a people and our stability as a government, and when I ask you, "Are you an American?" what I have in mind is what are we doing as individual citizens to know and study and solve these problems. No democracy can be any stronger than its average of units. Are we all contributing all we can as units of our great democracy to its average of strength? Not until we study intelligently the needs of our nation, can we expect our government to respond effectively to those needs. So long as we are content to leave things to others, just so long will democracy be weak and inefficient. We cannot blame our legislators for conditions our neglect has created. It is practically true that every legislator desires to respond to the demands of his constituents, so far as he can. In the main he does so far as they are effectively presented to him. Do we do all we could to aid the men to whom we turn over this government? Wouldn't the time we spend finding fault with them, give us plenty of opportunity to aid them, if we ourselves were able to aid them?

If we are Americans as we ought to be, and our nation is to fulfill the proud destiny which has been committed to it, we must arouse within ourselves a spirit of fidelity to its every interest that will make of each of us willing and tireless workers for its welfare in every direction. Not until its great and large concerns are impressed upon us as personal responsibilities, can we give to the United States the citizenship to which it is entitled in re-

turn for the priceless heritage of thousandfold liberty, the genius of its statecraft and the valor of its heroes has given to us. Not until we are Americans in every detail and twenty-four hours every day, and not merely on election day and national holidays, will the problems of America stand any show of adequate solution, or a future in any degree commensurate with its glorious past be assured. And so I say in the midst of the most stirring time of evolution, and it may be of revolution, our country has ever known—let us put under its wonderful superstructure, a foundation of American citizenship as solid as its granite hills, and as faithful to its needs as love of country and loyalty to government can make it. Devotion is the present need of Americanism—the intelligent and persistent devotion of the individual American—let each of us pledge that to our nation—and nothing on earth shall ever dim the glory of her stripes, or the luster of her stars.

Just A Few From the S. C. & D. Division.

B. A. Manley.

Conductor E. Fraser has returned from a short vacation spent at Bay View, Mich., and is looking fine.

Ray Gardner, son of Engineer W. H. Gardner, contemplates spending the summer in the west for his health.

Engineer Wm. Reinke and wife have gone to Wyoming for the summer on their claim.

Engineer C. R. Tythcott's wife is making a visit in Denver and Seibert, Colo.

George and Earl Martin, sons of Engineer Martin, are visiting in Hartington, Nebr.

Conductor John Weber is looking for his boys home from Dubuque for their vacation.

Inspector P. M. Garvey showed up in our office the other day for a few words. Always glad to see you P. M.

A. L. Olson, cashier at the freight house at Sioux Falls, spent a day or two recently in Sioux City.

We sympathize with Mrs. A. W. Gamel in the loss of her mother, Mrs. V. L. Fuller. Conductor Gamel, wife, and son, Leonard, accompanied the remains to Yankton for burial.

R. McKinnon, Agent at Armour, is taking a two-months' vacation, and expects to take in a good many coast line points while away. G. V. Kohls is relieving.

O. R. Pippin, agent at Colton, is also on leave of absence and N. L. Willmes is relieving.

Expressman Wm. Cline was up passing around cigars the other day but didn't say what for. In view of the fact that he has a new wife, this is permissible.

Creditable mention should be given Mrs. Bert Palmer, wife of Electrician, and Mrs. G. M. Burkhead, wife of Asst. Chief Clerk, for averting a head-on collision at Morningstar between the switch engine and a gravel train.

D. F. & P. A. Curtis and wife, and Mrs. C. W. Felton and daughter, Hazel, are all back from Excelsior Springs where they have been for two or three weeks. C. N. C. says they had a good time but the weather was nothing extra.

Supt. Beardsley spent a couple of days in Chicago recently on business.

The Electric Power Substations

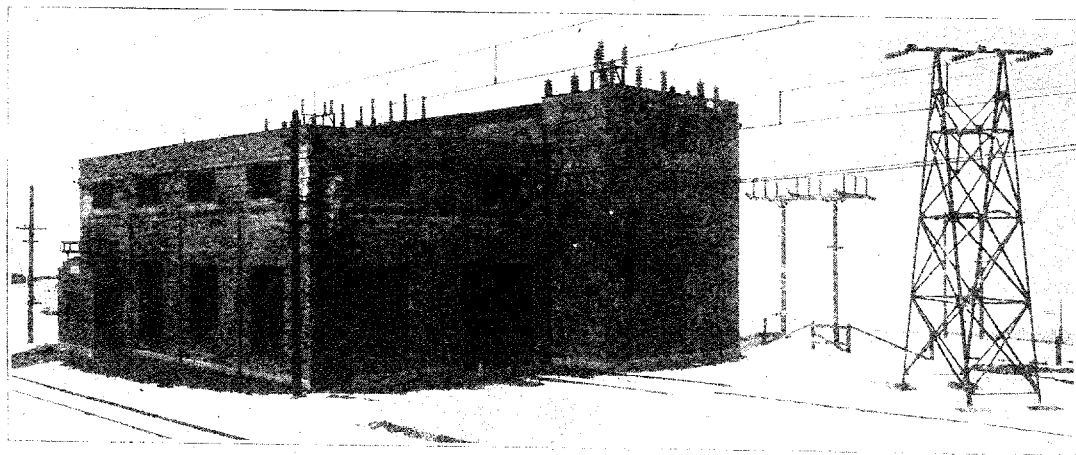
By the Editor.

In the May Magazine I endeavored to present the electric locomotive to those of the Magazine readers who are in the "primer class" as far as matters electrical are concerned. As this stranger is to remain with us and its numbers are to multiply, it seemed desirable to set forth in simple terms and with much analogy, the workings of its mechanism producing the results heretofore accomplished by Mallets, Pacific Types, Atlantic Types, Compounds, Moguls, and all other classes of steam engines that have appeared in the heavy service of our line traffic.

In that presentation, perhaps it was made clear that the electric locomotive, regardless of its tremendous power and potentiality, is not a complete power plant in itself; that it is merely an agent of a power generated quite outside of itself and brought over the transmission and trolley wires to the motors, there to be converted into mechanical energy.

features and construction of the Power Transmission Lines, the feeders and trolleys; and the October Magazine contained a descriptive article from F. B. Walker of the same department, on the Arrangement of the Sub-station Plants, of which there are fourteen, located at intervals along the entire distance between Harlowton, Mont., and Avery, Ida.

The analogy in the functions of the distribution system and sub-station for electric power and of the distribution of steam power is not as traceable as that between the electric and steam locomotives, but broadly speaking, they may be compared to a steam power plant in which the main water-power generating station, such as the one at Great Falls, for example, corresponds to a stationary steam engine producing the power; the power-supply, or high voltage lines correspond to a light, narrow high-



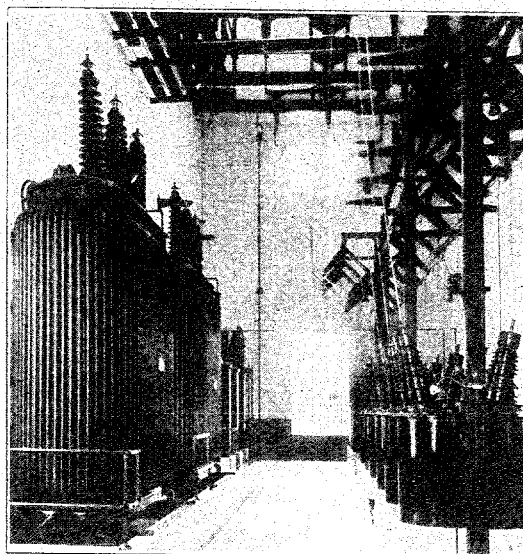
The Janney Sub-Station.

Now we will glance into the sub-stations and observe the manner of handling that power after it arrives there over the high-tension line from the main power houses on the Missouri and Madison rivers. In the Magazines of August and September, 1915, R. E. Wade gave us in detail, the

speed belt carrying the power to a jackshaft or lineshaft, represented by the sub-stations; and the power on the trolley lines corresponding to a wide, slow running belt which carries the power from the jackshaft to the machine to be operated,—the last being represented by the electric locomotive.

As we know, the Power Company delivers current at the sub-stations at 100,000 volts, and for a clearer understanding, let us say that voltage means electric pressure and is analogous to pounds per square inch pressure of water, as in a water main; while amperes mean quantity or volume, the same as gallons, or quantities of water flowing in a flume or pipe. Now the voltage or pressure that is delivered to the sub-station, being very high, has to be reduced,—or, to use the proper term, “stepped down” to a voltage low enough for practical purposes. Also, the current which is delivered over the Power Lines, is what is known as alternating current, and this must be converted to direct current, after which it is distributed to the feeders, and through the trolleys, to the locomotive. A little explanation of the reason for delivering alternating instead of direct current will help to a better understanding; long transmission lines such as are used in our electrification system, are of course very expensive and in order to keep down the initial cost from power house to sub-station, it is necessary to transmit the energy at the high voltage indicated; and alternating current lends itself to these conditions much more readily than direct current, which as matter of fact could not be produced at all in this form. While this is true of transmission, an opposite condition obtains in the electric locomotive. They are designed for use on direct current—these being more flexible, thus more fully meeting the widely varying conditions of mountain service than those which operate on alternating current. It is necessary, therefore, to provide sub-stations at frequent intervals along the road, where the high voltage alternating current may be stepped down and converted into direct current for delivery in this form through the trolley lines to the locomotives.

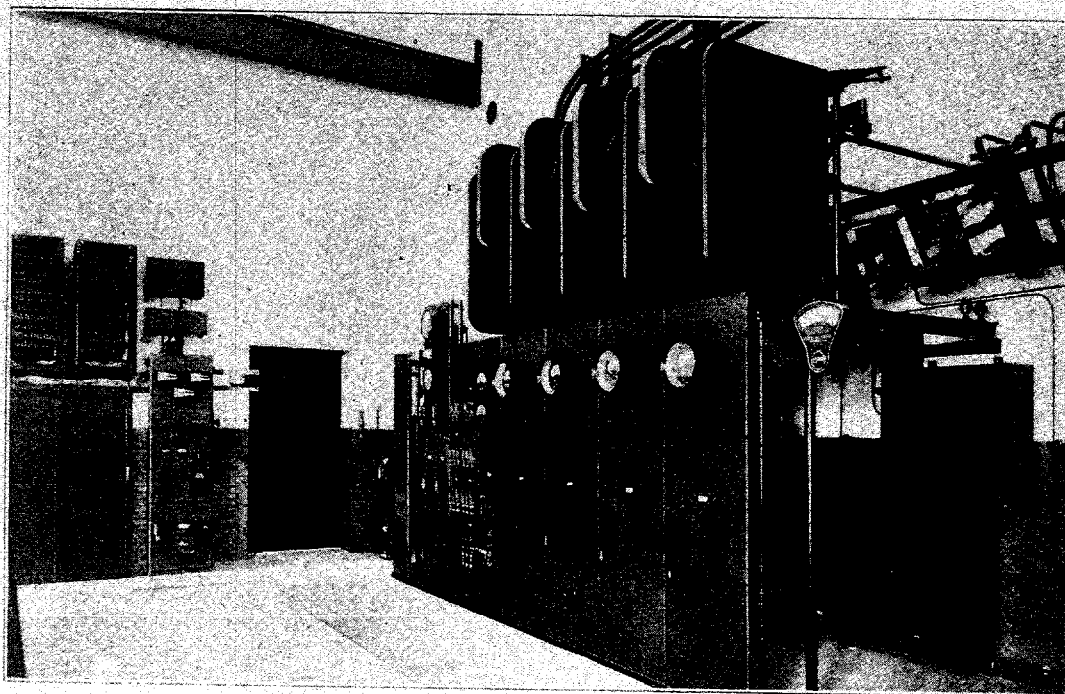
Referring to the picture of the 100,000 volt oil switch, you will see that the main power line comes in overhead, passing through the oil switches to what is called “the bus,” which is a heavy copper wire, and thence to the transformers. We know, of course, that any electric current, whether of high or low voltage, is controlled and directed by means of switches,



Oil Switches and Transformers—Switches on the right.

on the same principle that we receive and control lighting current in our homes, but with high voltage such as is employed in power use, the switches controlling it must be immersed in oil to prevent the great flash which would occur if these switches should be opened in the air.

The high voltage alternating current passing along the bus from the oil switches then enters the transformers, in which is the apparatus for reducing it from 100,000 to 2,300 volts. This is then passed through another set of oil switches, smaller in size than those controlling the higher voltage, to another “bus” that conveys it to the motor-generators. In electrical parlance, a generator means a machine that converts mechanical energy into electric energy, being driven from some external source of power. An electric motor supplied with electric energy from an external source, develops and delivers mechanical energy or power to do useful work. The mechanical energy, therefore, required to drive the generator is supplied from the motor which receives it over the “bus” from the transformer, in the form of alternating current, and the generator which is constructed to produce *direct* current, delivers this to the trolleys and feeders. Each sub-station has two of these motor-generator sets, and some which are located where the traffic and grades are heaviest, have three.



The Switchboard.

By the manner of controlling and distributing the current through the switchboard and the feeders, of which there is one running east and one running west from each sub-station, and on both of which is a circuit breaker, an accurate tally may be kept on all that is happening to the electric energy throughout the district employing it; and if trouble occurs it can be instantly located. Thus, if an "overload" occurs on the east feeder, the east circuit breaker opens, and if on the west feeder, the west breaker tells the story. This can, perhaps, be best illustrated by reference to the panels on the switchboard shown in the picture.

Beginning on the right, the first two are "feeder panels" controlling the current that goes out over the feeder wires to the trolleys, the third and fourth are generator panels; the fifth and sixth control small batteries and circuits used in handling the machinery, lighting, etc. The seventh controls the signal wires for the automatic block signal system.

At the top of each feeder panel is the automatic circuit breaker which opens up the feed circuit in case of "overload" or other trouble on the line, just as your fuse burns out on your electric lighting system when you are carrying too heavy a load—that is, more lamps

than your circuit is prepared to handle; or in other words, it is an excessive rush of current out over the line, which, if allowed to continue would injure either the sub-station equipment or the feeders and trolley system, or both by over-heating and burning them out. In such cases the circuit breaker is the Safety First of electrification. It may be briefly explained as a special form of automatic switch, so adjusted as to permit the flow of the normal current, but to open automatically should an overload or excessive flow of current occur. Its special construction is also for the purpose of preventing damage to itself when it opens under the conditions mentioned above.

Below the circuit breaker is the ammeter dial showing the quantity of current that is passing out over the feeder from the main power line, and at other times the quantity being delivered to the feeder through the process of regenerative braking. Below the ammeter is the receptacle for the voltmeter plug. The voltmeter, as the word indicates is an electrical measuring instrument carrying a dial with a movable finger that indicates the voltage or pressure of the circuit. It is necessary at all times to know the amperes or quantity of current flowing in any circuit, and therefore, each

circuit is equipped with its own individual ammeter. But with voltage, it is not so important, and therefore, one voltmeter is sufficient, with a voltmeter plug receptacle, or socket, in each circuit. On the lower half of each of these two panels is a switch handle operating the circuit switch controlling the feeders, each feeder being protected by its circuit breaker as explained above.

The generator panels are arranged similarly to the feeder panels, they controlling through the switches, the voltage of the direct current generator. The signal panel is the control of the new type of automatic block signals installed in the electrification district, and which are shown in the accompanying picture.

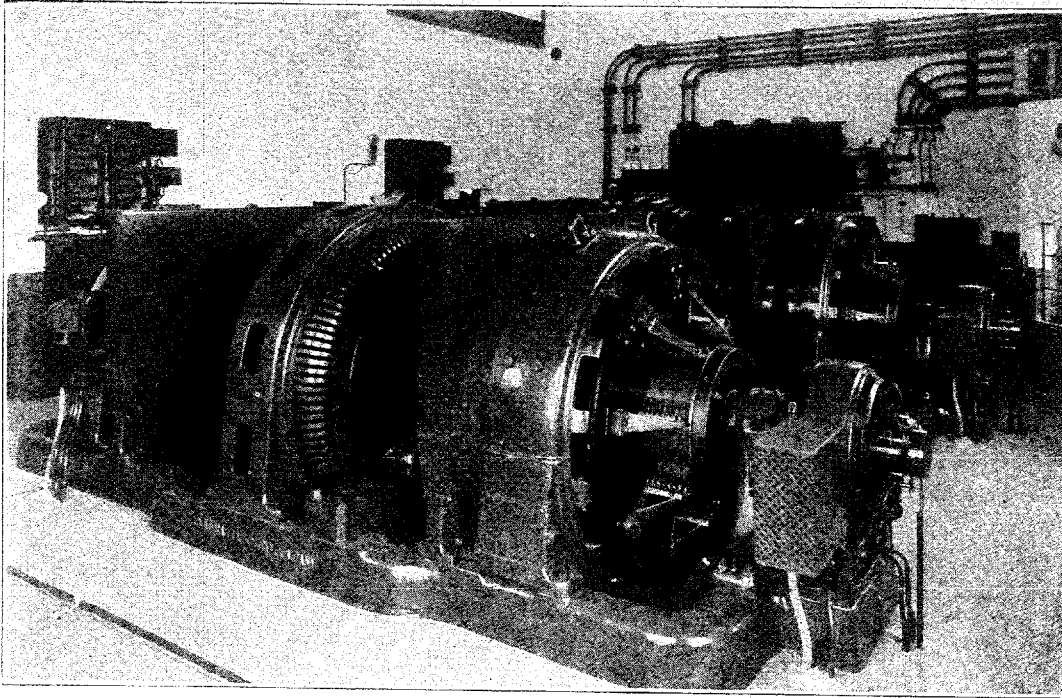
I think I can best illustrate the manner and accuracy of control through the switchboard by citing my experience on the occasion of a visit to the sub-station at Janney last March: In company with Mr. Becutwkes, our chief electrical engineer, I drove over from Butte so as to be in the sub-station in time to watch the switchboard while Sixteen was coming up the west slope from Butte, and we hoped at the same time to witness the results of regenerative braking by a train going down on the other side and sending current back to help Sixteen up the grade. When we arrived at Janney Sixteen was coming close and fortunately another train, No. 62, was going down on the east side, from which a large quantity of current was being returned for Sixteen's

use. This we were able to tell from the ammeters, for the one showing the power taken from the Montana Power Company read much lower than the one in the circuit feeding Sixteen. This indicated, of course, that part of the energy that Sixteen was using was being furnished through regenerative braking by the other train coasting down grade.

While Sixteen was west of Janney the ammeter showed it was taking power from the west feeder—as soon as it passed, which it did very soon, stealing up out of the driving storm and slipping silently and swiftly by—the current then showed as being being taken from the east feeder; and within a few moments there came an object lesson of marked impressiveness at the manner and accuracy of the control when there is an overload. Suddenly, from away up in the roof, it seemed, there was a flash and a loud report, the ammeter dropping immediately back to zero. The sub-station employes went at once to the switchboard, throwing off the power switches and closing the circuit breakers. Of course just what had happened out on the road was not immediately apparent, but exactly what had occurred in the sub-station, was, that the circuit breaker on the east feeder had flown out indicating that something unusual had occurred on the feeder lines. Presently, however, the ammeters commenced to work back, when a second and a third flash followed, and soon the dispatcher was heard from over the telephone giving his orders as to the rearrangement of the trains in order that sixteen might go on up the hill and No. 62, the freight train on the east side, get into clear and the source of the difficulty ascertained. It was all done and over in five minutes, and was a thoroughly convincing demonstration of the positive accuracy of the power control, and the ease with which when there was an "overload" or in fact trouble of any kind in any one section of the line, it could be detected and quickly remedied. Things could not have been so quickly or completely patched up, if a steam engine had blown out a cylinder head, broken a driving rod or something else equally troublesome, where it would take a long time to get to a telephone to notify the dispatcher.



Thurlow Travis—Superintendent Janney Station.



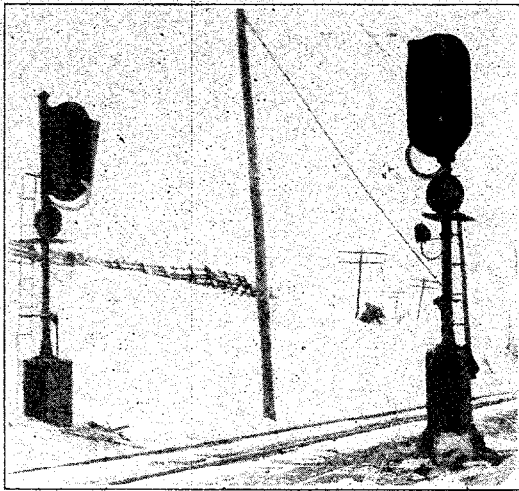
Two-Motor-Generator Set.

As before stated, the former type of automatic block signal has been supplanted by a block signal system controlled from the sub-stations. On the signal panel of the switchboard there are two feeder lines, one running east and one running west; the two switch handles at the lower portion of the panel control these feeders, and just above them are two relays which cause the respective switches to "trip out" in case of trouble on either feeder. Above these relays is the recording meter showing the voltage on the signal feeder, and over this are the ammeters connected with east and west feeders. Above the panel is a ground detector for the purpose of indicating when there is a failure or partial failure in either of the two wires of the signal system. It will thus be seen that on this small panel is the full register of operations of the signal system, as minutely accurate as every other detail of this tremendous and amazing electrification mechanism.

As the company is of course, buying electric current from the Montana Power Company, there has to be a means whereby the quantity delivered to the railroad may be measured and accounted for. This is done through meters just as it is in houses, buildings, factories, or

wherever electric power is used. The meters, however for this purpose are more elaborate and furnish more complete data than the usual electric meter for house or industrial consumption. The meter panel may be seen at the extreme left of the picture of the switchboard. Two meters are used at each sub-station. One adds up all the power as it is used, and has a dial on it exactly like a gas meter. Its operation, therefore, is quite clear to any one. The other is a very delicate mechanism which draws a graphic record of the power, so that the exact amount supplied at any instant throughout the day may be ascertained. In doing this, there is a roll of paper which unwinds similarly to that on a stock ticker, except that its revolving is almost indiscernible. On this paper a pen or steel point draws in-up-and-down fashion, as is done in the profile drawings of a construction engineer, the load which the transmission lines are carrying all of the time, whether it is the maximum or "peak" or gradations thereof.

Still another feature and one that vitally interests the company, and all of its employes, is what is called the "Power Indicating and Limiting System," a description of which has kindly been furnished by Mr. Beeuwkes, who has been



New Type Automatic Block Signals

most courteous and patient in giving all possible assistance and data to the Magazine. It has been described in terms as *un-technical* as it is possible to do with a device so exclusively conformable to the demands of electrical engineering.

This system consists, first of certain apparatus which is installed in the dispatcher's office; second, of two small wires running along the trolley poles, and third, of certain machinery located in the sub-stations. The apparatus in the dispatcher's office will consist of a little generator which furnishes current over the wires above mentioned, to the machinery in the sub-station. Connected to these wires in the dispatcher's office will be three instruments: One of these indicates the total power which the railway company is taking from the power company's lines at any instant. The second instrument makes a power curve on a strip of paper, so that a record is available at any time showing just what the total amount of power used by the system was at any instant. The third instrument adds up all the power which is used during the day or month.

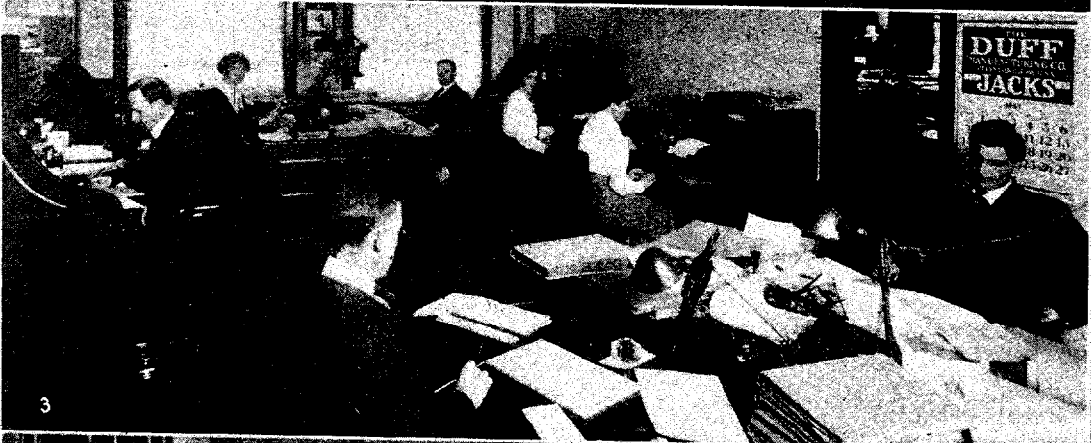
The reading of the instruments in the dispatcher's office corresponds to the amount of current flowing, so that the dispatcher in this way gets a reading on the meter which corresponds to the total power being taken from the power company's lines.

Our bill for power depends, not only on the actual amount of power that we use, but also upon the greatest amount of power which we use at any one time,

because the power company has to put in machinery enough to take care of our maximum requirements, and consequently they have to pay interest and other charges which are dependent on the maximum requirements, rather than on the power actually used. It thus becomes very important for the railway company to keep its maximum requirements as near to the average requirements as possible, and the most effective way of doing this is to space the trains so that they will not all be on the heavy grades at the same time. With the indicating meter in front of him, the dispatcher can see at any time when his load is getting to be very great, and he can rearrange the spacing of his trains accordingly.

Another important function of the instruments is that they show on one meter, information which must otherwise be obtained by adding up all the readings of the different meters located at the different points to which the power company supplies power. At all these different points power curves will be taken, but in order to find the maximum at any instant for the whole month, it would be necessary to go over all these curves and add them up for all the different points of feed, which would be a very tedious and expensive operation.

The foregoing refers only to the power indicating function of the Power Indicating and Limiting System. The limiting feature of the system is that it is so arranged that when the maximum power requirement does go high, the dispatcher can turn a little handle on the resistance box which is located in his office and the turning of this handle will introduce resistance into the wires in the Power Indicating and Limiting circuit. Turning in this resistance will cause the trolley wire voltage over the whole system to be lowered and the speed of all trains to drop accordingly. As the speed drops, of course the power taken from the power company's line will drop in proportion. This feature of the system is not, however, so important as that of the indicating feature previously described, as the most satisfactory way of keeping down the maximum power requirement is to properly space the trains with regard to the grade and tonnage.





Picture No. 5.

Employees of the Seattle General Offices

If you want to really understand what a big railroad this is, after you have paid a visit to the Chicago general offices, you should go out to Seattle and glance around the White-Henry-Stewart building and get acquainted with another big general office force, with its full quota of "officials" and men behind the gun. The accompanying pictures show a few of the latter, and the offices in which the business of the "Extension" is carried on. "Live wires," all of these, and (the editor gives this as a purely personal opinion) supremely favored by being permitted to live in a land of wondrous beauty and fertility, with a climate which (barring, perhaps, the past winter) is as even-tempered and delightful as may be found on this good green earth.

Picture No. 1 is Vice-President Earling's office force, headed by Arthur Barkley, who is in the right-hand corner, seated at the flat-topped desk. He's an old "Milwaukee" boy who entered the service of the company in 1899. The others in this picture, beginning at the left are: W. P. Taylor, stenographer; G. A. Johnson, messenger; C. O. Baxter, transportation clerk; J. H. Currie, cashier, another old-timer, dating from 1895; H. J. Williams, stenographer and John Goldstone, Mr. Earling's porter. Everyone knows John. He's been with the company since 1893.

In Picture No. 2 are the people who help General Superintendent Foster to keep the wheels moving. Reading from left to right, they are: Miss Irvema Bath, stenographer, who has been with us since 1906, starting in Minneapolis; R. B. Long, chief clerk, always a "Puget Sounder" but true blue all the same; F. E. Schmidt (in the far corner) who entered the service in 1890 on C. & C. B. Iowa (he is now the statistician); S. R. Bryan, who entered service in Comptroller's office in 1883, he is now traveling freight inspector; F. H. Oliver, stenographer, 1913; P. H. Turner, record clerk, 1910, and Miss Ellen R. Gardner, stenographer, since 1911.

Picture No. 3 shows the office force of Assistant Chief Engineer E. O. Reeder. Reading from left to right, they are: H. J. Whatmore,

general clerk, whose date is July, 1907; Miss M. G. Braun, file clerk and stenographer, 1910; E. D. Kennedy, chief clerk, in service since 1903; Miss N. Hammond, stenographer, since 1912; Miss B. Bates, stenographer, 1909; A. E. Curtis, material clerk, 1912; and W. J. Sauterre (in foreground), mail clerk, 1937.

Picture No. 4 presents the Chesterfields of the General Passenger Office. The gentleman in the far corner, seated, is C. E. Pike, the West End "Scraps" correspondent. He came with the company in 1909 and is now holding the position of assistant rate clerk. Next to the right, standing, is A. J. McCarthy, (he is "Mac" to all the boys), chief clerk and good fellow. He went to Seattle in 1909, when the G. P. O. was organized out there. In ability "Mac" is a peer among rate-men and as an all around passenger man, has few equals. Standing next, is U. G. Moore, clerk in the advertising-bureau. At the left in the foreground is W. J. Grinnan who started as messenger boy in the Telegraph Department in 1911 and is now stenographer and efficient clerk. At his right is W. C. Wiggerhaus, who is a Chicago boy, with service date of 1904. He went out to Seattle in 1909 and is now in charge of the ticket stock room. Next to him is Robert McLean, secretary to Mr. Hibbard. He has been in his present position two years. Sitting back of Mr. McLean is Gerald Conway, the youngest in years and point of service. He is filing clerk and messenger. At the right foreground is Harold P. Schlosser, refund clerk. He is said to be the "good-looker" of this office. The Editor would have been glad to publish verbatim, Pike's biographical sketches of the G. P. O., but lack of space permits only his last paragraph which is: "Please, last but not least, say something nice about the bunch, mentioning the fact that the flash light was so prolonged that it hurt our eyes, and that on all other occasions we are the personifications of smiles and dimples and other Ariel-like graces, instead of the Caliban-like faces that are seen in the picture." This may not, however, be true.

No. 5 is the Traffic Manager's staff. Sitting almost under the clock, is O. F. Kellogg, chief clerk. "Percy" is a former Chicagoan, starting with the company in 1901, in the General Freight Office. At his right is R. E. Forgen, whose date is 1907. He is a familiar figure in the Chicago Railway Exchange, where he



popular visitor. In the far corner is "General Andrew Jackson Scott," secretary to Traffic Manager Calkins. His date is 1908. The others are Messrs. J. J. Hubel, G. W. Myers and L. S. McIntyre, with dates 1911, 1909 and 1909, respectively.

No. 6 shows all but three of the boys in the General Freight Office. They are E. J. Hyett, 1912; K. L. Boetsch, 1904; H. O. Engel, 1913; C. H. Smith, 1912; E. H. McAvoy, 1909; E. B. Dodson, 1907; G. D. Stillman, 1913; F. A. Simpson, 1915; A. R. Leake, 1911; A. E. Freeman, 1914.

No. 7 is the Freight Claim Office, and the personnel is: H. Schroeder, chief clerk, 1909; J. N. Holmes, 1912; E. Hanson, 1909; E. T. Walling, 1910; H. L. Cleveland, 1910; A. E. Junkerman, 1912; I. A. Bates, 1910; C. M. Biggs, 1912; J. Cummings, 1912; C. M. Mercer, 1909; A. N. Bechtel, 1913; J. Winchell, 1914; C. J. Henwood, 1912.

No. 8 is the Car Service Department, with Chas. H. Winters, (1901), chief clerk; the others are: L. A. West, 1908; G. C. Mulligan, 1911; V. G. Spies, 1912; Miss Maud Snow, 1912; Miss Selma Henriksen, 1912; Miss Annie Houser, 1913; W. C. Whitney, 1913; D. C. Millward, 1913.

No. 9 is the Telegraph Force. They are: J. W. Fry, chief lineman, who modestly stands back of the side table. His date is 1896. The others are: O. O. Mercer, 1909; C. M. Owen, 1909; L. C. Robinson, 1909; J. W. Grinnan, 1910; S. Sale, 1910; Byron Inslee, 1913.

Pictures 5, 6, 7, 8 and 9 were sent in without the names, and when those lists were sent in afterward, none were definitely located.

A True Story of a T. D. and a 'Bo.

When the stranger in distress
Asks you for a simple feed.
Do you judge him by his dress
Or do you help him in his need?

Do you go your way unheeding
Neither glancing right or left
Or do you help the heart that's bleeding
And the soul that is bereft?

Do you speak the words of kindness
That may start some young man right?
Or do you walk in seeming blindness
Past the suppliants day and night?

Does your conscience ever smite you
With thoughts of some ungranted plea
Or do you mingle with the few
Who pass by saying "It's not up to me."

Life at best is very fleeting
With its sorrows and its care
Stop and think when others meeting
After death "how stands my record
there?"

Up from the river came the northwest wind in the latter part of November, striking with full force a young man scarcely more than a boy, who walked along past the brilliantly lighted and luxurious hotel with its soft leather chairs and large roomy settees. It was close onto midnight and in an effort to keep warm the young man turned up his collar and thrust his hands deeper into the pockets of his summer trousers. Finally in despair he turned toward the police station where the desk sergeant could be seen comfortably seated in his warm snug office, fully intent on

seeking a refuge for the night. Down the street came another young man warmly clad in a heavy overcoat, bound for his nightly toil as dispatcher in the office of one of the largest railroads in the country. Just an ordinary man walking along the street but as he passed the thinly clad stranger something seemed to tell him that the boy was in trouble, so he asked him what the matter was. It developed that the youngster was an orphan and the only home he had ever known was with relatives in Philadelphia where he had grown up and learned the trade of machinist in a railroad shop, but dissatisfied, and restless, and lured by tales of the west, he had made his way to Butte, Montana and was now trying to beat it back to Philly, convinced that all is not gold that glitters. Cold and hungry he was going in to ask for a refuge behind the bars rather than attempt a night in the park clad as he was.

Right there was where the train dispatcher started running things. Down past the hotel to a hash house they went where the T. D. ordered "eats." Did he throw out "two bits" with a supercilious air and say "feed this guy"—not him, he ordered eats for two and sat him down and treated the stranger as an equal.

Though the "kid" demurred against taking any kale it did him no good for the T. D. spake thusly "I'm running this train for a while, you're nothing but a passenger." He forced enough of the root of all evil onto him to keep him going for a day or two and they hied forth once more into the night in search of a place where the weary stranger could lay his tired head. Into a hotel they went and the sleepy proprietor thereof demanded the goodly sum of four bits for a flop but the conservative youth with visions of what two bits would purchase on the morrow said "nay, nay, I will not pay it" and forth into the street went the twain.

Nothing daunted, by paying twenty-five centimes of Uncle Samuel's much sought after coinage, a presentable place for refreshment and sleep was forthcoming. As they parted the stranger said good by and the tears stood in his eyes for no one had treated him as a friend in many a long day. With a smile the detainer told him never to lose courage for every cloud has its silver lining and just when things look the darkest they will most often take a turn for the better.

Then the T. D. told the stranger how twelve years before he had himself been reduced to the sum of four bits in the very same town and taken a bed in the same hotel after giving half his above mentioned wealth to another stranger for the same purpose; how the next day affairs took a turn for the better, one of the "boys" squared him for a week's board and lodging, and he was encouraged to look forward to better things.

Just Fish

E. K. Stedman.

Outside the wind is howling, the snow drifting, and Old Man Winter striving to perform six months' work in a twenty-four hour period. He is slam-banging around the house, quarreling with the doors, rattling the windows, seeking crevices, crawling along the floor and making a general nuisance of himself. There is only one way to play even with such a boisterous old chap at a time like this, so we will pretend it is summer time and go a-fishing.

Which reminds me of a question I wanted to ask you. From the sporting standpoint and as a modest angler, what is your favorite game fish? The first fish I remember catching was a blue channel catfish in the waters of the northern Mississippi. That was years ago and I have caught many since that eventful day, also sunfish, perch, crappies, pickerel, pike, bass, whitefish and trout, but I will admit that for a good, hard, honest fight a blue cat, pulling the scales anywhere above four pounds, when played on light tackle in swift water can put up about as strenuous a battle as any fresh water fish that swims, when comparative size is taken into consideration. They do not resort to the dashing, aerial tactics of some of the other water warriors but bore down, surge deep and describe circles with a strength and agility that should command more respect for his gameness than is generally accorded him by anglers and the sportsmen's press. On the table his flesh compares favorably with that of any other fish I have ever eaten and he is worthy of more consideration in the angling annals of our brothers. I have not seen a blue cat in several years—maybe absence and passing time have magnified his prowess—but I take off my hat to the sturdy blue cat who has furnished me fair sport on many a day when his more enlightened brothers ignored my offerings and permitted me to bring home the bacon.

Another sturdy warrior for a short bout in those days was the bowfin or dogfish. He was a tartar for a limited fight and much as we disliked his snakish form, sharp teeth and general worthless-

ness, we were always pleased to hook and land one even though he was afterwards tramped underfoot or thrown high on the bank to die.

Also, was the drum or sheepshead. As a general rule he was not accorded respect by the local angler, but built flat up and down, one of three or four pounds weight could put up a slashing fight in swift water when caught on light tackle, and they were not bad eating, either. This is the same fish that in boyhood days furnished us with the bone luckstones which lay over the fishes' eyes. I have three now in my tackle box that were secured from fish I caught years ago in the northern Mississippi, and I prize them for the pleasant memories they recall.

There was fun and lots of it when I was a boy catching perch and sunfish in old Spring Lake. Tomlinson's bridge was a great place for perch in the spring, and we used to catch great strings of them. The bluegills and pickerel also predominated in the bottom land lakes in those days and somehow every day when we were a kid seemed to be a good fishing day. Another day below the dam at Kitchen's mill I caught a walleyed pike. He was not a warrior bold but he was big and the possessor of a pair of mysterious eyes and encouraged my curiosity to such an extent that I did not try to catch any more but hurried home to learn what kind of a fish he was.

After this came the black bass, frequenter of lake, slough and river. He is a grand, good fish and for years I stuck to him and sang his praises as loud as any one in the congregation. He was worthy every word of it, too. Also we used to spear fish in those days. Big red-horse suckers in the spring of the year when they were running up stream over the riffles. Buffalo, pickerel and pike in the lakes after night with a jack shedding flames and glare from the bow of the boat. I guess that was fun also, anyway, we enjoyed it and always would be struck with the spear some monster gar or dogfish and what a splashing there would be.

Speaking of gars, a southern sportsman related a little incident to me anent this pugnacious fish that will bear repeating. He was duck hunting in Texas

(Concluded on Page 21.)

The Flood on the I. & D.

Geo. E. Waugh.

If the late Noah happened to be looking over the golden parapet above McGregor, Iowa, on the evening of June 1, he must have been awed and impressed with the possibility that his famous flood survived by the Ark and all aboard would thereafter be given second place by historians and that the McGregor washout would grab the distinction he had so long and securely held. Fortunately, however, Noah still retains his honors. But we should not hold too cheaply the heroic attempt of the "Bloody Run" to stage something that will long be remembered, and when you recall that the late Noah had the benefit of incessant rain for forty days and forty nights, while the "Bloody Run" was only favored with two hours' leakage from the sky, you

cated near the river at Prairie du Chien, when a command of troops under General Zack Taylor gave chase and battle to the warring Sioux Indians. What happened in this winding corridor when the battling factions got together caused the stream to be named the "Bloody Run," and after what happened on the memorable Thursday evening of June 1, it should be renamed the "Bloody Shame," for what it did to the "Milwaukee" road. The creek which today looks demure and inoffensive, in four hours' time did \$500,000 worth of damage to the line. What had been so small a stream in places that a good broad jumper could easily clear from bank to bank, in the twinkling of an eye almost became a seething maelstrom, carrying wreck and ruin to everything in its path. To better illustrate how this distinctive washout occurred—imagine a huge funnel fourteen miles in length with



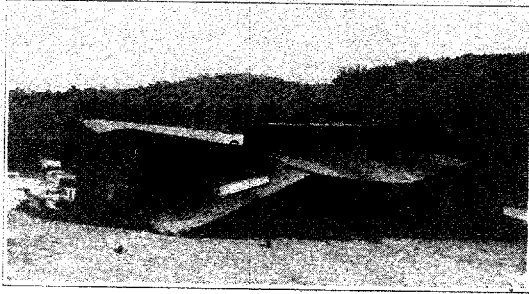
Steel Girder Bridge Wrecked by the Flood.

must extend the palm to the recent event, for getting the maximum efficiency out of the limited energy supplied.

With the foregoing about floods ancient and modern, it would be well perhaps to give some detailed information about the "Bloody Run" for the benefit of readers not located on the Iowa and Dakota, Dubuque and neighboring divisions. So here she goes for the enlightenment of the eager reader.

The "Bloody Run" is the name of a small stream flowing from the high ground at Monona, Iowa, to McGregor, a distance of fourteen miles, through a tortuous ravine. The rails of the I. & D. division and the creek run a collateral course toward the Mississippi, where the I. & D. connects with the Dubuque division. It was christened, we learn, with this terrible name during the early days of Fort Crawford, which is lo-

a drop of approximately seven hundred feet in that distance, with a cloudburst dumped in at the top to rush pell mell through the ravine leading to the Mississippi. Both sides of this long corridor are flanked with hills rising to sheer heights of several hundred feet keeping this great volume of water securely within the confines of this natural water spout. In spots where the ravine narrowed, the debris left on the tops of trees indicates the flow had a head of thirty to forty feet. The rain started about 9 o'clock in the evening and abated in a little over an hour. Before 11, the water had spent its fury, but the line from Monona to No. McGregor was ruined. West Yard wiped out, and six powerful steel bridges set on piers and abutments of concrete and stone were flung from their moorings as if they had been plank walks. Nearly



The Old McGregor Roundhouse.

four hundred cars in the yards, some laden with coal and other heavy merchandise, were sent spinning and gyroscoping like tops in the mad whirlpools of the rushing waters. When daybreak arrived, the stricken, wrecked and ruined section of the I. & D. was bared to the eye—surely war nor any other violent force could have wrought a more complete ruin.

But scarcely had the violence of the washout been spent until forces to repair the damage had been assembled for action, and an army of a thousand men were energetically and intelligently working under the direction of General Manager P. C. Hart, W. H. Penfield, assistant to the vice-president, and J. H. Foster, general superintendent. An estimate was hurriedly made of the material required to put the line back in operation, and train loads of timber, piling, rails and spikes were promptly speeding toward the devastated site. Bridgemen and trackmen worked like beavers with linemen, train crews and the other forces thrown into the field, and in the amazingly short period of two weeks the Herculean task of clearing up the mountains of driftwood and wreckage strewn along the path of the stricken line was sufficiently accomplished to run a track through the district and resume operations. The wonderful efficiency with which this organization worked is indicated in the fact that after the washout of twenty years ago in the same territory the line was out of commission for a

month. Especially praiseworthy is the work conducted under Chas. W. Wilkinson, chief inspector of the Loss and Damage Freight Claim department, in recovering freight from the cars in West Yard. Many of these cars that had been tossed around in the rushing waters were left hundreds of feet from the rail, and it was extremely difficult to get at many of them to ascertain the damage of the contents. That there was ingenuity used in handling this important work is indicated in the manner in which they utilized the creek for bringing up three flat-bottom scows of light draft to a location where a carload of pineapples had been overturned. The fruit was loaded on the scows and taken to Prairie du Chien, where it was washed and repacked.

Other freight was recovered in the same manner, and according to Fred Schrader, the agent at North McGregor, the only usefulness he has ever known of the "Bloody Run" was when it served as a navigable stream for the scows commanded by the claim department.

The splendid work of the forces under J. P. Whelan, roadmaster of the Dubuque division; P. McMahon, of the I. & D. division; Harry Cameron, chief carpenter; Gene Greenwald, foreman of the steel erecting gang, and a number of other officers from other divisions, who came with their forces to assist Supt. Van Vliet, Henry Gasper, Roadmaster G. J. Rehm, the yardmaster and the other local officers, to put their division back into operation, is especially praiseworthy, and what the management thought of their efficient work could not possibly be better expressed than to quote the telegram from Vice-President D. L. Bush, which is meant personally for every employe of the "Milwaukee" road who did any work during this trying period. Mr. Bush's telegram follows:

"Chicago, Ill., June 13, 1916.

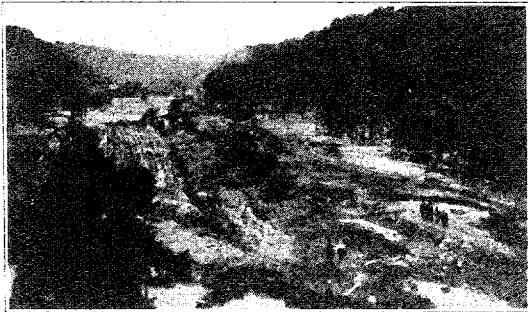
"I want all who had to do with the work of repairing bridges and tracks to know that I appreciate very much, indeed, what has been accomplished in so short a time.



Slightly Out of Alignment.

In fact, it is a positive demonstration of loyalty and efficiency. "D. L. BUSH."

It seems extraordinary that in a washout that came on as quickly as this did, that there was no loss of life. This is indeed the only fortunate thing about the disaster, as the blighting effect that lingers in the memory of the similar occurrence of twenty years ago is the loss of twenty-one people, who were drowned at that time, and in this number was included John Maloney, section foreman, whose house was washed away, drowning eight people who were in it at the time. The one narrow escape in the recent flood happened to Peter Leakas, section foreman, and his wife and a young son two weeks old. The family were occupying a freight car which had been fitted up as living quarters, and the water came down so quickly that they did not have an opportunity to escape. The car was violently tossed around among other pieces of floating equipment and debris, and had it not been for the heroic and prompt action of Section Foreman Geo. Montgomery and Brakeman Billy Waters, who challenged the rushing waters in a small boat to rescue the unfortunate family, it is most likely that Peter Leakas would have met with the same fate as his predecessor of twenty years before.



All There Was Left of West Yard.

Just Fish.

(Concluded from page 18)

and had shot a teal which dropped in the lake at the edge of the tules in shallow water. The body of the duck had no sooner struck the water than it was seized by a monster alligator gar who proceeded to swim off with it. A charge of number sixes aimed ahead of the wake of the fish halted its flight and thus the hunter learned the identity of the self-imposed retriever.

After years had passed came our introduction to the storied trout and tonight as I draw this little fishing trip to a close I am ready to admit that if there were no blue channel catfish in the swift waters of the northern Mississippi, the trout would be the grandest fresh water game fish in the world.



Fifty-Four Years of Practically Uninterrupted Service With the Chicago, Milwaukee and St. Paul.

The many friends and railroad associates of Thos. Hines, roadmaster of the second district of the Southern Minnesota Division, will be pleased to know that he is able to be out, after being confined to his home at Wells, Minn. for some time with an attack of Arterio Sclerosis. There has been a decided improvement in his condition during the past few weeks, and it is evident that he will soon completely recover from the attack. Having been unusually active all of his life, it is hoped that his complete recovery will be speedy, as he has many years of usefulness ahead of him.

There are indeed very few men who have a record of active railroad service, such as Mr. Hines. As early as 1862 he started in the service of the C. M. & St. P. Ry. Fifty-four years of practically uninterrupted service in railroad construction and maintenance, is a record to which his superiors and friends refer with a great deal of satisfaction. He entered the service of the C. M. & St. P. Ry. Co. on the LaCrosse Division at New Lisbon in 1862, going to the Southern Minnesota Railroad in 1873. He was in charge of the construction crews building the Southern Minnesota Division from Winnebago to Jackson in 1878, from Jackson to Flandreau in 1879, from Flandreau to Sioux Falls and Madison in 1880 and 1881. Among other construction work on which he was employed on this road was on the line from McGregor to Algona, and from Hastings to Winona and Owatonna to Austin.

There are many incidents which occurred during Mr. Hines' railroad career which he relates with a great deal of interest. Sir Wm. C. Van Horn and J. N. Egan were in charge of the Southern Minnesota when Mr. Hines went to that railroad. He has served under F. D. Underwood, H. R. Williams and D. L. Bush, and his reminiscences of early railroading are most interesting. Snow blockades in the early days were an annual occurrence. In building the line west of Pipestone, it is well known that the City of Flandreau offered a bonus of \$25,000.00 to this company if they would lay their tracks into that city by January 1st, 1880. Difficulty in procuring rail made this practically impossible. Mr. Hines with the construction crew succeeded in taking up enough rail east to reach Flandreau before midnight of December 31st, 1879 with the work train and crew. Notwithstanding this the City of Flandreau repudiated their agreement.

During the past 31 years he has been stationed at Wells, Minn. as roadmaster on the Southern Minnesota Division, having charge of the road from Wells to Mankato, from Ramsey to Fairmont, and from Albert Lea to St. Clair.

Eliminate Waste in Fuel.

F. Sutherland, Engineer, C. & C. B., Ill.

The company is putting forth every effort to eliminate the waste of fuel and is asking the co-operation of employes.

Enginemen should have some knowledge of the fundamental principle of combustion, or burning, in order to get the best results obtainable. In a brief way I will explain a few things necessary for engine men to know, and when understood and put into practice, will not only lighten their labors but will save money for the company.

There are three things that are essential to burning in a locomotive firebox as well as elsewhere. They are the fuel to be burned, the igniting temperature of the fuel and oxygen, the supporter of combustion or burning.

What is needed among railroad men who have any immediate connection with the burning of fuel is concentration of attention to the interdependence of fuel, oxygen and the igniting temperature.

Coal, as such, does not burn. Before any burning can take place the coal must be broken down, which process requires an expenditure of heat. The first product of this breaking down process is coke and gases. Coke is made up of carbon, known as fixed carbon, and the substances which help to make the ash. The gases evolved are composed of hydrogen and carbon and are called hydro-carbons. These hydro-carbons must also be broken down into their components—hydrogen and carbon.

Practically speaking, the heat value of a ton of bituminous coal depends on the number of pounds of fixed carbon and relative composition of the hydro-carbon gases which will be produced upon heating it.

The real process of burning in a locomotive firebox is the uniting of oxygen with the fuel to be burned. In the uniting process heat is evolved and used in generating steam. If a sufficient supply of oxygen be present, 1 lb. of carbon will burn to form a colorless gas,—carbon-dioxide, written CO_2 ; and heat enough will be evolved to convert 12.5 lbs. of water into steam. If, however, the supply of oxygen be restricted, then another colorless gas will be formed, called carbon monoxide CO , and but 4 lbs. of water will be evaporated into steam.

That is with the same carbon to be burned,—one may get its full value or less than one-third, depending solely upon the supply of oxygen. One pound of hydrogen burned will evolve heat enough to evaporate 5.45 lbs. of water into steam.

The igniting temperature of carbon is a little more than 900° Fahrenheit, hydrogen about 1200° , hydro-carbon, from 940° to 1230° . There is no reason why this temperature cannot be constantly maintained in a firebox.

In obtaining fuel we must take what nature has provided, but in supplying oxy-

gen, which is just as necessary, man's skill is called into play. This important gas, oxygen, is a part of the air, being about $1/5$ of it by volume. Not only is oxygen necessary for burning, but it must touch whatever burns.

It is not enough that the requisite amount of oxygen pass through the firebox in a given time, but its usefulness is largely determined by just where it is going through the box.

Where draft appliances are improper and most all of the oxygen is pulled up through half or two-thirds of the firebox, the engine becomes known as a coal eater and steam is often kept up at the expense of fuel. Similar results may be produced even with proper draft appliances on account of holes in fire and clinkers.

Of the two heat-producing factors from coal, the hydro-carbons usually weigh more than the fixed carbon, about $1/5$ of the weight of the hydro-carbons is the weight of the hydrogen and 1 lb. of hydrogen is worth more than 4 lbs. of carbon for heating purposes.

It will be evident, therefore, that more than half of the fuel consumed in a locomotive firebox is consumed as gases. It is well to remember that when these gases are evolved, they do not loiter in order to be burned, but hasten at once toward the stack. One or two seconds' delay in burning them means their loss. If they remain intact they, being colorless, escape unnoticed.

This is a condition that generally obtains when a fire is badly clinkered and the fireman longs for black smoke, while the steam gauge pointer goes back. No wonder the pointer goes back—heat is expended in breaking down the coal and the best part of the fuel is simply thrown away. When the fireman produces black smoke he does so because he is partially burning the hydro-carbons. Such a smoky fire will generate more steam than the smokeless one cited, but that does not justify the belief prevalent among some enginemen that the smoky fire is the best kind for steam.

Black smoke is the unburned carbon of the hydro-carbon gases; unburned because of lack of sufficient oxygen.

Whatever condition restricts the supply of oxygen will prevent the engine from steaming and cause a loss of fuel.

A Verse.

You go away
And all I meant to tell you—
Meant to say,
When you were here,
Comes back to me.
Then you return—
I stand before you, dear,
Tongued-tied and silent,
Satisfied you're here.

—N. B. S.

Government Ownership

One Way in Which It May Be Avoided.

George Ellis McKay.

Mr. Roger W. Babson in his recent book, "The Future of the Railroads," says "Government ownership is something always to be desired, but always to be postponed"—"something to be preparing for and at the same time to be steadfastly avoided."

It is quite unanimously agreed that we are drifting toward government ownership, for the present condition of regulation without responsibility cannot be permanent.

A casual remark referring to railroads and government ownership usually brings forth the reply: "It can't come any too soon, either." But as a general thing, a further conversation on the subject reveals the fact that most of those who express themselves in this way possess no knowledge at all of either the railroad or government business.

There are also a great many who have the impression that opposition to government ownership is confined to holders of railroad stocks.

The closest analogy we can find between any existing governmental department and the railroads is that of the postoffice. It would be difficult to imagine any benefits that government ownership could bring which would compensate for the extension of postoffice methods to the railroad business of this country.

The American railroad today offers an example of as nearly a perfect Democracy as it is possible to find.

When Lincoln said to the men of the 166th Ohio Regiment: "I happen temporarily to occupy this White House; I am a living witness that any one of your children may look to come here as my father's child has. It is in order that each of you may have an open field and a fair chance for your industry, enterprise and intelligence; that you may all have equal privileges in the race of life with all its desirable human aspirations. It is for this the struggle should be maintained." He said what a dozen or more railroad presidents could truthfully say today.

It is not that every boy who enters the employ of a railroad will become a railroad president any more than every boy will be President of this United States, but it does mean that today railroad presidents are chosen because of long, efficient and devoted service to the railroad business, whereas postmasters and postmaster generals are chosen not because of their knowledge or service in postoffice work, but solely on their service to the political party which happens to be in power.

There are, however, numerous benefits which government ownership would bestow which for the most part are simply those which a large single unit enjoys over many smaller ones.

It is a study of these and their application, if possible, to present conditions which will do most to avoid government ownership.

In line with the thought above the writer suggests a plan for handling railroad labor on a national scale which would be beneficial alike to railroads and men.

Railroads everywhere have their busy and dull seasons, the first necessitates the employment of additional men in train and engine service and with the recurrence of a dull season these men are placed upon reserve lists.

Taking the entire country, many roads are employing men as other roads are laying them off.

It is this condition which results in the "boomer."

The plan in mind is that when men are placed upon reserve lists their names and addresses be filed with the Bureau of Railroad Economics as an eligible list of experienced, trustworthy men who are open for temporary employment by trainmasters and master mechanics needing additional men.

It is apparent at once that such a plan would work to the mutual advantage of both parties in that it would furnish railroad work for men who desire it and would furnish experienced, trustworthy men where inexperienced or less trustworthy men must now be employed.

At Home

Anna M. Scott, Editor.



George Carlin, Little Son of Yardmaster Arthur Carlin, Milwaukee, "99 per cent perfect."

Fifth Avenue Fashion.

C. K.

New York women are conceded to be the best dressed women in the world, and to see them on the street, in the shops and about their daily affairs, it is to see thoroughly well set up femininity. "Smart" is the word that applies to them from the top of their hats to the tips of their boots,—but there is never a false note. No bizarre styles in their street costumes. The tailormade is the accepted thing,—and this year Fifth avenue is on parade all in black,—perhaps the American women take this means to show their sympathy for their sorrowing sisters across the water. However that may be, everywhere are black suits, black hats and,—yes, black shoes, for your "smart" New York dame does not walk abroad garbed in a tailormade with her feet encased in white kid. Her white shoes are reserved for the sport skirt, dainty blouse and gay sweater which she dons after the shopping tour, for her outing at golf, tennis, the park, the porch or whatever is her chosen pastime.

In spite of the fact that dyestuffs are scarce and colors precarious, there never was a season in which so much garish color is displayed. The sport skirt is a Joseph's coat as far as color goes, while the sweater that invariably accompanies it, is the gayest of the gay; and let me tell you this for your consolation, that every woman who can afford it, has not only one sweater, but many sweaters, and they are of all lengths and every imaginable color. Brilliant blue, bright yellow and the greenest of greens are seen the most,—but you are not surprised to see them in rose shades, crimsons, bright reds, orange, brown, white and even black. They are made of soft Shetland

wool and most of them hand-knitted. The silk sweater is distinctly in the background. My advice to you all is to acquire a pair of wooden needles, a couple of pounds of wool of your favorite color and a book of instructions for knitting sweaters and compose yourselves on the afternoon porch, with your work in hand, for to be strictly "in it" you should have a hand-knit sweater.

The favorite length is a three-quarter coat and it should have a large sailor collar. But don't make the mistake of bordering it in a contrasting color,—it must be entirely in one color. Then if you are a very young woman, you can go to the shop and buy a very fancy, flowery cretonne for your sport skirt. If you have arrived at maturer years, you would better content yourself with the broad awning stripes,—they will be quite gay enough for fair and forty.

Sport Coats.

The smart separate coat holds a very important place in the wardrobe of well-dressed women. Therefore the woman who wishes to dress as well as possible on a modest allowance, should provide herself with a good looking coat—something that will answer for motoring and traveling purposes, yet be suitable also for street wear. The styles have radically changed since last season, and last summer's coat is decidedly old-fashioned and "skimpy." All coat lines flare, now, either from the shoulders or from a belt, placed well above the waist line.

Dainty Lingerie.

Crepe de Chine is one of the most attractive and altogether satisfactory materials for underwear. White is always practical and in good taste, but pale blue and shell pink are irresistible. These garments can easily be made by the home needlewoman, and when simply embroidered in self or contrasting colors are certainly charming. If lace is used in trimming, French knots may be worked on the patterns in the lace.

Collars for Suit or Gown.

A very important accessory to the suit or gown this season is the dainty collar. Very pretty ones are made of batiste. Georgette crepe, net, linen and pique. Another smart fad is finishing collars on the gowns with ruffles of plain net.

Fancy Work for the Summer Vacation.

Crocheting is as popular as ever and nothing as yet has taken the place of filet work which is adaptable to so many purposes. On warm days, while we are so comfortable on our own or our neighbors' porches, crocheting, tatting, knitting or embroidering

is the universal thing. So many lovely edgings for towels, so many beautiful yokes for linen frocks and for underwear may be made; and our New York correspondent tells us that wool sweaters are the popular craze in the east. Knitting is most fascinating work and this is just the time to begin. You will find patterns and directions in most of the needlework books, which can be bought at any of the stores.

Good Things to Eat.

Spring Salad—Sliced onions, sliced round, red radishes, sliced cucumbers, salted and drained; fresh water cress, a slice of tomato, a little chopped chives, a few pieces of fresh asparagus daintily placed on a lettuce leaf, and covered with French dressing, makes an ideal salad.

French Fruit Salad—One cup sugar, one pound seeded Malaga grapes, half a fresh pineapple cut in cubes, two oranges cut in pieces, and one tumbler of Sherry wine. If this is used as a dessert it may be served with a boiled custard. (Very good.)

Fruit Cocktail—Mix one-third cup of pineapple (picked up with a fork), one-half cup of sliced orange and bananas, one cup of berries or grape-fruit. Pour over a dressing made of one-third cup of currant jelly, three tablespoonfuls lemon juice and one-half cup sugar. The jelly and sugar are heated together and the lemon juice added. Chill and serve in glasses.

Ginger Cookies—One pint of N. O. molasses, one cup of lard (melted), one quarter cup of boiling water, one tablespoon of soda, dissolved in water; one tablespoon of ginger, a little cinnamon. Flour to roll out.

Spice Cookies—Two cups sugar, one cup of lard, two eggs, one-fourth cup milk (sweet or sour), one teaspoon of soda in a little water. Spices to taste. Flour to roll out.

Cheese Straws—For the first part, take three tablespoons of flour, one teaspoon of butter, rubbed in as for pie crust; three tablespoons of grated cheese. For second part, beat up the yolk of one egg with one tablespoon of water; add enough of this to the first mixture to make a soft dough. Roll out quickly a little thicker than pie crust. Cut the dough into strips one-fourth inch wide and three inches long. Bake a few moments in a quick oven.

French Dressing Mixed in a Cruet—The usual way to make French dressing is to put all ingredients in their order into a bowl and beat together with a fork. One housewife found by putting her salt, paprika or pepper, then the vinegar and lastly the oil into a cruet, placing the stopper in firmly and then shaking up and down vigorously, that it "emulsified" very rapidly and much more satisfactorily than the old way. The dressing can be poured directly on the salad, which is another advantage, and a third is that sufficient can be made to last several days, for it will keep perfectly in the cruet, if tightly closed.

Bread Pudding—Line a dish with square pieces of buttered bread. Beat yolks of three eggs with $\frac{1}{2}$ cupful sugar, add 2 cupfuls of milk and a little vanilla, also the stiffly beaten whites of the 3 eggs. Pour this over the buttered bread. Bake slowly $\frac{1}{2}$ hour, then spread preserves or jelly on top and add the rest of the beaten whites. Place inside oven a moment to brown. This may be eaten hot or cold. Vanilla sauce served with this pudding is very good.

Fresh Fruit Dainty—A very delicious filling of fresh fruit is made as follows:

White of one egg, one cup of sugar, and one cup of any kind of fresh fruit—beat these all together, until you can turn the platter upside down without spilling the same, this filling is particularly good when fresh strawberries or peaches are used.

HOUSEHOLD HINTS.

To keep the top of the dining table in good condition make a bag of several thicknesses of cheese cloth and fill it with powdered pumice stone, drop this in sweet oil and rub the surface well. Finish polishing with a chamois skin.

To keep white enamel ware from discoloring make a strong solution of baking soda and rain water. Put the utensils in and boil them hard. They will be as white as new.

To clean windows do not use soapsuds on windows. The soap adheres and requires a good deal of rinsing to remove. The easiest way to clean windows is with a chamois or clean cloth and clear water. Wring out cloth so as to be wet, not dripping, and wash windows clean. Afterwards wring dry and go over them again. Finally polish with dry cloth or chamois.



(Top) Ruth, Little Daughter of Yard Clerk R. P. Oliver, LaCrosse, Wis.

(Bottom) Ethel, Little Daughter of Operator F. A. Jewert, Grand Ave. Jet., Milwaukee.

CARELESSNESS SPEAKS.

Great Western Employees' Magazine.

I am more powerful than the combined armies of the world.

I have destroyed more men than all the wars of the world.

I am more deadly than bullets and I have wrecked more homes than the mightiest of siege guns.

I steal in the United States alone over \$300,000,000 each year.

I spare no one, and I find many victims among the rich and poor alike; the young and old; the strong and weak; widows and orphans know me.

I loom up to such proportions that I cast my shadow over every field of labor from the turning of the grindstone to the moving of every railroad train.

I massacre thousands upon thousands of wage earners in a year.

I lurk in unseen places and do most of my work silently. You are warned against me, but you heed not.

I am relentless. I am everywhere: in the home, on the streets, in the factory, at railroad crossings and on the sea.

I destroy, crush or maim; I give nothing, but take all.

I am your worst enemy.
I AM CARELESSNESS.

The Spokane Terminal

Vol. 1 JULY, 1916 No. 5
 Editor.....Vest Pocket Ross
 Spice Editor.....Tink Pea Horton
 Eavesdropper.....Sted

Claim Agent A. BULLwinkle of Butte has remitted twenty-five dollars as advance subscription to the Terminal for six months. It pays to advertise.

Some way tonight the muse seems tired, some how our thoughts are not inspired, there's nothing doing on the line while every one has gone to dine. There's nothing new to write about, no one is here, no one is out, it's hard work grinding out the news when there is nothing new to choose. Fred Clark has trouble with his eyes, our pretty steno is a prize—but some one else has copped her out, there's nothing else to write about. Guy Bell was transferred to the Coast, they scorch good bread and call it toast, Tom Hughes has bought a new spring suit, but news is scarce, and so is loot. De Leo says he's feeling good, he bought the babies each a hood, but every time my pencil's out there's nothing new to write about. Bill Maher's throat is doing fine, he's feeling better all the time, but somehow when for news I seek there's nothing doing all that week. Herb Moody sits and plays all day with merry smile and spirits gay—it seems to me if I were him I'd make some news and send it in. Ray Shook he goes to all the shows and tells us where each night he goes, but some how when for news I pry there's nothing stirring to the eye. Now Nelson he should know a lot, he always drives his runabout, but when I ask him where he went his mind seems otherwise intent. Ed Groble too should know a few bright locals, snappy, crisp and new, but news from him is out of date because it's always six weeks late. And Willtrout since he sold his car has time to wire both near and far, if he could only spare the time our local news would be a mine. Bill Ennis if he would could tell a lot of news, but what the—well, what's the use in bucking fate when ready news seems out of date. When Tom McFarlane hits the grade you'd think I'd get news ready made, but all the news I get from him is mighty few and middlin' slim. But some how all the lines that run to newsyville have not been strung, but if for news you call or ring just read this newsless, newsy string:

Ye Editor went fishing the other day but as he has a fishing reputation to sustain he will not reveal the size of his catch. The weather was fine.

Cashier Rambo of the freight terminal office is enjoying his annual vacation. Generally he spends it on the Coast but this year he declared he would not spend it west of the Montana state line. Butte would seem a convenient climate in such a case.

It never rains but it pours. Three cash subscriptions received so far since the first issue of the Terminal was published. Exclusive advertisers should wake up and take notice. The Editor and every one who reads it are sleepy ones and a good advertiser might wake them up.

It is more blessed to give than to receive. Give us a few more cash subscriptions and we will take chances on the receiving end of that ancient proverb. We need the money as we are running an incubator and fancy Spokane chickens come high. Ask Clark, his wife is away.

Now that the convention is over we hope the male correspondents who tried to advocate our marriage are happy as every one noticed there was no wife nor any one pretending to be our wife at the party. Queer how such dreadful social scandals get started.

Keeping up with the fashions must be trying on a woman's nerves. As evidence note the following clipped from the June issue of the "at Home" department under the caption: "Fashion Tid-Bits" edited by Anna M. Scott:

"Many girls are affecting a rubber under their chin to hold the large sailors on—they look 'silly' but are very useful."

It would seem from the above that the girl must first provide herself with a sailor which would be easy in case she resided near the sea and was augmented with becoming features. After rescuing the sailor from the briny deep she should next get a rubber—chin rubber I suppose they are called and come in regular sizes the same as any other wearing apparel. Thus equipped she poses the sailor on the rubber under her chin. I think this is the correct form. As to its looking silly—and I don't know now whether the rubber, chin, sailor or girl is maligned—it all depends. Inside a canvas cover with the regular three ring attractions the sight should prove a head liner, but on the promenade at the beach, well we confess it might appear a trifle ridiculous. We hope Mrs. Scott will confine this fashionable tid-bit to the columns of the Magazine, as it is rather startling and besides the automobile men are in the market right now for all the loose rubber lying around.

And now Mrs. Scott compares us with a striped barber pole. Evidently some one is getting out of their class—we do not say whether it is us, the barber pole or —.

Saw Wiltrout driving a new car the other day. As we are interested in such playthings we asked Lou what kind of a car it was and he replied it was a Coal Ate. Wonder if he thought he was stringing us?

We notice Germany, France, England, New York, Philadelphia and other foreign nations have adopted or are advocating setting the clocks one hour ahead of the time system now recognized as universal for the benefit of the wage earner, thus giving him more time to enjoy daylight at the tag end of the day. The Spokane office system is a little more elaborate and complicated than this. We shove the hour hand ahead in the morning, once again at noon, and then in the afternoon push it backwards again. I suppose this fairly represents the political phrase "working both ends and playing the middle." Wonder which political party is father of this system.

This here old world ain't one half as bad as some folks seem to think, it's filled with smiles and sunshine too, and pleasant things to drink in with your eyes—the beauty spots for one who looks about; for instance, there's our steno who drives dull care to rout. There's always something pleasant—if your mind is built that way—it smoothes one's working action, makes the dreaded task seem play; and if your thirst's unquenching for a sight that is sublime, just drop into our office—you can see her any time. Some folks are always grumbling—say they have too much to do—they seem to borrow trouble, then pass it up to you. But always when I'm grouchy I pass it on to Jo, she's such a jolly steno that old Grouch has got to go. So always, when you're ailing, or the wheels don't run just right, go hire some pretty steno, the world will soon be bright. It may be you don't need one in a business sort of way, but a happy, jolly steno brightens up a gloomy day.

Get Together

The Loss and Damage Freight Account.

Progress is being made in the reduction of the Loss and Damage to Freight Account, and since the active campaigning along these lines was started, a considerable reduction has been effected. Assistant Freight Claim Agent C. H. Dietrich is now issuing monthly bulletin letters to agents and committee workers, giving in condensed form, the results of the month's work and asking for suggestions whereby further progress may be made. In every one of these letters is excellent food for thought. Every freight handler, whether or not the specific items mentioned in any certain letter is applicable to his business or his business methods, will find some little helpful suggestion or idea. These communications also serve as reminders, and coming regularly, they keep before you the vital necessity of doing everything in your power to keep such claims and the enormous sum of money entailed in their settlement, down to the minimum; and the minimum has not been reached yet, by any means. Campaigns of a similar character are going on all over the country, on every railroad, and it is necessary for Milwaukee freight handlers to be wide awake and alert to every possible chance for preventing loss and damage and claims therefor. Mr. Dietrich's March letter, among other things, contained suggestions for preventing claims for breakage in eggs. His suggestions were:

During the next three months the company will move the bulk of its egg business for this season, and it is desired that every employe handling eggs make a special effort to cut down the enormous loss we sustain each season on this commodity. Investigation has indicated that a great many eggs are cracked, broken and stained before the shipments are delivered at shipping stations and in order to prevent this situation continuing, every agent at egg shipping points should make a careful examination of several shipments from each shipper at his station, with a view toward determining how many defective eggs per case shipper is packing.

A fair test can be made by examining from three to five cases. This examination should be made by removing every egg from the case, repacking them, making a memo of the number of checks, cracks, leakers, stained, etc., in each case, and forwarding to this office a statement showing the number of cases in the shipment, the number examined and the number of defective eggs per case, giving the shipper's name and the billing reference.

This information will be filed here and in case claim is made on the shipment or on any like shipments, this season, we will use the average number of defective eggs found in this shipment as a guide in the adjustment of any claim for damage from this shipper.

The April letter was equally instructive. Several communications from agents have been received containing valuable suggestions, which Mr. Dietrich quotes. They are:

An agent in Minnesota advises that with a hammer and a box of assorted nails which he has secured, every box, crate or keg that has arrived at his station in need of repairs has

been recovered and he has thereby shut off a large number of claims which would have been made had the package been delivered in the condition in which it was received at his station. He also is supplied with a large darning needle and a ball of twine, for re-sewing torn sacks and preventing further loss of sugar, flour, etc.

An Illinois agent suggests that where any notation is made on a waybill enroute regarding damaged condition noticed, shortage, or transfer, the station making such notation and the date made be shown also. This suggestion if carried out by all agents would be of great assistance to this office in the prompt adjustment of claims.

A Missouri agent suggests that on all empty gas cylinders and drums, which are returned, the agent accepting such insist on the shipper showing the serial numbers on his shipping ticket or bill of lading, these numbers to be also shown on the waybill when the freight is billed. This prevents any chance for mixup at destination point, where these packages are received in large numbers, and is a very good suggestion.

An Iowa agent has suggested the printing of a colored tag for use on dead head astray shipments when forwarded from point at which they check over, with information shown thereon indicating point over, car number, etc., which will assist the agent at destination in connecting up with his short report and revenue billing. This suggestion is receiving our attention, and will be worked out a little later.

A Wisconsin agent suggests that closer attention be paid by destination agents to notations made by them on paid freight bills describing specifically any damage or loss that may have occurred; his suggestion being that the exact loss or damage be indicated clearly in pounds or otherwise, in order that when claim is presented it must be in accordance with the notation on the freight bill.

Following the March letter, it appears that several hundred egg inspections were made, the reports received indicating that a large number of cases of eggs were tendered the company for transportation, which were cracked, broken, stained, etc. These reports put the claim office in position to offset claims filed by consignees on eggs which they had received in bad order. That one item alone means a big saving to the company. Many other commodities besides eggs are tendered the company's agents in packages that will not stand shipment, or improperly marked or otherwise faultily packed—in most of which cases it is only necessary to notify the shipper in order to have the matter remedied. Just a little careful attention is a great saving.

In the May letter, Mr. Dietrich says arrangements have been made with the general storekeeper for repairing all broken castings, with an acetylene gas welding machine; and hereafter, where castings of any kind, particularly furnace parts which are peculiarly susceptible to breakage, arrive in a damaged condition, by wiring the freight claim office, they will be promptly taken care of and repaired so as to be stronger than they originally were. That is constructive saving of the most practical character.

The butter and cheese shipment season is now on, and agents are cautioned to take extraordinary precautions in handling these shipments. Last year's loss account on these commodities was very heavy, and every effort should be made to make this year's account negligible. Mr. Dietrich, among other suggestions says: "A good thing to remember in this connection, is that ice is only worth one and one-half cents per pound, while butter and cheese are worth twenty to thirty-five cents per pound." The following suggestions were quoted in the May letter:

The calling of consignee's name and description of package by way freight crew to agent to enable proper checking by him.

The better boxing, crating and marking of articles returned for repairs.

The removal of all nails from car floor in front of doors. This fault is causing innumerable claims on sugar, salt and other freight packed in bags or bales.

Greater care in handling green hides in connection with other merchandise and the itemizing of hides in billing to distinguish between beef hides, hog hides, horse hides, etc.

To know that all iron and steel gasoline drums returned empty have the iron plugs securely in place. This prevents the loss of the plugs and avoids the possibility of oil leaking on car floor.

In the unloading of drain tile at destination, insist on consignee unloading from several tiers rather than unloading single tiers which leaves the remainder of the load entirely unsupported and subject to damage where cars are handled in switching.

The decrease in loss and damage claims for January and February, as compared with the same months in 1915, was approximately \$100,000.

The decrease for the month of March, 1916, compared with March, 1915, was \$43,264.50. A fine reduction.

The decrease in the month of April was \$18,837.52, over the same month last year. Not so good, and greater efforts must be put forth, if there is to be a steady decrease from month to month; which is the thing the committee and every employe most desires. If a decrease of \$43,000 can be effected in March, there is no reason why it can't be done in April and May and every other month. The figures should balance the other way, if anything. One railroad has called for a decrease of \$100.00 every month, and **expects to get it, too.**

Good News—If True!

Reprinted from the Atlanta Constitution.

The gratifying report comes from Washington that no further so-called "anti-railroad" legislation may be expected by this Congress, and that even the Reyburn "Securities" measure will probably be sent to the dump again.

It is to be hoped that this is true.

Business and financial conditions, including the effect of the European war in conjunction with the anti-railroad agitation and legislation of several years ago, has had the effect practically of stopping railroad de-

velopment. For years Georgia led all the other states in railroad extension and development, with the possible exception of Texas; and yet for a long time railroad development in the state has been at almost a standstill.

Whatever the cause—the stubborn fact is there.

As President Wilson has stated, no one would wish to take any backward step in the matter of railroad legislation.

But before taking any more steps of any kind, it is time to give the country a rest and let it digest the legislation already enacted.

Congressman Adamson, of Georgia, chairman of the interstate committee of the House, is alive to the possibilities and dangers in the revival of such an agitation at the present time. While favoring the movement to increase the Interstate Commerce Commission to nine members, and provide for its division into three sections, each dealing with a different problem, he agrees that "no additional legislation should be superimposed upon the present mass of laws until a thorough study of the whole subject is made in accordance with the president's recommendations." And there would be little cause for regret even if action on this suggestion were postponed until conditions were normal again.

Neither the railroads nor the country can afford to go through with another period of agitation. Much good has been accomplished in the past—but the time has now arrived when the country should be given an opportunity to assimilate what has already been fed it in the way of legislative food, before cramming it with more.

Give the patient a chance to recover.

Veteran Employes' Association.

Remember the date. August 15-16 is the time set for the first annual Get-Together. The August Magazine will have the full program. Make your plans for a lay-off or vacation to cover that period, and be on hand. It will be a grand home-coming to Milwaukee, the Home of The Railroad.

This is a little belated but good.—Editor.

Car Inspector Harry Muldowny and wife are rejoicing over the arrival of an eight pound girl, born March 20th.

All Swelled Up.

Speak gently to Muldowny
He has all that he can bear,
To wear a father's honors
And also a father's care.
From the expression on his features
I suppose the baby suits,
He has a grin like a soda fountain
Or a boy with red topped boots.

Mother and babe are doing nicely.
We are very glad to know:
But the father's case is different
He is gaining very slow;
It isn't a case of sickness
That will keep him in his bed.
It is just an aggravated form
Of what is called "swell head."

Electric Light Meter

How the Electric Light Meter Works.

Reading the electric light meter is one thing, and understanding just how it operates is quite another. How many of us who have electric and gas meters in the house can explain how they operate?

The electric meter is really a tiny electric motor, of the most delicate structure and the best workmanship, housed in a little iron and glass box. The revolving part of the motor is an aluminum disk mounted between two electromagnets through which the current to be measured is passed. The current in the magnets induces a current in the disk and this current flowing in the field of the electric magnets causes the disk to revolve with a speed directly proportional to the amount of current that is passing through the magnets. With each complete revolution of the disk a black hand is seen to pass the glass-covered aperture in the face of the meter box, and a definite number of revolutions of the disk indicates that one kilowatt-hour of electricity has passed through the meter.

There are four dials on the face of the meter box and the disk is geared to them in such a way that when one kilowatt-hour passes through the meter the disk revolves a sufficient number of times to cause the indicator of the right-hand dial to move one-tenth of the distance around its circle. That is, if the meter is set at zero, the indicator on the right-hand dial will move from zero to one in measuring one kilowatt-hour of electricity.

In reading a dial of a meter it is necessary to read the number last passed by the pointer. This is important for accurate reading. On a given day the dial farthest to the right is read and the number set down. Then the next dial to the left is read and the number is written just to the left of the first number, and so on until the four readings have been taken and recorded. The numbers are not added together, but are read as one whole number just as they stand.

As an example, suppose the pointer of the left-hand dial has just passed four, the hand of the second dial is between the one and two, the third is between three and four, and the

pointer of the fourth or right-hand dial is between two and three. Then the meter four, one, three, two and four thousand one hundred and thirty-two kilowatt-hours have passed through it since it started from zero. The right hand dial registers kilowatt-hours singly, the next dial registers them by tens, the third by hundreds, and the fourth or left-hand dial thousands. In every case the number printed above the dial is the number of units registered by one complete revolution of the dial hand. The reading of the previous month is subtracted from the new reading and the resulting number is the amount of power consumed during the month in terms of kilowatt-hours. If the resident's rate is twelve cents per kilowatt-hour a simple multiplication gives the amount of the month's bill.

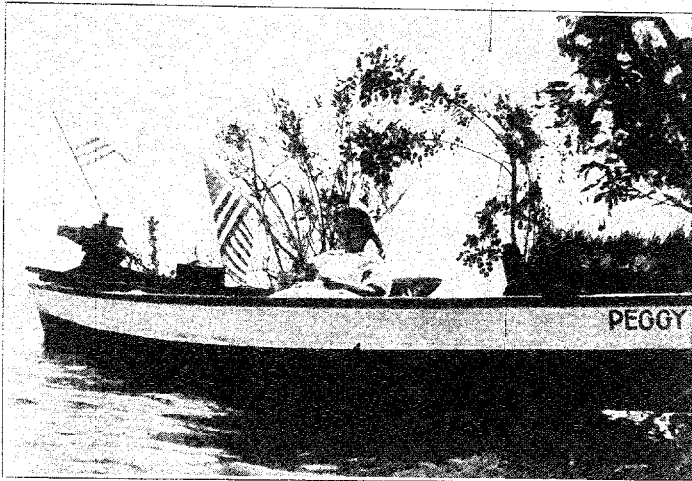
The gas meter is very simple. Each of the meter boxes incloses a little engine which is operated by the pressure of the gas just as a steam engine is operated by steam. Of course, the engines does not run except when the gas is turned on beyond the meter, any more than a steam engine would operate if the exhaust were closed. All the gas that is used by the consumer passes through the cylinders of the gas engine and each complete pulse of the engine means that two cubic feet of gas have passed the meter.

The sole business of the little mechanism is to operate the dial hands on the face of the meter box. The uppermost of the four dials is marked "Test 2 cu. ft." The indicator on this dial makes one complete revolution each time two cubic feet of gas pass through the meter. Each revolution means that \$0.00325 worth of gas has been consumed, if the residence rate is \$1.62 per thousand cubic feet. By watching the dial the consumer may find out just what it cost him to cook dinner or heat a bath tub full of water.

The indicators on the other dials are geared as in the electric meter and are read in the same way, the right-hand indicator registering hundreds of cubic feet, the next thousands, and the third or left-hand indicator, tens of thousands. The reading taken the month previous is subtracted from the new reading and is figured at the rate per thousand cubic feet.

The Children's Page

Jennie B. Ginot.



In the Woods.

Come, birdie, come with all your glee,
Give now your sweetest note to me;
Come, robin red, and jay so blue,
Bring all the forest birds with you!

Sing of the brooks, and bees, and flowers,
Sing of the sunshine's happy beams;
Sing songs of love and happy hours—
Make bright the visions in my dreams!
—German Folk-Song.

The Happy Fountain.

Once upon a time there was a little girl who was named Flora. She liked very much to play in the water. She would wade in the water and laugh and splash all day. One evening when she started to go home she found that she could not move. Her feet were fastened in the water and her hair had been changed into tiny streams of water. A fairy had changed her into a fountain!

At first Flora was very sad and thought she would cry, but just then some little children came to play by the water. They shouted, "Oh, see the pretty fountain!" and clapped their hands and laughed gaily, and one wee baby-girlie cried, "Pitty! Pitty!" and stretched out her tiny pink hands to the sparkling water. Then the little fountain was glad because she could make other children happy. She leaped and danced in the glistening sun until her hair shone like a hundred beautiful little rainbows.

—Adapted.

My Goodness!

Tommy—"Mother, have gooseberries got legs?"

Mother—"Of course not, Tommy."

Tommy—"Then I've swallowed a caterpillar."

Quotations from George Washington.

Idleness is disreputable under any circumstances.

Whatever is done should be done well.

July 4, 1776, the early patriots of our country adopted the Declaration of Independence, which made our country free of England's rule.

And on that day started the nation which today is "indivisible," with liberty and justice for all. Boys and girls, give all honor to your flag and the nation for which it stands:

The Star Spangled Banner!
Oh, long may it wave,
O'er the land of the free,
And the home of the brave.

Mother, shake the cherry tree,
Susan, catch a cherry;
Oh, funny that will be,
Let us, then, be merry!

One for brother, one for sister,
Two for mother more,
Six for father, hot and tired,
Knocking at the door.

PUZZLE.

What Is It?

Luke had it before. Paul had it behind. Matthew never had it at all. All girls have it once. Boys cannot have it. Dr. Lowell had it before and behind, and he had it twice as bad behind as before.

Answer to June Puzzle: Safety Pins.

If you don't aim high, you will never hit high.

H. & D. Div. Items. S. E. Keene.

A meeting was held at Aberdeen, May 2nd, in connection with the proper and safe manner of handling explosives and dangerous and inflammable articles. The meeting was attended by representatives of four railroads and three express companies, also by employes of eight jobbers. The meeting was conducted by Supt. Melin and a talk was made by the local inspector of the Bureau of Explosives, Frank B. Smith, on local conditions as he found them. The address of the evening was then made by Colonel J. L. Taylor. His talk was educational and entertaining and was carefully listened to. Every one was impressed with the importance of being careful to comply with the Bureau instructions regarding the handling of this class of freight.

A Safety First Meeting was held at Montevideo, May 9th. A. W. Smullen, general chairman, was present and addressed the meeting. After the Safety First matters had been discussed and disposed of the proper handling of freight was discussed. M. J. Larson was present from the general manager's office and gave an instructive talk on this subject.

Mr. Phelps, local inspector for the freight department, gave some of his experiences in the different stations and suggested certain reforms in the handling of freight that would result in the reduction of the loss and damage account. Mr. Hewitt of the Western Weighing and Inspection Bureau was present and was called upon to address the meeting. His talk was a brief explanation of certain rules of the Western Classification regarding the proper method of packing freight for shipment so that it could withstand ordinary handling and reach destination in good condition. He stated that his department was in a position to correct many things easily and effectively that are difficult for an agent of the company to handle without offending the shippers and probably losing business.

Sayings of Sigh.

John Sullivan says he hopes his dog, "Sport," will hereafter refrain from swearing during church services, as he did the other evening, contemporaneously with jabbing at a flea that had commenced mining in a tender spot on his left hind leg. John partly excuses "Sport's" lack of self-control, however, on the ground that he had got to feeling irritable through making so many false starts for the door, thinking, every time the congregation arose during the services, that it was all over. (This was swiped, not the dog but the article.)

In the meantime Montana, and Deer Lodge especially, steadfastly retains the grip on the pennant as the most attractive summer resort this side of Paradise.

He first saw the light of day on the old homestead farm way back in Minnesota. He had a lovely voice and all the relatives predicted that by his later years he would become a great musician. As soon as he was able to pucker up his lips in the correct manner, Papa Witt purchased him a cornet and from then on that horn became part of his daily existence. Then he learned the trade of machinist and joined the union, in fact he joined two unions, one covering his craft of machinist and one consisting of the horn tooters. Years passed by and with them came the reputation of being a first class man, who was always strictly union. But enough of this preface. Last week, Charles Witt, the subject of this "essay," went up to Butte for a few days' visit. While passing a large stationery store his attention was attracted by a big sign in one of the windows, which read: SHAKESPEARE'S PLAYS—HERE ALL THIS WEEK—ONLY \$4.50. As he read a look of disgust ran across his face and turning to us he remarked, "Say ain't he the dirty scab to be playing here in a union town all week for only four and a half."

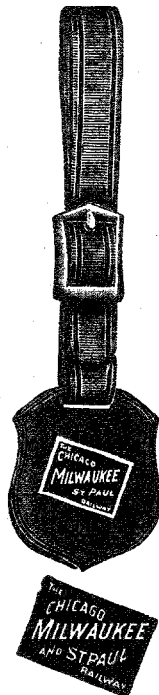
Identify Yourself with This Fob or Emblem

A SHORT while ago we offered our readers the chance of securing a Milwaukee Watch Fob and Emblem cheap.

We have been flooded with orders and have now only a limited number of the fobs and emblems.

This means that you must order quickly if you wish to secure one of these attractive and serviceable fobs or emblems.

These fobs are made from a fine grade of leather and in the center of the fob there is an emblem of the Milwaukee System. This emblem is double plated and polished and cannot tarnish.



LET the public know you are identified with one of the great railroad systems of the world.

After the supply on hand has been disposed of you will not be able to buy one of these emblematic watch fobs.

Mark Articles Desired

Leather Fob with Emblem . 60c
Leather Fob without Emblem 25c
Plated Button, Screw Back . 35c
Rolled Gold Button, Screw Back 75c
Solid Gold Button, Screw Back 1.25

Milwaukee Railway System Employes Magazine

Railway Exchange Building
CHICAGO, ILL.

Safety First

A. W. Smallen, General Chairman.

FROM THE BUREAU OF SAFETY.

"Safety First" on Railways at Highest Level in 1915.

All railway safety records were broken in 1915 when 325 American roads reporting to the Bureau of Railway News and Statistics, Chicago, operating 161,948 miles of line, went through the entire fiscal year to June 30 without a single fatality to a passenger in a train accident. No such record of safe operation has been approached by the railways of any other country in the world. The mileage with this clean record in 1915 equals the entire mileage of Europe, including the British Isles, in 1896, or excluding them in 1902.

All American roads in 1915, with over 250,000 miles of line, reported only 196 passengers killed in all railway accidents. Latest returns for Europe as a whole, with only 197,015 miles, show 700 passengers thus killed. When in 1901 the British roads alone went through the year with a clean record as to passenger fatalities in train accidents the fact was heralded around the world as a marvel of safe train operation and was used to the disparagement of American railways, though the latter were operating ten times as many miles of line.

During 1915 the 325 American railways reporting similar immunity carried 485,166,546 passengers a total distance of 18,083,050,000 passenger miles and hauled 1,217,959,477 tons of freight, a distance of 184,966,034,000 ton miles. No country in the world is large enough in railway mileage or traffic to afford a comparison with these figures. Instead they may be set against the American railways as a whole in 1891, when the country's total mileage was less than that operated last year without a passenger fatality in a train accident:

	1915	1891 (all)
Mileage	161,948	161,275
Pass. carried.....	485,166,546	531,183,998
Pass. miles.....	18,083,050,000	12,844,243,881
Tons hauled.....	1,217,959,477	675,608,323
Ton miles	184,966,034,000	81,073,784,121
Pass. killed in Train Acc.	None	110

The immune roads in 1915 exceeded by almost 700 miles the country's total mileage in 1891, but handled 40% more passenger traffic and more than double the freight traffic, yet they had not a single fatality to a passenger in a train accident, against 110 in 1891 for all.

Three railways reporting to the Bureau, operating 1,073 miles have gone through the entire 12 years, since the Bureau began compiling these figures, without a single passenger fatality in a train accident, while 232 roads with 87,404 miles went through the last two years similarly immune. As a re-

sult of its 12 years' records the Bureau is able to present the following table of immunity showing the roads reporting clear records for periods ranging from one to the entire 12 years:

	No. of Railways	Miles with NO Fatality to Pass. in train accidents
Twelve years to 1915....	3	1,073
Eleven " " "	23	5,012
Ten " " "	39	6,855
Nine " " "	48	7,523
Eight " " "	63	10,645
Seven " " "	77	16,737
Six " " "	87	18,588
Five " " "	107	29,208
Four " " "	136	36,151
Three " " "	178	52,568
Two " " "	232	87,404
One year, 1915.....	325	161,948

In addition to the roads with complete immunity in 1915, eleven railways with 25,157 miles reported only one passenger each killed in a train accident. For the entire country 389,487,542 passengers were carried one mile for one killed in a train accident, excepting 1914 the best record since 1895.

The decreasing hazard of trainmen is shown by the fact that 285 were employed for one killed, by far the largest number in history. There has been almost a steady growth of safety in this regard since 1891, when only 104 were employed for one killed. Since 1910 the improvement is unbroken.

Safety First Organization was formed for the principal purpose of reducing any and all accidents and to try and make men, women and children, Stop, Look and Listen, and from the sentiments of our fellow employes I feel the purpose for which Safety First stands is being realized to no small extent, although to insure complete success in this grand work we must report all accidents that may occur whether it may only cause a small injury or none at all. We can all understand why it is necessary to report a serious or fatal accident, but why should we report the little insignificant accident which we have been accustomed to ignore. The reason is first, that even though they do not cause a serious injury they may have done so and, second that many apparently insignificant accidents result seriously and even fatally if neglected. There is another point which most of us overlook and that is we may have a number of accidents and escape serious injury, but the very next one may be very serious so that we must be very eager and anxious to prevent the next or serious accident and this can only be done by the hearty co-operation of our officers and employes in our Safety First Movements. We must not try to prevent a few scratches, but we must try by

YELLOWSTONE PARK

"Wylie Way"

To Ticket Agents of the "Milwaukee" Road.

Every passenger you ticket to Yellowstone is seeking pleasure and recreation and comfort. It is, therefore, the privilege and duty of the Ticket Agent to recommend those accommodations that the tourist will find perfect.

The "Wylie Way" is the best way through the Park—it provides transportation, meals and lodging. Your endorsement of the "Wylie Way" carries with it the security of thirty-three years of painstaking experience.

Two special all-expense tours will be operated via the "Milwaukee," leaving Chicago July 15 and August 26.

"Milwaukee" Employes can make the Yellowstone Park trip via the "Wylie Way" at a nominal cost. Employes do not have to consider transportation expenses and there is no vacation tour which furnishes such opportunities for sight seeing, education and pleasure as Yellowstone.

Write for literature and see Yellowstone this year.

To Ticket Agents we will be glad to send a supply of folders. Send us the names of prospective passengers and we will be glad to cooperate with you in interesting tourists in this trip. The Yellowstone Park folders issued by the "Milwaukee" Road give complete information regarding cost of tours via the

Wylie Permanent Camping Company

H. P. Brown, District Tourist Agent
155 W. Madison St., Chicago, Ill.

H. H. Hays, General Tourist Agent
25 W. South Temple St., Salt Lake City, Utah

Fill out this coupon and mail to either address quoted and we will be pleased to send you promptly "Wylie Way" Literature.

Name.....

Address.....

City.....

pointing out the small things to get at the carelessness or thoughtlessness which caused them and which likewise causes some of the more serious accidents.

It is pretty safe to state that careless men are a scarcity now on the C. M. & St. P., as the careful men fully recognize the importance of Safety First from what they have learned reading the valued pages of our Magazine and also from the good advice rendered at our Safety First Meetings, and he has constantly urged the careless one to play safe with the sole object in view to reduce and prevent injuries to himself or his fellow workers. All employes must feel that they are members of Safety First and they must to insure success make it their business to note and report any and all unsafe conditions that may come under their observation and in so doing they may save some poor unfortunate a life or limb. I personally know our officers are always ready and willing to listen and immediately remedy as far as possible all the dangerous conditions reported to them, so let us go on with the good work. It is not a difficult matter to become interested and even enthusiastic with this good work so we can see good results which will be a great decrease in accidents and injuries to all employes which after all is the sole object of Safety First Movements.

R. T. DIXON,

Engineer, Chicago Terminals.

"Stop, Look, Listen."

The accidents constantly occurring at railway grade crossings are all avoidable.

That no railroad company nor locomotive engineer desires such accidents is a fact that cannot be questioned.

That railroads to make the schedules that their patrons demand must move their trains (both freight and passenger) often at a high speed is of public knowledge.

That warning signals pleading with the public to stop, look and listen, bells automatically operated and crossing flagmen are constant reminders of danger and eloquent sermons on "Safety First," we all know.

Why then will not those who have to cross the tracks (on foot and in vehicles) before placing their persons in danger assure themselves that it is safe to proceed?

It is inconceivable that a man or a woman would deliberately walk into a burning building that was tottering to a collapse; and yet every day, men and women walk on railroad tracks and use grade crossings without giving the slightest consideration or thought to the dangerous position in which they have deliberately placed themselves.

Stop, Look, Listen, is an admonition that calls for careful observance.

"Be sure you are right, then go ahead," is a maxim that we should know and obey.

Be A Perfect Cog.

I do not deem it necessary, ladies and gentlemen, on this and similar occasions to follow the regular and defined channels, as

to the formalities in the usual introduction of a subject to a gathering.

My attitude I can explain, at least to my own satisfaction for the two following reasons, (1). We are all assembled for the same purpose "i. e." to ameliorate and better our working conditions, and (2) I think we each are members of one large family, and the likeness that we are a cog in this particular wheel of industry is, I believe well taken.

Each of us have our own duties and without the proper performance of these, we are again face to face with the absurdity of expecting a broken cog wheel to perform its proper functions.

The "SAFETY FIRST" Movement has come to stay. It produces a feeling of brotherhood and mutuality of interest among the members of this railroad that now extends from the recognized center of industry on the shores of Lake Michigan, to the land first explored for our country by Lewis and Clark, down the Columbia and thence to our gates to the Orient on the Puget Sound.

I believe all will agree with me that it has taken something else than finance to span this distance, through our most rugged range of mountains and over the innumerable streams that this line crosses on its trail to the coast.

It will be a benefit to the people of this great democracy when the spirit is so prevalent among the employes of this Company, and others, that when the operator on and cold and snowy nights, hears the whistle of the approaching train, he will automatically and without a thought of duty go to his small desk and make sure that he has not overlooked an order, which places the lives of the passengers in jeopardy, and without which the train crew are oblivious of impending danger. When the section man will observe and report the defect of a bridge and vice versa as to the bridgeman in reference to the particular section he is covering.

A party was aiding the poor in the tenement districts of one of our large cities, and upon asking a woman who from her appearance had reached her three score and ten in early life, what she would do if she had \$50. She said, "I would take the body of my baby from the Potters Field and move it into the country by its father's resting place and then in the Spring I would know that Nature would at least crown their graves with all her splendor of the beautiful wild flowers." On further questioning I found that her husband had been killed several years before in the performance of his duties as a railway employe, which was finally adjusted, as due to the negligence of an employe.

There is a wonderful lesson in the stoicism of this little woman, whose hands were course, eyes sunken, living in her squalid tenement room, where the sunlight was absolutely unknown and the most regular oc-

currence in her existence was the call of a landlord for rent, and it is needless to remark of the pain and suffering sustained by her in her battle for existence.

This is, as you can see, one instance among many that is a slip in the modern cog wheel of industry, and I am confident that with a determined spirit we can make such as this an isolated instance.

I commend the spirit that has prompted the Company to post the SAFETY FIRST sign in conspicuous places, but I am confident that in time to come they will be absolutely unnecessary and the proverb will be our mental axiom, "Do unto others, as you would have them do unto you," and all visual notifications to us will be unnecessary.

E. E. CLOTHIER,
Chief Carpenter.

Mobridge, S. D.

General Meeting.

A general Safety First and Proper Handling of Freight meeting was held in Milwaukee May 24th, in the Assembly Hall of the Merchants' and Manufacturers' Association. About one hundred were present, including W. B. Hinrichs, superintendent of terminals; M. J. Larson of the assistant to the general manager's office; J. A. Macdonald, superintendent; B. H. McNaney, trainmaster, and J. H. Voltz, chief dispatcher of the LaCrosse and Northern divisions; A. Hasenbalg, trainmaster C. & M.

division; A. E. Halderman, superintendent Western Weighing and Inspection Bureau; and Committeemen W. G. Breckenridge, W. O. Davies, H. Eggert, W. G. Miller, E. F. Rummel, J. B. Riley, Chas. Tuft, E. A. Brown, D. J. McAuliffe, J. Sullivan, J. Schneider and K. Wagner.

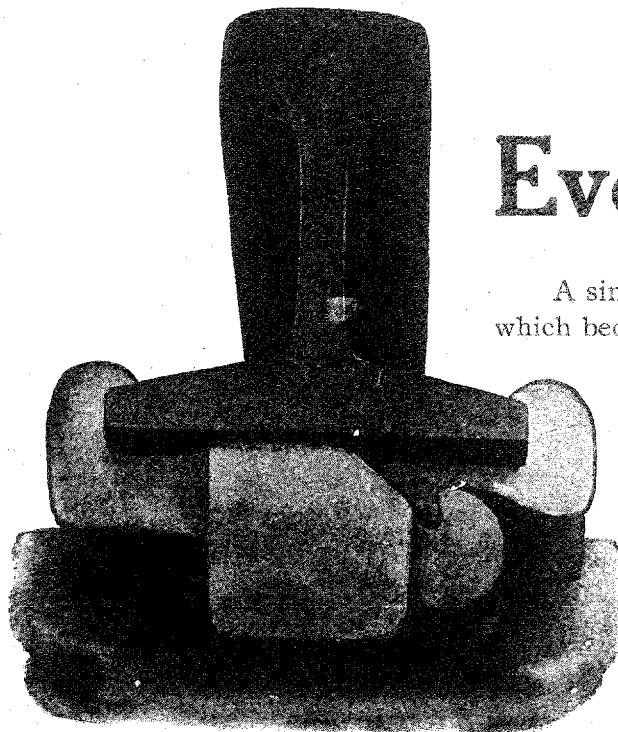
After reading the minutes of the last meeting and reporting what action was taken on the various suggestions, the secretary read the following report of Safety First Suggestions brought up by the different employes since the last meeting, and action taken in each instance:

On April 11th Gang Foreman Cordes reported material piled too close to the track at the Central Foundry Co. This matter was immediately taken up with that concern and the material removed to a safe distance from the track.

The same foreman also reported that the track conditions at the Quality Biscuit Co. were extremely bad. Upon taking the matter up with these people they promised to remedy the difficulty and Foreman Cordes now advises that this has been done.

On the same date Safety First Chairman of the Milwaukee Shops Safety Committee, Mr. Allen, reported that the crossing on the south side of the shops was not being kept open for men going to and coming from work. Instructions have been issued to Yardmaster Mix to see that this crossing is kept open.

On April 13th the section foreman of the Stock Yards District advised that the tool house on his section was located in a very dangerous position, being placed directly at the end of the Central Coal Co.'s stub track. This tool house has been moved to a safe location.



P. & M. Rail Anti-Creepers

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

On April 20th Gang Foreman Haslam reported the lath pile at the Pipkorn Co. as not having the proper clearance. The matter was called to the Pipkorn Co.'s attention and the lath pile removed to the proper clearance from the track.

Gen. Yardmaster Schwartz advised that he received complaints from the yardmen that the contractors who are putting up a building at 4th Ave. and Park St., were piling material very close to the track. This matter was taken up with the parties responsible, and reports now indicate that the proper clearance is maintained.

On April 26th a report was received from the Milwaukee Shops District that material was being piled very close to Track No. 15, making it hazardous for yardmen to work at that point. The matter was taken up with the Mil. Shops Safety Chairman, and he advises that the material has been removed to the proper clearance.

On May 12th a report was received from the North Milwaukee District that a hopper belonging to the Whitnal Coal & Supply Co. at the old Cement Mills had bulged out to such extent that it did not clear a car. The matter was immediately taken up with the Whitnal Co. for correction, and Agent Regan reports that they have taken care of it.

A report was received on May 19th that there was a big hole at the end of team track at Green Bay Ave. on the Chestnut St. Line, caused by water from the culvert digging into the bank. The matter was brought to Roadmaster Anderson's attention.

The Chairman called upon Supt. J. A. MacDonald, who gave a very interesting talk on the Proper Handling of Freight. A. E. Halderman outlined the object of the Western Weighing & Inspection Bureau, stating that that bureau had written about 27,000 letters in the past nine months to various shippers regarding improper packing, marking and misdirection on packages of freight. Trainmaster McNaney laid the burden on the warehouseman's shoulders. The warehouseman, he said, holds a very important position and can prevent many a claim by taking a lively interest in his work. Messrs. Hasenbalg and Voltz made brief addresses on the same subject.

Mr. Larson was given the floor and his brief remarks pertaining to the Safety First movement were very interesting. He was pleased to note that the suggestions brought up, both at the meetings and in the interim, were promptly acted upon by the superintendent.

The necessity of reducing claims by handling freight in a safe and proper manner was again impressed upon all employees concerned. He was pleased to inform the audience that since this movement was inaugurated a year ago the freight claims have been reduced \$293,000, whereas the revenue of the company increased \$8,000,000, and was in hopes that a still better reduction would be made. Every C. M. & St. P. employe from the warehouseman to the delivery agent was urged to use great care in handling shipments and thus bring about the object of this great movement.

A general discussion on the proper handling of freight took place. W. O. Davies, general foreman, stated that he thought cars were being handled rather roughly by the switching crews in Fowler yard, both day and night. The general yardmaster was

instructed to investigate and issue necessary instructions to the local yardmasters.

Mr. Miller stated that he made a daily inspection of cars loaded at his freight house and that conditions were greatly improved.

Agent Rummel thought it would be a good plan to ask shippers of eggs to use a better container. A lively discussion resulted, in which it was brought out that a large number of second-hand egg boxes are used.

He also reported that a number of hoppers were opening on drop-bottom cars, resulting in loss of coal and sand. These were mostly foreign cars. Mr. Davies stated that in a number of cases the hoppers would appear to be fastened O. K., but upon receiving a severe jolt would open up. He promised to make a close inspection of all such cars at the coal yards.

Adjourned.

W. B. HINRICHS.

Northern Div. Safety and Loss and Damage Meeting at Horicon.

Meeting called to order by Supt. J. A. MacDonald, 10 a. m.

The following agents and warehousemen present: F. J. Bolling, Agent, Portage; H. C. Woodchick, Agent, Beaver Dam; A. J. Brooks, Agent, Woodland; John F. Loesch, Agent, Schlesingerville; H. L. Quandt, Agent, Iron Ridge; W. G. Engle, Agent, Waupun; S. Nicholas, Agent, Rubicon; A. C. Huer, Agent, Randolph; F. W. Houston, Agent, Ripon; Fred Theil, Agent, Hartford; Geo. M. Heilman, Agent, Berlin; T. D. Hoyt, Agent, Fond du Lac; J. S. Miller, Agent, Richfield. Warehousemen: Paul Boecher, Portage; A. J. Maney, Fond du Lac; Peter Kohl, Schlesingerville; O. P. Barry, Chief Clerk, Ticket Auditor, Chicago; A. H. Wagley, Traveling Auditor; W. R. Orr, Traveling Western Weighing Association Inspector; E. A. Murphy, Freight Auditor, Chicago; C. H. Dietrick, A. F. C. A., Chicago; B. H. M. Naney, Train Master.

Supt. J. A. MacDonald made a short talk on Safety First and what was necessary to be done to improve our methods for reducing the tremendous number of claims that the company are paying on account of agents and warehousemen not following up Rules 1, 2, 7 and 8, Western Classifications. He then called on the different agents for an expression from them as to causes and remedies.

Agent Brooks told his troubles, also other agents and warehousemen; and advanced good practical methods for overcoming some of the troubles which the forwarding agent has been charged up with; expressing the opinion that by getting together in meetings of this kind where real facts were brought out, that the company would soon see some good results from this campaign of education.

Asst. Frt. Claim Agent Dietrich then gave the agents and warehousemen a heart to heart talk, telling them that he could appreciate the troubles of a "One Man Station"—that he held one down for a number of years and began to think that the company had overlooked him but they hadn't, for when the proper time came and they were looking for a man to do this job they picked up the young fellow from the "One Man Station." He complimented the agents as the business end of the railroad and was satisfied that the agents on the Northern Division are doing their part in the reduction of claims which was taking place at present. He also read some statistics which showed what was being accomplished through the campaign of education.

Northern Division.*Helen Munroe.*

Ed Dermedy, brakeman on passenger, has been working with a badly swollen cheek lately, caused by an ulcerated tooth.

Mrs. D. C. Pierce has been visiting at Marshfield.

Jack Brady spent a week's vacation at Milwaukee. Henry Arndt relieved Brady on the Portage way freight.

As the weather has been especially good for auto riding, Henry Rief has taken a much needed vacation.

Business is booming on the Northern Division.

W. C. Zimmermann has been on several weeks' vacation, spending part of the time in Northern Michigan and then taking a trip through the Southern States.

Agent F Holt had a pleasant experience the other day. He has a new car and in the morning filled the tank with gas. In the evening he started riding using another car and forgot that it was not the car he had filled in the morning. When about three miles from home the car stopped. Luck being with him another car came along shortly and the driver kindly went and got a supply of gasoline for Mr. Holt.

A ten-pound boy was born at the home of Conductor Billington, at Mayville, a few days ago.

Operator Newton and Reinhold Schultz went to Oshkosh, June 15, to see Barnes' Circus. On account of the muddy roads the circus was not able to get to the circus grounds.

Operator Greenland went to Fond du Lac with a party of friends on a little joy ride Sunday evening.

The Hartford switch run, which used to come through to Horicon, has been tying up at Hartford for the past month.

New autos are being sported by R. Lockwood, at Horicon; Wm. Boettcher, Milwaukee; and Wm. McEvoy, Winneconne.

Black Hills Items.*T. A. Biggs.*

Station Agent O. L. Hopkins of Chamberlain, visited with his son Harvey at Cottonwood, S. D., the latter part of May.

Mrs. J. H. Hendrickson, wife of Engineer Hendrickson visited at Draper, S. D., the first week in June.

Passenger Brakeman Lee Sivett has been taking an enforced lay-off on account of an injured finger. While off he took a trip to Rapid City and visited his mother at Interior.

Conductor Walter Mayo has again resumed work between Murdo and Rapid City, after an extended lay-off. He has sold his property in Rapid City and expects to reside in Mitchell after July 1.

Miss Carola Ricks has finished teaching at Draper and is now at home with her parents at Murdo.

Mrs. J. R. Quass and son Clement went to Rapid City, June 5, to visit her mother.

Conductor Frank Maynard is taking three months' leave of absence and with his family will spend the summer on Puget Sound, where he has a splendid place for a summer outing. The writer is relieving him on Nos. 3 and 4.

Conductor Frank Penrose has moved his family from Chamberlain to Rapid City, and will run between Murdo and Rapid City hereafter.

Engineer Max Newbowers and wife have gone to Runningwater, S. D., to visit with Mrs. Newbowers' people.

Engineer J. Johnson and wife have been visiting a week or ten days with friends and relatives at Mason City, Iowa, and also spent some time at Clear Lake, fishing.

Mrs. P. G. Gallagher of Murdo, visited her father and mother at Plankinton, S. D., about June 10.

Operator R. G. Young of Murdo, took a lay-off the first part of June, and took a trip to Kadoka and Rapid City.

5 and 7 Day Lake Trips

*Spend your vacation on the water
Cruise for a week or five days*

**To SAULT STE MARIE, MICH.
or BUFFALO, N. Y.**

Northern Michigan Line

The Elegant Steel Steamships

"MANITOU"

"MISSOURI"

"MINNESOTA"

"ILLINOIS"

offer unrivalled service between **Chicago, Charlevoix, Petoskey, Mackinac Island** and other famous resorts of Northern Michigan and Georgian Bay, connecting with all lines for Lake Superior and Eastern Points.

SPECIAL FIVE AND SEVEN-DAY CRUISES

The Steel Steamship "MISSOURI" to

SAULT STE MARIE, MICH. and Return
via Charlevoix, Petoskey, Harbor Springs and Mackinac, "Soo"
River by day light returning via Grand Naverse Bay ports:
including meals and berth **\$27.50**
five days

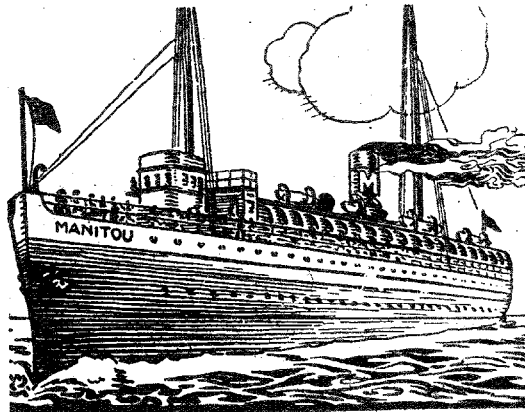
The Magnificent Steel Steamship "MINNESOTA" to

BUFFALO, N. Y., and Return
via Milwaukee, Charlevoix, Harbor Springs, Mackinac, viewing
Detroit River and St. Clair Flats in daylight; 12 hours at Buffalo to
visit Niagara Falls: including meals and berth **\$40.00**
seven days

You can have the many comforts that a large, elegantly equipped steamer affords. You can eat well and sleep well. Peaceful quiet and exhilarating breezes will rest and strengthen you. In sight of land most of the way, you can view some of the most magnificent scenery in the world. For illustrated folder and book of tours, address

J. C. CONLEY, Gen. Pass. Agt.

Office and Docks, **New Municipal Pier, CHICAGO**
(East End Grand Ave.)



Special Commendation

F. J. Maxwell, interchange inspector at Tacoma, has received the following from Superintendent J. F. Richards:

Dear Sir:

I take to thank you for your prompt action in extinguishing the fire in P. S. box car 206159, June 4.

A copy of this letter will be printed in the Milwaukee Employes' Magazine.

Superintendent J. A. Macdonald submits the following letter from F. E. Nicoles, superintendent of the C. St. P. M. & O. Ry.:

Eau Claire, June 12, 1916.

Dear Sir:

After your train, No. 63, passed Camp Douglas Tower, at 12:35 a. m. on the 8th, Operator A. W. Rea found a steel brake beam lying on the frog crossing our main track. As No. 63 was pulling over the crossing he heard something strike on the crossing frog, and after they had passed he made an investigation with the above result. Our No. 14 was about due and might easily have been derailed and a bad accident resulted from striking this steel brake beam, had not the operator been attending sharply to his duties and removed same from the crossing, I believe that a memorandum of this matter should be placed upon his record and he should be given credit for being wide awake and attentive to his duties at all times. I am sending him a copy of this letter.

Credit has been given Operator Rea in our roster.

K. C. Division Brakeman C. M. Stump has received special commendation and credit in the roster for discovering brake beam down and dragging under C. M. & G. car 1108 in train 2-71, May 23, about three and a half miles west of Chillicothe, and for his prompt action in stopping the train before further damage occurred.

K. C. Division Engineer H. B. Galpin has received special commendation and credit in the service roster for discovering dragging brake beam in train No. 98, on June 8.

Trans-Missouri Division Brakeman J. B. Collins has received the following from Superintendent F. G. Hill:

Mobridge, S. D.

Dear Sir:

It has been reported to me that on June 10 you discovered the head block at the switch at Moreau Junction so badly out of order that the switch points were open. Had any train gone over this track with the switch in this condition there no doubt would have been a very serious accident; result might have been loss of life, besides a good deal of property damaged. Your finding this switch in this condition and reporting it as promptly as you did saved the probable accident, and I wish to personally thank you. If you will advise me on what division you belong on lines East, I will take the pains to notify your superintendent so that a special mention may be made in the employes' roster in his office.

On Sunday evening, May 7, some unknown person called the agent at Fargo by phone and advised him a car had been blown out on the main track from the Northern Pacific transfer track. This occurred during a severe wind and dust storm. Clerk Perry Englehart went to the roundhouse and informed the roundhouse force. Engineer Ray went down and brought the car back to the sidetrack. All concerned are entitled to commendation, as this might have caused a serious accident, as No. 406, the southbound passenger train, was soon due to leave and might not have discovered the car on account of the weather conditions. We regret that we are not in a position to express

our appreciation to the party who called the agent's attention to the car by phone, as it was surely an act worthy of commendation. The track has now been provided with a derail switch to prevent a similar occurrence in the future.—S. E. Keane.

H. & D. Brakeman R. E. Spencer is entitled to special commendation for discovering the spring board down on P. S. 101480 when picking up the car at Mellette, S. D. Car was loaded with hogs. No damage was done.—S. E. Keane.

H. & D. Lineman Sam Williams and Pump Repairman H. T. Porter are to be commended for discovering a brake beam dragging on a car in train 64, April 6, as train was passing Aberdeen passenger station. They put on a motor car and overtook the train at the Great Northern crossing and got them stopped before an accident occurred.—S. E. Keane.

H. & D. Conductor Ed Crooker, on an extra east, April 25, discovered barley leaking from Frisco car 121768 at Double Track Switch. Train was stopped and waste put into the hole and a board nailed over it to prevent further loss.—S. E. Keane.

H. & D. Operator G. R. Hakes, employed at Double Track Switch, noticed brake beam dragging on St. P. 101936 in train 93, March 3. He got a signal to the train crew and train was stopped with only one pair of wheels derailed. This might have caused a serious accident.—S. E. Keane.

Musselshell Division Brakeman C. Hauser is entitled to special commendation for discovery of a broken truck hanger and swing plank down on the rail, on St. P. car 101244, while switching at Bascom, Mont., June 2. The car was set out without further damage. Mr. Hauser's watchfulness undoubtedly prevented a bad derailment.

Section Foreman O. J. Brantzeg, Gold Creek, Mont., has received the following letter from Superintendent Willard, and special credit in the roster:

Dear Sir:

I take this occasion to personally thank you for the prompt action and watchfulness displayed by you in notifying train crew on 2-63 passing Gold Creek, June 8, regarding brake beam which you found dragging on one of the cars.

Your alertness no doubt prevented a possible derailment and due credit will be given you in the roster.

The following letter received from City Ticket Agent Thompson at Los Angeles is a fine tribute to our route and service:

Chicago, June 12.

Dear Sir:

Don't suppose you will remember us, but this is just a note of appreciation for the splendid journey you planned out for us.

We enjoyed every minute of our trip and will never regret taking the C. M. & St. P. route. Thanking you again for your kindness, we remain,

Very truly,

H. & G. TAENBERT.

(Signed)

Four western division conductors and one agent, namely C. M. Craig, Wm. Skinner, G. T. Burnham and A. M. Peterson, and Agent P. J. Rogers of Earling, were all given letters of commendation and credit in the roster for the discovery of defects in passing trains, and special service rendered the company during the month of May.

Conductor and Mrs. F. D. Chapman who went on a trip through the east as delegates to the Trainmen's Convention, returned the middle of June with a very glowing account of their journey.

Malden Roundhouse Notes.*H. R. Gates.*

Engineer Otto Butzlaff and wife have returned from the East where they have been visiting with relatives.

Roundhouse Foreman F. A. Kemp and family were called to Sunnyside, Wash., on account of the death of Mrs. Kemp's sister.

Stationary Fireman E. R. Hooper has taken his wife to St. Marie's for an operation. She is getting along as well as could be expected.

A base ball team from the Roundhouse played the Malden Business Men's team recently. The score was 6 to 6 and all bets were declared off.

Lineman Turner who has been stationed at Malden until recently when he was sent to Spokane, was a visitor at Malden this month.

Chief Carpenter W. R. Lanning was a recent visitor at Malden Roundhouse.

Boilermaker Frank Flanagan is a bachelor nowadays, his family having gone to his ranch at Leavenworth for the summer months.

We understand that Fireman J. E. Irving has signed up one of Cupid's contracts for life. Congratulations are extended.

To "Sigh" at Deer Lodge: I do not think that the New York Giants need any of those Red Cross outfits that you mentioned in the June issue.

Fireman C. J. Ragner is now on the passenger runs 27 and 28 between Plummer Jct. and Marengo.

Fireman R. A. Nelson of St. Marie's has been laying off on account of sickness.

Engineer A. A. Lentz is getting to be quite a musician. He has purchased a saxophone and he spends practically all of his legal hours of rest practicing.

Night Call-Boy Geo. Steidel had the misfortune to break his arm a couple of weeks ago but is back on the job again. Gordon Jones relieved him while he was off.

Blacksmith Helper Geo. Guier has been off the past week account of sickness.

North La Crosse News.*H. J. Bullock.*

Switchman J. E. Wilson has returned from Buffalo, N. Y., where he was a delegate to the Trainmen's Convention.

Barney Bowman of Milwaukee, was here visiting old friends. Barney was formerly head blacksmith in the roundhouse here.

Samuel Schauers, traveling fireman, transacted business here recently.

Telegrapher C. L. Alleman has returned from Comad, Mont., and resumed work in the Black River draw office.

Third trick telegrapher, C. J. Higgins is back on the job after several days' visiting at Watertown. His place here was filled by K. D. Smith.

The old ice house opposite the station has been completely razed and the ground cleaned up. Quite an improvement.

Leverman Martin Hickey of Grand Crossing, died in the St. Francis Hospital, where he was taken for treatment. His death was caused by ulcerated kidneys. His funeral, which was on Decoration Day, was largely attended.

Telegrapher C. A. Peters and wife gave us a pleasant call. They were attending the Hickey funeral.

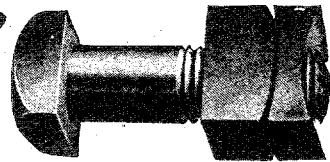
Telegrapher H. H. Britton, who has been working in the Black River draw office, has departed for Milwaukee.

We were very pleasantly surprised by a call from General Lineman J. A. Light, who was en route from the Coast Line to his home in Milwaukee.

E. E. Borrer, district superintendent of dining cars of Minneapolis, shouted "hello" here recently.

Car Repairer Steve Lambert was quite badly injured May 30, by falling from the top of a car he was re-icing. He was taken to St. Francis Hospital for treatment.

Switchman L. Giroux was severely bruised by falling from the top of a car the night of May 31.

Write It Right!***"Boss Lock Nuts"***

When you specify don't say "Lock Nuts"—but write it "**Right**"—put it down this way:—

***"Boss Lock Nuts"***

Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of "**Boss**" Lock Nuts annually.

BOSS NUT COMPANY

1744-48 No. Kolmar Ave., Chicago, Ill.

On The Steel Trail

Around the Railway Exchange.

Geo. E. Waugh.

When the call to mobilize the troops of the Illinois National Guard was received, the following employes of the "Milwaukee" in Chicago joined their regiments: Leroy A. Nelson, chief clerk in the Purchasing Department is Captain of Troop C of the 1st Cavalry. His company has been awarded the prizes for three consecutive years for the most skillful marksmanship in the militia. L. J. Van Horn of the 1st Regiment is in the Engineering Department. F. J. Moran of the "Fighting Seventh," is with C. A. Leahy, assistant to the Freight Traffic Manager. N. M. Steinman of the 1st is in the Engineering Department. Victor Teo of the same regiment is in the Freight Auditing Department, and Sadera Borderson of the 2nd is in the Freight Claim Department.

The employes wish them God speed and good luck.

Katherine Radford, our accommodating night operator, was home sick for several days last month. Kittie's cheerful voice and sunny disposition is a necessity around the Railway Exchange Building and it is earnestly hoped that she will soon be back on the job.

L. M. Jones traveling passenger agent, St. Paul, and W. E. Bock, city passenger agent, Omaha, were called to Chicago during the Republican National Convention to look after the return routing of delegates. They enjoyed their visit in the big town and everything was tip-top until they sallied forth to find hotel accommodations. Then "their joyous labor lost its tint"—they elbowed their way into every hostelry in town from the Congress to the Stag, and found them all loaded from the engine room to the calomine on the rooms on the top floors. "We'll have to 'carry the banner,'" said Jones. "Not on your life," said Bock. "We'll go on the water wagon," as he lead the way to the dock at Rush Street where they embarked on a steamer which was renting state rooms for two at six per. The steamer left its moorings long enough to run around the Government Pier while our passenger representatives were rocked to sleep in "the cradle of the deep."

While looking over the McGregor wash-out, we met our "old college chum," M. H. McEwen, T. F. & P. A., Waterloo. Mac came forward with an apology and alibi for the flood, he said that the State has not been dry long enough for said wash-out to understand that the wet stuff was against the law—fine!—sure—fine.—McEwen, \$10.00 and costs.

The Associate Editor was extended the courtesy of the press during the Republican National Convention and had the sore distinction of being kicked out of every exit from A to M, inclusive—while Stanley Roberts told an Irish policeman that his name was Tom Moore and was ushered into the Press Box and was given a seat along side of Wm. Jennings Bryan.

Did you notice any of our girls in the Suffragette Parade? No! Well, we know one, but we won't say who it is as long as the telephone service is O. K.

There is a gent in the telegraph office who relates that he caught four hundred pounds of bass in Fox Lake between Saturday and Monday. To paraphrase Sheridan—the gentleman draws on the "Milwaukee" for his transportation and on his imagination for his facts. Harry Lynch will tell you what he thinks he is—the editor will not let us publish it.

W. E. Cooper is now wearing stripes. Oh, no—not those kind of stripes—he has a new spring suit.

This is an unconfirmed rumor—Bob Walker has gone into a monastery.

The Republican Convention came near surpassing in importance the convention of the

correspondents of the "Milwaukee" Employees' Magazine, which was held at the LaSalle Hotel, Sunday, June 25. Publishers from Chicago and New York approached them with bales of coin and blank contracts—but all they got was the "Get thee behind me, Satan" look. That's magnanimity for you, with a big "M."

One of our popular and welcome visitors last month was Jas. J. Murphy, superintendent of the Rocky Mountain Division, the best advertised line in the world—it is electrified.

A. J. McCarthy, chief clerk in the General Passenger Department, Seattle, avers that his pedometer registers 27 miles of hiking between 10 p. m. and 5 a. m. daily except Sunday—to pacify his young son and assistant chief clerk of the family. McCarthy, Jr., "doth murder sleep."

Several employes of the General Offices in Seattle have transmitted the startling news that a former employe of the General Passenger Department, Chicago, was recently seen ensconced in a limousine with a "beautiful doll." Fie upon you, Jim!

Pebbles from the Musselshell.

W. F. Maughan.

M. P. Leatch, who has been in the water service department for several years at Melstone, has been appointed coal dock foreman at Roundup. Mr. and Mrs. Leatch and Crystal will be missed in Melstone.

Mrs. Boltz and son Harry are taking their annual vacation and will visit their old home at Janesville, Wis.

Mrs. C. A. Benson, wife of Inspector Benson of Melstone, is visiting her mother in Minneapolis.

G. H. Lintelman is car foreman at Harlowton. George is a good car man and will look after his department.

Mrs. Goodmanson, wife of Conductor M. Goodmanson of Miles, is enjoying a visit at the old home in Minnesota.

R. Duel, from the Bridge Department on the Idaho Division, went east June 3, to see how the old Black Hills Division looks.

Mrs. W. F. Maughan has returned from her extended visit in Washington.

Conductor C. A. Sullivan of the Musselshell took a run up to Minnesota a few days ago.

Mrs. Harry O'Neal and son of Miles, visited several days in Melstone recently.

J. N. Horan, from the Milwaukee shops, spent several days in Miles. John is one of the oldest employes in service on the Milwaukee System.

Mrs. H. C. Pratt of Miles City, will leave June 20, to visit friends in Minneapolis. She will also stop at Mitchell, S. D., on her return. Harry will twist the brakes while she is gone.

Conductor Farrow of the Musselshell, stepped off the caboose one day recently. When he struck the ground his feet slipped and he fell near the rail. The journal box cut a gash in his head as the car passed by. This was a close call for "Pard." He has gone to his home in Lincoln, Nebr., for a rest.

Conductor George Slogle has been visiting his brother Charles, who is a conductor on the Musselshell. George is an old I. & D. conductor.

Engineer Bob Toombs has given up the local and taken the Roundup coal mine switch job. Bob says he likes to put his feet under his own table three times a day.

Brakeman D. O. Ray was called to Sheridan, Nebr., June 10, on account of the death of one of his children. He has the heartfelt sympathy of the friends he has made on the Musselshell.

Douglas House

Houghton, Mich.

A Fine Hotel

Well Conducted

RATES

\$2.50 to \$4.00 Per Day

John C. Mann

Hotel Crandall

Kilbourn, Wis.

At The Dells

This Hotel consisting of five buildings is on the bank of the river in large shady grounds and central to all points of interest. Launch and row-boat facilities in connection.

'Bus to all Trains

All Modern Conveniences

RATES; \$2 to \$3, American Plan

Write us for Reservations

Hotel Snapp

Excelsior Springs' Finest Hotel

Excelsior Springs

Missouri

Accommodations for 200;
Eighteen Hole Golf Course;
Mineral Baths in Connection.

AMERICAN PLAN

Rates \$2.50 to \$5.00 Per Day

Lake Lawn Hotel and Cottages

Delavan Lake, Wis.

New Furnishings Throughout. 16 Acres of Shaded Grounds.
Best Fishing Grounds at Our Front Door.

The only electrically lighted hotel on the lake. 250 rooms. Special dinners for auto parties at all hours. New open air dancing pavilion on lake shore. Dancing daily. Cabaret, best music obtainable, large garage, steamboat headquarters.

Autos meet C. & N. W. trains at Williams Bay, and C. M. & St. P. trains at Delavan

Rates \$10 to \$15 week, \$2.50 per day.
E. J. (Jim) Ellis, Harry Mann, Proprietors

News from C. & C. B. Iowa, Middle and West.
Ruby Eckman.

On June 10th a son was born to Brakeman and Mrs. Fred Vodenick of Perry.

C. R. Posten, agent at Perry, has taken a thirty day leave of absence and is trying out a position in a bank at Maxwell.

On June 1st the two year old son of Engineer and Mrs. Harry Berry, died at the family home in Perry, after a short illness.

Operator D. J. Crowe, of the Perry dispatcher's office, and Fred Dollarhide, night roundhouse foreman at Perry, spent the first two weeks of June visiting at the home of Mr. Dollarhide's parents in Dennison, Texas. They report a very pleasant visit and lots of fishing.

On June 7th, Operator H. E. Merkle of the Perry yard office force was called upon to mourn the death of his baby, which was a few days old.

On June 10th, at the home of the bride's parents in Perry, occurred the marriage of Miss Gladys Burnett and Mr. Penhryn Wilson. The bride was formerly clerk in the office of Trainmaster J. F. Anderson at Perry. They will make their home in Toledo, Iowa, where the groom is employed as assistant county engineer of Tama County. Mr. Wilson was, for a number of years, a member of the engineering force of the Milwaukee.

Herbert Langdon has taken a position as clerk in the office of the roundhouse foreman at Perry, taking the place of the former clerk who resigned to take up her duties as housekeeper.

On June 7th, at their own home in Omaha, occurred the marriage of Miss Lorene Jackson and George Natzel. Miss Jackson was, for a number of years, clerk in the freight office at Manilla and for several years the groom was employed as clerk in the office of the foreman of the car department at Manilla, but for some time past has been working in the auditing department of the Union Pacific at Omaha. They started housekeeping at once.

Mrs. D. A. Arrsmith, wife of the operator at Persia, has been visiting with relatives in Palmer, Neb.

On May 23rd, Harry Collins was made roundhouse foreman at Perry, and Frank Mullen made assistant roundhouse foreman.

The G. I. A. of the B. of L. E. of Perry were pleasantly entertained by the lodge at Boone, the latter part of May. A party of about twenty members went to Boone for the day.

May 23rd, Operator T. L. Griswold of Tama reported the arrival of a baby girl in his household.

Mrs. George Martin, wife of the agent at Lewistown, Mont., spent a week the latter part of May visiting with friends in Templeton and Perry. Mr. Martin was formerly agent for the Milwaukee at Templeton, but they are now located in what they call the best town in Montana.

O. P. Byrd has been appointed agent at Yorkshire, taking the place of H. P. Buswell who went to Waucoma.

Agent J. V. Mullen, of Maxwell, spent a couple of weeks of May at Excelsior Springs, Mo.

Agent Hasse, of Elberon, reports a most peculiar robbery which took place at his station the latter part of May. Robbers forced an entrance to the office after it had been closed for the night. They ransacked the place but found nothing of value, they not being able to open the safe. In the wanderings however they dropped sixty cents in coins from their pockets and these the agent found on the floor the following morning. It is seldom if ever, a robber leaves more than he takes from a place.

G. L. Bucknam drew Coon Rapids second trick on bulletin in June, when same was made vacant by Operator Clark Lewis bidding in Ferguson.

Chief Dispatcher J. M. Losey and first trick Dispatcher A. J. Krohnke have been taking their vacations during the month of June. J.

J. Kindig relieved Mr. Losey and A. J. Elder did the extra work.

Car Clerk Edward Lee of the Perry yard force has been spending a number of his evenings of late, in fishing. From the number of stories he tells of the catches he makes, one is lead to believe that Edward is acquiring all the fishermen's traits.

The wedding of Brakeman Harry J. Fuller and Miss Bessie Lee, daughter of Conductor H. W. Lee, is scheduled to take place on June 28th.

Some of the engineers on the C. B. Ia. division seem to have a little streak of humor running through their veins which occasionally crops out when they are making out their work reports. The following are a few of the work reports that have recently been received:

"Engine is down on friction plates and rides like a bronco.

"Please examine flues, they are out of round.

"Please remove the pig from the electric headlight, as we hit some stock last night."

The roundhouse foreman says the defects were all remedied.

It is reported that while one of the firemen on the west division was taking water on a passenger engine at Manilla recently, a negro hobo was on the back of the tank. The fireman wishing to get rid of him quickly dropped him into the tank and in about twenty minutes the engineer saw the negro bobbing up in the water glass. We won't guarantee that the above is true however.

Conductor L. C. Newell's mother, who made her home with her son, died the latter part of April.

J. Grutzmasher, boilermaker at the Perry roundhouse, mashed his foot while at work during May and had to lay off a week.

Conductor F. S. Craig of the middle division was off duty the latter part of May account of a bursted blood vessel in his leg.

Conductor C. E. Millard asked for a couple weeks' lay off and went to Excelsior Springs the latter part of April. On his return he was accompanied by Mrs. Millard, the bride having been a young lady whose home was in Kansas City. Conductor George Vandercook who happened to be at the Springs at the time, assisted at the wedding, and saw to it that his friends in Perry received proper notice of the event. Mr. and Mrs. Millard will make their home in Perry.

Switchman Del Coltrin who was injured last October has resumed work in Perry yard.

On May 12 at the Kings Daughter's Hospital in Perry occurred the death of Mrs. W. J. Fuller, wife of conductor of the middle division. The young woman had been ill about three weeks.

Brakeman E. R. Fitzgerald has been off duty for several days on account of sickness.

Conductor L. A. Hurlburt has returned to work after a lay off of several months on account of sickness.

Brakeman O. M. Stevick has returned to work after having been off duty for a few weeks on account of sickness.

Brakeman J. A. Gill was off duty the latter part of May on account of the death of his father.

Agent C. W. Hall at Templeton has been laying off a few weeks. Operator Seyler from Manilla is relieving him and J. C. Kilbourn relieving Seyler.

Agent A. O. Jordan of Phildia Station has been off duty for a few weeks visiting with relatives in Illinois.

John Madigan of Minneapolis, formerly a conductor on the C. B. Ia. division, has been visiting old friends in Perry the last few weeks.

Coburg News.

Brakeman Souders is receiving congratulations on account of his recently having married one of Laredo's most popular young ladies.

Ed Longshie, the old time switchman, is now on a trip to Illinois to visit the old home.

Night Yard Clerk Jimmy Gorman was laid up several days with a very painful tooth.

Division Engineer N. N. Barber of Ottumwa, whose work took him frequently to Coburg, is leaving the service of this company to engage in other work and tho we are sorry to lose him we wish him a successful career wherever he may go.

Operator A. J. Jones and wife recently visited Operator Dave Fulton on his farm near Northern Jct.

The Milwaukee employes were given a reserved section in the Billy Sunday Tabernacle on the evening of June 10th and quite a number of them with their families turned out to hear the noted evangelist.

Peter Santhoff, way freight brakeman, is sojourning in the Ozark country.

Gene Reed and Gus Westman of the car department are visiting in Denver, Salt Lake City and other western cities.

Conductor Chas. Sperry is on the sick list and reported to be some worse than usual.

Yard Clerk Walter Scott lost some time on account of sickness.

Conductor Henry Beeler of Ottumwa circulated amongst his Kansas City friends here in June for a day or two.

Uncle Del Parker is spending a couple of weeks resting up and trying the waters at Excelsior Springs.

Two special trains were run for the benefit of delegations to the Sunday meetings in Kansas City. Conductor Jerry Brosnihan had charge of one to Polo and D. V. Parker handled another from Braymer and back.

Uncle Joe Sense is laying off enjoying a much needed vacation.

Switchman A. L. Williams has been in Detroit, a delegate to the B. of R. T. Convention.

Switchman Ralph Post is entertaining his brother's wife and family of North English, Iowa.

At the Milwaukee Elevator, Jess Epperson of the B. & B. Dept. is putting up a new office and Ed Te Brake of Milwaukee is making repairs on elevator machinery.

James Fugate the handsome light repair man of the car department puzzled his friends by showing up on the job one day with a new face. The result was that Jimmy had to introduce himself to his many old friends and explain that when he got his new false teeth he would look natural.

K. C. Division Items.
F. R. M.

Conductor D. V. Parker, who has been off since last winter on account of illness, has resumed work.

The many friends of Engineer Dan Walters will be glad to know that he has returned to Ottumwa much improved in health after an illness of a year or more.

J. R. Slater is the new roundhouse foreman at Ottumwa Junction. He succeeded H. Collins, the latter going to Perry.

O. C. Olson, for some time lineman at Ottumwa Junction, has been transferred to Iron Mountain, Mich. He is succeeded by A. Marquardt.

A number of station buildings have been painted the familiar Milwaukee orange, and it will not be necessary for passengers to inquire the whereabouts of Milwaukee stations any longer.

The East Division is being graveled due to heavy rains during the past year.

E. W. Haley, for several years employed in the water service department Kansas City Division, has been transferred to Sioux Falls, S. Dak.

Agent G. L. Gallagher has been off duty attending an O. R. T. committee meeting in Chicago.

Jno. McEwen, agent Farson, is touring the Northwest. He is relieved by C. K. Carver.

Operator Oscar Schendell is visiting in Wisconsin.

Brakeman J. C. Sowder of the Southwest Limited is taking a lay-off.

THE HIGHLAND

Delavan Lake, Wis.

Most up-to-date resort hotel in the Northwest. On the shore of Delavan Lake, which is one and one-half by five miles and deep and clear. Surrounded by park, well shaded lawn and twenty-five cottages.

Fine Nine Hole Golf Course in Good Condition.

Cement Tennis Court

Good Safe Bathing and Boating

Fishing Fair

Dining Hall, Seventy by One-Hundred Feet in Size, Separate From Hotel.

**Good Orchestra and Fine Dance Halls
Good Roads, Garage, Auto for Hire**

The Railroad Man's Company

THE

CONTINENTAL CASUALTY COMPANY

H. G. B. ALEXANDER, President

General Offices, 910 Michigan Avenue, CHICAGO

The Continental has paid a larger amount of money to a larger number of sick or injured railroad men than any other company.

Past Performances Count

For information tear out and mail today.

Name..... Age.....

Address.....

Occupation.....

C. M. A. S. T. P.



Y. M. C. A. Gospel Workers at Tacoma Shops.

F. J. J. Kratschmer.

For the past eight months, under the supervision of J. F. Grieves, the Gospel Workers of the Y. M. C. A., Tacoma, including himself, Mrs. Jas. S. West and the Rev. F. W. Wightman, have given the employes of Tacoma shops some very interesting and instructive lectures. All through the winter season these faithful workers have made their regular Friday noon trips to the shops, and their visits were so looked forward to, and the zeal manifested by the "congregation" was so ardent, that many of the boys missed part of their noonday meal in order to get a reserved seat on one of the siderods in the machine shop.

The results of these meetings have been very gratifying to the workers, and the good accomplished is certainly worthy of mention, as there have been many men amongst the audience, and we might say the most enthusiastic ones, who have not, perhaps, seen the inside of a church since their boyhood.

The one big feature which has won the hearts of all the hearers, is the beautiful singing of Mrs. West. This alone has brought many of the boys to church on Sundays to hear her sing. On Good Friday of Holy Week, there were special services held in the machine shop, and a special choir of Y. M. C. A. workers accompanied Mrs. West. The shopmen, in order to partly show their appreciation for the services performed, presented Mrs. West with a beautiful basket of Easter lilies and carnations on that day.

The accompanying picture shows, from left to right: Rev. Wightman, Mrs. West and Mr. Grieves, also the folding organ used in the services, and last, but not least, the beautiful basket of lilies presented by the shopmen.

Tacoma Items.

F. J. J. Kratschmer.

Miss Enoia Lamar of Mr. Lowert's office journeyed to Milwaukee last month on her vacation.

N. B. Footitt of the Store Department has taken a position with Supt. F. G. Hill at Moberg, S. Dak. There is quite a story connected with Nevel's arrival in Moberg, and one that he probably remembered for a few days thereafter. Charley Eppert is our authority. Charley says he met Nevel just as he was getting off the train and they walked along the platform slowly, talking things over. All of a sudden Nevel lunged forward as if he were sliding for second base, and skidded about four yards on his elbows. As Charley helped him to his feet again, he ventured that it was a pretty "rough" reception he was getting in Moberg. The cause of the whole commotion was a "rube" with his suitcase, and a starting train. Remember Nevel, you are not in Tacoma now.

Honorable mention is due Mr. Boyer of Spirit Lake, Idaho, who has opened up a popcorn stand "for the accommodation of Tacoma visitors." At least this is the story brought back from there by Messrs. Adams and Mason, who ought to know. Just what that means, however, is up to the rest of us to find out. They say that Mr. Boyer has a popcorn crisp machine which takes a grain of corn from the time it is first planted in the ground and goes through every process until the money is planted in the owner's pocket. Some machine!

How can any one expect to catch fish when they fall asleep in the boat? Too much popcorn!

Jim Norris has joined the Ford family.

Des Moines Division News Items.

F. F. Fosdick.

Engineer George Finnicum has resumed his run after a hurried trip to Denver, Colo., where he was called on account of his son's illness, but is now very much improved. Mrs. Finnicum returned later.

Conductor A. O. O'Laughlin and wife have been visiting in Lincoln, Neb.

Mrs. J. S. Flynn, wife of Conductor Flynn, is visiting friends at Mason City, Iowa.

John Knoke, agent for our company at Knoke, has taken a trip to Hallock, Minn. He will stop at Duluth and Grand Rapids en route.

Engineer Geo. E. Miller, wife and son, George, spent a few weeks at Excelsior Springs last month.

Mrs. Roy Barthalow and family are planning on spending the summer with her mother and brother on his claim near Weede, Mont. Engineer Barthalow will join them later in the summer.

C. E. Hilliker, division freight and passenger agent, accompanied a party of friends on an auto trip to Excelsior Springs, Mo., where they spent about ten days during the month of May.

G. R. Dickman, chief dispatcher, is spending his annual vacation on his farm near Des Moines.

Agent C. J. Zehr and wife of Boone have just returned from a trip to Mt. Vernon, Ia., where they attended the commencement exercises of Cornell College. Their son, Ores, was a member of the graduating class.

Miss Mary Mulstay, daughter of Engineer J. E. Mulstay, is visiting at Denver, Colo.

Conductor L. J. Tidball and wife are rejoicing over the birth of a granddaughter to Mr. and Mrs. F. P. Foster of Storm Lake, Ia. L. J. Says she is a million dollar baby.

Supt. R. P. Edson and wife are spending a couple of weeks on their farm near Faith, S. Dak. Their grandson, Robert Chambers of Mason City, Ia., accompanied them.

Leo Tschantz, the sixteen-year-old son of John Tschantz, an employe of the D. M. Union Railway, was struck by a Milwaukee passenger train June 15 and was seriously injured. He is slowly improving.

Fireman Guy E. Chiun and wife are visiting friends at Stewardson, Ill.

Mrs. I. N. Dungan and daughter, mother and sister of agent at Marathon, have been visiting friends in Council Bluffs.

R. M. Riddle and Charles Shaffer spent a few days in Chicago sight-seeing.

Fireman R. P. Black has been visiting his parents at Moberly, Mo.

Brakeman K. M. Hamilton is planning a trip to Boulder, Colo., to visit a sister who resides in that city.

Engineer O. F. Weir and wife expect to visit their parents at Leavenworth, Kan., during the month of June.

Conductor W. L. Finnicum and wife have just returned from Winnipeg, Canada, where they were called May 2 because of the serious illness of their son, Ross. Their many friends are glad to hear that he is now on the road to recovery.

Conductor A. O'Laughlin made a trip to Stuart, Ia., to visit relatives one day this month.

Mrs. C. A. Bester, wife of Asst. City Passenger Agent Bester, spent a few days at Coon Rapids, Ia., visiting a sister.

The mother of C. M. Williams, chief clerk to E. Collings, chief carpenter of Perry, Ia., died very suddenly at her home in North English, Ia. She was 69 years old.

Mrs. S. E. Carter and Bessie Carter, wife and daughter of our agent at Storm Lake, spent a few days visiting in Sioux City, Ia., this month.

Mrs. C. V. Shannon and son, Joseph, and her sister, Miss Hazel Weir, family of Conductor Shannon, are planning a trip to Leavenworth, Kan.

W. V. Division Notes.

W. M. Wilcox.

Engineer E. J. Tierney and wife left for Atlanta, Ga., May 21, to visit a sister of Mr. Tierney's and went from there to Excelsior Springs. They will be gone about a month.

Engineer A. B. Brasted resumed his run on 5 and 6, May 20, after a winter's sojourn in Miami, Fla., with his wife.

Car Repairer L. Reinhold, Tomahawk, returned to work June 5, after being laid up two months on account of an operation. He says he is feeling fine now.

Train Dispatcher Willis Jordan has returned to Marion third trick and Dispatcher J. W. Held, of Marion, has taken the second trick at Wausau. We are sorry to lose Mr. Jordan, but believe Mr. Held will fill the vacancy O. K.

Foreman J. A. Ball, of the car department, and his assistants at Tomahawk, have moved into their new quarters in the old depot. Mr. Ball says he has his material in first-class shape now.

The fish train, No. 41 and 42, under the supervision of Conductor C. A. Dunn and Engineer R. A. Randow, was put in service June 10 on this division. The summer travel to northern Wisconsin this year bids fair to be a record breaker.

Engineer Robert Daniels, wife and daughter, of Deer Lodge, Mont., have been the guests of Mrs. Daniels' parents at New Lisbon, this month. Mr. Daniels is one of the electrical engineers on the R. M. Div., and son of Chas. Daniels, a former W. V. Div. engineer.

Superintendent H. H. Ober and Trainmaster D. E. Rossiter were at New Lisbon, June 9, looking after joint division affairs.

Conductor A. R. Munger, of Wausau, was the indirect victim of a crook's work the first part of June, but was not the real object in the game. A stranger representing himself to be Munger, purchased two cooking ranges at different hardware dealers in Wausau, giving in payment worthless checks for amounts larger than the price of the stoves. The stranger ordered the stoves delivered at Munger's house at just 3:30 p. m., saying it was Mrs. Munger's birthday and he wanted to surprise her. Mrs. Munger was quite surprised to see the two ranges delivered at her kitchen door at the same hour. The stranger made his getaway.

The Biggest and Best Hand Made

On the Market

On sale at all stands
and on trains along

The Chicago Milwaukee
& St. Paul Ry.

ASK FOR

"THAT CIGAR IN THE BLUE TIN"

The U. S. Distributing Co.

103 South Canal St. Chicago



B. & S. W. Notes.*H. J. Beamish.*

The boys along the line were very liberal with news this month—it pays to advertise. Rossmiller had McCarty's way freight run for a few days the last of May.

Operator Harkness, Freeport, visited relatives at Elkhorn, May 27.

Buege took Matson's run on 35 and 36 for a few days the first of the month.

Dispatcher Cook took a run over the division May 31. We acknowledge a very pleasant call.

Messrs. Wescott and Walker of Chicago were Elkhorn callers May 31.

H. L. Miller is now holding the side wire position in the dispatcher's office.

Chief Carpenter Gradt and Foreman Nelson made a bridge inspection tour the first of the month.

W. P. Moran was along the east end May 2 routing out the old cars.

Born to Mr. and Mrs. G. H. Lane, Darien, May 5, an eight-pound girl. "Uncle Bill" though consumed with envy, wired congratulations.

Conductor Myers, Eagle Line, is taking a few weeks' vacation; C. F. Hayes on the job.

Foreman Brenneman and crew put in a week with the pile driver on the Eagle branch the first of the month.

Engineer Joe Myers is again back on the through run after an operation for appendicitis.

Conductor Houy is still unable to be at work, the broken bone in his ankle still makes a cane necessary.

Another crew was put in the ring the first of the month. T. J. McCarty in command. Business holds up strong.

Understand the dispatchers received an increase in pay the first of the month. "Those as has, gets."

Conductor Irwin is getting acquainted with the east end again. Made two trips to Milwaukee this month—and didn't need a pilot.

Gillan is now on the Burlington ice run and G. O. Smith on the night patrol.

Fireman James has been doing the "Griever" job during the absence of the "Big 'Un."

Am informed that the failure of Brakeman Wiegart to report for the run June 4 is traceable to the De Laport Hotel. "Watch for the large posters."

Conductor Carmody was the guest of his parents in Cleveland, Ohio, the last of May. Voss on the car.

Firemen Young, Reimer, Hammel, Weusou and Turtenwald took the examination for promotion June 7.

Engineer Jas. Gregory, Janesville, was off for two weeks the first of the month. Snively relieving.

A real fruit train, 36 cars, went over the division June 2; detoured on account of the washouts along the line.

Turtle Creek at Beloit caused some delay to traffic June 8.

Flag day at Freeport, June 14, drew large crowds. Irwin ran a special from Savanna and J. T. Regan one from Beloit.

The Old Settlers' Picnic at Union Grove, June 15, drew the usual large crowd. Special train from Racine, Regan in charge, was well filled.

Engineer Hamilton and family, Freeport, were guests of the Burnes family at Elkhorn, June 15-17.

Engineer Corbett, Racine, transacted business in Elkhorn, June 16.

Ticket Agent Lewis, Racine, was a business caller in Chicago the first of the month.

Conductor Horton had charge of the Burlington-Racine special June 11 for the accommodation of the German Catholic societies. Conductors Cavey and W. H. Smith attended.

Jim Victor mourns the loss of 44 of his little chickens—a rat made the cleaning in one night. No loafing on that job.

Bill Muckerheide continues to hang up records. Left Milwaukee, May 20, at 4:30 a. m., filled to 1450 on short stuff at Corliss, turned at Rockton and was back to Elkhorn at noon.

A general shake-up among the roadmasters transfers B. C. Dougherty to the C. & M., M. Gaylord taking the east end and E. E. Cush the west end of this division. His many friends on the R. S. W. are sorry to lose Barney and wish him the best of success in his new territory.

The usual Beloit items are missing this month. Owing to sickness in his family R. D. Fields, who is more than helpful, being unable to contribute. We all extend sincere sympathy to Mr. Fields and hope for a speedy end of his worries.

The letter from J. W. Mastin, an old-timer on this division, in the June number, was read with great interest by all. Many of the older men on the line remember Mr. Mastin very well and were more than glad to hear of him. His account of the 102-car train ought to jar some of the present generation who think they are the real pioneers in the car-moving game.

Died at her home in Burlington, June 12, Mrs. Geo. Rossmiller, mother of Conductor John Rossmiller of Racine. Mrs. Rossmiller was 70 years old and had been a resident of Burlington all her life. She is survived by four sons, two daughters and two sisters. The sympathy of the employes is extended to the family.

Conductor Nick Hermeé is back on the job after a slight attack of paralysis. The boys are glad to see Nick back, for he is one of our finest.

Engineer Tom Owens is back from a short rest at Excelsior Springs. Mr. Tom says if you want the mud taken off your crown sheet just take a trip down there and there's nothing to it.

No wonder the train lines cannot be kept pumped to full pressure. Some of the engines on the Bungalow run have the glasses cracked in the air gauges, and the air all leaks out. They don't know how I do it.

Conductor Art Wobig is setting a pace for the boys on the Rockford branch. They say he is hard to catch, and although he has been there nearly a year has never been tied up yet. Come along boys.

Engineer John Bjorkholm is attending the firemen's convention at Denver, Colo. Bet John feels good to be somewhere for a while where the boys can't disturb his peace with their worries.

Conductor Walter Thompson is now resting easy again. Walter was worried for a while fearing that a change would take place in passenger service thereby depriving him of the pleasure of burning up the roads around Janesville this summer with his new six cylinder. Don't forget your trip to Minneapolis. Walter, when the sound of a railroad train was music to your ears.

Engineer Skulle Finarson of the Beloit joint engine is making frequent trips to Chicago, and the boys suspect that we'll be eating wedding cake ere long. Look out Skulle, let your motto be Safety First.

Conductor Jimmy Regan says the Bungalow would be a good run if the company would furnish a private secretary to the Old Con. on 68. He says that the list on arrival at Savanna resembles a R. R. coupon ticket from New York to San Francisco.

Operator Archie Morrisey says he had to give up his honeymoon home at Kansasville. He says the engineers had no mercy on him, and made so much racket passing through that they rattled all the nails loose in his furniture.

Operator Miller has left the trick at Burlington and is going on the road to plug for the new Burlington gravel pit. They anticipate a big commercial business. Since concrete work is now so extensively used there is more gold in a gravel pit than there is in a gold mine.

Marion Roundhouse Paragraphs.*Edw. Griffiths.*

If any one asks if business is good, just tell them yes. With the washout on the Northern lines and running the trains over

the branch from Calmar to Oxford. It keeps everybody on the jump, and we have pressed every available man into service.

Engine Dispatcher Chas. Long, who underwent a serious operation at Rochester, is back at Marion and is looking fine. "Chas. with his 35 years of service says now he is good for 40 more.

Engineer Len Low spent a few days at the lakes fishing. The writer had the pleasure of receiving a fine "mess" of fish. Some of the boys accused him of buying them, but they were fine, just the same.

Engineer Fred Putman of Ste. Mary's on the Puget Sound Line, made us a nice call a few days ago. Fred is one of the old C. & C. B., Iowa boys.

Engineer Geo. Isreal has returned from a trip to Denver.

Ed Harville, the veteran box packer at Marion roundhouse, visited Chicago, looking things over.

Machinist Frank Mullen has resigned at Marion to accept position as assistant foreman at Perry.

Fireman Harry Johnson visited a few days at Grand Mound, Ia.

Engineer Capman is filling the vacancy while Engineer Low is fishing, on the Davenport run.

Engineer O. S. Thompson of Cedar Rapids called the other day. Let him come again.

Machinist Apprentice Kenneth Humble is getting a good appetite for peanuts and chewing tobacco. Any way several of the boys said they saw him spending his money for the articles.

News is a little scare around these parts on account of everybody working and attending to his own business these days.

Milwaukee Shops Locals.

H. W. Griggs.

Ye Scribe had business in Detroit, May 26th and 27th.

The Veteran Employees' Assn. Entertainment Committee met at General Baggage Agent W. D. Carrick's office the 29th ult. in connection with the arrangements for the V. E. A. meeting to be held in Milwaukee, August 15th and 16th. The veteran applications are coming in good at the Milwaukee shops.

The "Milwaukee Road" three reels of the Montana Canyon, Rocky Mountain Electrification and Cascade Mountains were shown at the Milwaukee Road Club meeting, May 24th. These films are creating a most favorable impression in this city and all over the country, clear to Maine. The electrification film is going to be added to and a film made of Mount Rainer.

Boiler Washing Inspector Jno. Horan has just returned from his annual trip over the line to Mobridge. He reports much wet weather out west. No let up here.

Asst. Dist. M. M. Al. Klumb, who had been on the sick list, has our sympathy for his wife was recently taken to the hospital. We hope for a speedy recovery.

Welcome back to J. J. Hennessey. May 22nd an auto drove in bringing Mr. Hennessey to his office for two hours. This week he is able to walk down among the boys again—a familiar figure.

Mr. Hennessey has recently returned from the M. C. B. Convention at Atlantic City.

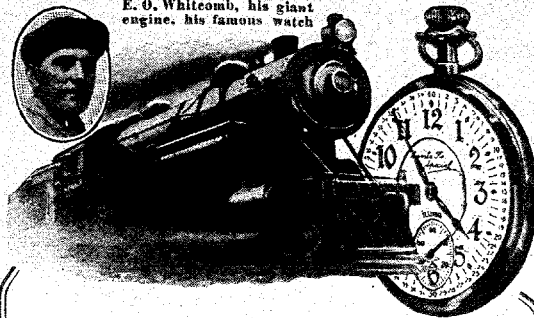
Supt. Motive Power A. E. Manchester was in Pittsburgh the 6th inst.

Mechanical Engineer C. H. Biltz is attending the Master Mechanics' and Master Car Builders' Conventions at Atlantic City from June 12th to 24th.

A pleasing and courteous voice over the "phone" is an agreeable business asset anywhere and the exchange girl at Milwaukee shops certainly meets this idea.

Motor Car Inspector C. B. Skelton passed around the cigars the other day. He "sure am" a benedict now. Good for you "Bub."

Ambrose Mansure of the Shops has gone the same way Mr. Skelton did.



E. O. Whitcomb, his giant engine, his famous watch

The Famous Santa Fe De Luxe Train running between Chicago and Los Angeles makes a "mile a minute" clip with a "Santa Fe Special" Watch in the cab. Whitcomb says:

"Best Watch I Ever Carried"

The Santa Fe

SLASHES WATCH PRICES

You can now Save from \$15 to \$25 on the Standard Railroad Watch, The Famous

Santa Fe Special

The one watch that's guaranteed to last you all your life. Thin model—either 17 or 21 jewels, adjusted to positions, adjusted to temperature, adjusted to isochronism. Guaranteed to pass railroad inspection.

EXTRA SPECIAL OFFER

We'll send you the "Santa Fe Special" without one cent down. Our "Direct to You," "Easy Payment Plan" means a saving of one third the money charged for the same high-grade watch in the round-about way. Write today for watch book.

New Case Designs Marvelously beautiful

three color inlay monogram work, any special emblem desired, ribbon monogram, special French art designs, the very best and latest productions of the world's greatest engravers and case manufacturers are all shown in our splendid four-color watch book. Send for it today.

Santa Fe Watch Co.

Dept. 620, Topeka, Kansas

Veteran Conductor M. J. McCormick of the LaCrosse Division fell off his train, No. 57, near West Salem on the morning of the 17th of June and was killed. A host of friends mourn his loss and sympathize with his bereaved family. Mr. McCormick had only been out of the hospital a short time where he had been for 7 or 8 months.

Engineer Wm. E. Lees an old time P. du C. Div. Engineer died the 16th of June after a lingering illness of nearly a year.

In the June number of the Magazine the dean of Milwaukee employes, Jno. C. Fox, is titled as "roundhouse foreman." His title is general foreman.

"Facts and Fancies" from the S. M. West.

J. W. Malone.

Fireman Carl Sletner, who recently underwent an operation for appendicitis, is at this writing confined to his home with a serious case of inflammatory rheumatism. The entire division extends him their sympathy and we all hope that he will soon be on the road to perfect health.

Mort Doan, helper at Edgerton, drew Naples, S. D., on bulletin, Vice H. J. Blackster now at Garden City as the Captain of the Ship.

Dispatcher C. A. Berg, Madison, is enjoying his vacation with friends and relatives at Rushford and LaCrosse.

Operator W. A. Sellman, Egan, visited friends at Kinbrae, between trains, recently.

Engineer Geo. Norton is in LaCrosse taking medical treatment where at the present writing he is slowly improving. May we soon see George back in the game enjoying the best of health.

Conductor Gates, formerly of this division but now located at Kenyon, Minn., was visiting friends at Madison recently.

Wm. Woolworth of Jackson has accepted the position as helper at Edgerton where he soon promises to develop into a "lightning slinger."

Brakeman A. T. Westby, Madison, has been off the past few days with a sprained back but is in the game again in better shape than ever.

Mrs. F. W. Killion was a Sioux Falls visitor recently.

Cashier Hopkins, Madison, is taking in the beauties of British Columbia. Relieved by C. B. Smith of the same office.

Red Franklin, our efficient caller at Madison, has been promoted to the position as first bill clerk where he is routing the hides, etc., like a ticket agent selling a coupon ticket to China.

Agent H. S. Hoff, Vienna, has bid in the position as operator at Lanesboro. While we do not like to see him leave the S. M. West, yet we wish him good luck.

Relief Agent A. P. Anderson is in charge of Wess Springs, while Agent V. E. Hanson is taking in the sights of Montana.

Conductor W. J. Tyler and family, Madison, were Watertown visitors recently.

Mrs. N. T. Dingman, wife of Conductor Dingman, has been seriously ill the past few days but at the present writing she is improving somewhat. May she soon be on the road to perfect health.

Mrs. J. P. Rooney, wife of Conductor Rooney, is visiting friends and relatives at Council Bluffs this week.

Brakeman John Kutcher is erecting a home in Madison, which when completed, will be second to none in beauty and convenience.

Adolph Moe, of the roadmaster's office, Madison, at the present writing is in Rochester, Minn., where he is receiving treatment which will tend to give him a "robust figure." May success attend him.

Chicago Terminals.

Catherine M. Bartel.

Foreman Jas. Cowder was called to Toledo, Ohio, June 12th, account of the serious illness of his mother. Mrs. Cowder accompanied him.

Rate Clerk James Kerr, is very tame these days. What is it, Jim?

General Yardmaster Jno. Grunau, Galewood—days, is back from the Progressive Conven-

tion very much broken in spirit. Don't you care Jack if Teddy did throw you down, come back to the old party. She is like Gibraltar and no Teddies in it. Car Order Clerk Ray Farmer is also broken in spirit and hardly talks to anyone. He is taking it to heart right. Cheer up Ray, the world will go on just the same.

Maurice Twomey, Timekeeper for M. Burke at Galewood, wishes to announce that he has resigned the position as usher at the Apollo Theatre, Crawford and North Avenues. The pictures won't be interesting any more since Maurice left. How about that, Anne?

It is rumored around Galewood that Miss Elizabeth Bauer and Jno. Connelly will be married June 21st. We are sorry to lose Miss Bauer but extend to her and Mr. Connelly our best wishes on their voyage over the matrimonial sea and hope their lives will be long and happy.

M. Burke, roadmaster, is pretty busy keeping his work train moving around the Chicago Terminals. Condr. Stoodley is handling the train while Aug. Schumacher, asst. roadmaster, directs the work and Timekeeper Maurice Twomey is checking up all material handled. Some combination, eh! Roy?

We noticed Miss Helen Murphy, the popular bill clerk, Galewood, a few days ago out on the viaduct with a pair of field glasses looking the country over. We had an awful time figuring out what she was looking for but very soon about fifteen kids arrived on the scene from various directions and upon further inquiry we are advised she has a meeting at the bottom of the viaduct every night, all the urchins of the neighborhood being present. Some kindergarten.

Roy Stahl, clerk to M. Burke, roadmaster, was seen riding down Washington Blvd. in his new car with a lady friend. It's too bad Oscar could not sit in the back to keep the machine balanced.

Chief Operator Murbach, G. T. Office, Galewood, has been off attending the Conventions. Am not able to say how Willie ever got into any of them but he was down town anyway.

J. W. O'Keefe, chief clerk to Trainmaster J. Costello, Galewood, is breaking right into society at Galewood. He seems to be very popular among the bill clerks and telephone operators. Go to it Jack.

General Yardmaster F. A. Miller, Galewood nights, just returned to work after his annual vacation. Fred did not leave the city this year. Asst. General Yardmaster Ryan kept the ball rolling during Fred's absence.

The past few days have been bad ones across the viaduct account of the high winds and heavy rains. Very hard walking against the strong wind. The lady employes at Galewood surely had their troubles, believe me. Some wind. "Eh, what?"

Switchman B. F. Richey was fatally injured in Yard No. 1 rip about 7:00 p. m. on the night of June 1st and died an hour later at the Washington Blvd. Hospital. He had been sent to work at the puzzle switches and was going down thru the rip and in passing between two cars the rip engine coupled up the track and caught Richey between the draw bars and badly crushed him about the hips and abdomen. Ben was one of the best scouts one would meet in a life time and was greatly liked by all who knew him and is mourned by one and all. He leaves a father and five sisters, residing in Sheridan, Ind. The remains were taken to Sheridan and laid away beside his mother, who died many years ago.

Miss Kathleen O'Neil, stenographer in the office of W. C. Bush, Galewood, returned to work a few days ago from her annual vacation spent in Bloomington, Ill. She also spent some time motoring in the vicinity of Aurora and Elgin in her Chalmers. I get it from good authority that she is some chauffeur. It probably will not be a great while until she will develop into a speed artist and get into the Elgin races.

S. M. East.
"One T. P."

Ere I start out on my annual fortnightly jaunt in search of rest and recuperation I will endeavor to set forth the few items of interest I have been able to glean by force and otherwise.

One lone item came in and for that we humbly thank the sender.

Business on the first division assumes regular main line proportions these days on account of the I. & D. being more or less "hors de combat" west of North McGregor. This with the M. & St. L. using our line from Albert Lea to Ramsey as an auxiliary on account of numerous troubles on their line causes the detainers a little additional labor.

B. D. C. from Albert Lea, days, is being initiated into the mysterious art of not delaying trains any more than the law allows.

We opine that he will make a sheet scratcher in due time.

"One T. P." is the first to get off on the vacation stunt and he is just going visiting around, but will be in "Chi" June 25th with the bunch.

R. N. Miner from Howard has been checked in as regular agent at Spring Valley.

Nolte the erstwhile Tyrus Cobb of the S. M. is back on the lightning slinger trick at S. V. and Swanson has gone to Ramsey working second while "Spike" wrestles with his old enemy rheumatism.

Phelps from Wells 2nd is on first at Albert Lea while B. D. C. is in Lax.

A. W. Tuttle our cub reporter at Albert Lea spent a pleasant (?) two weeks in the Northwestern Hospital at Minneapolis. We are glad to be able to chronicle his recovery.

He has promised us a jitney bus ride around his fair city if we will ramble out that way and we have visions of so doing.

New man named Green formerly on the P. S. is working 2nd at Wells while Phelps performs the duties at Albert Lea.

Agent Graham at Pemberton has the sincere sympathy of all in the loss he has sustained by the death of his wife who passed away at the hospital at Mankato recently.

Buford Burnett, the son of "Bill" Burnett, Mayor and Major Domo at Isinours, is taking a trip to Granite Falls, Minn.

A. G. Lehman has taken up Welcome as a permanent abode and henceforth will be master of ceremonies around that station.

H. F. Wendorf spent a week at Spring Valley as operator and is now on at Lanesboro relieving Sackett who helped out temporarily when Christie resigned.

We understand that the dispatcher's office at Madison recently had a long winded conversation with wire chief in Chattanooga, Tenn. on Wire 132. Is there anything to it J. W. M.?

If your name doesn't appear in print blame it on me. I will be away and it won't worry me much.

Au Revoir and don't be bashful. Send in a few scraps of news for the next write-up.

I. & D. Division Locals.
C. J. Gillette.

Trainmaster L. T. Johnson of Minneapolis was a business caller in Mason City, recently. Conductor G. W. Warner of the West Division, was among the Carnival visitors at Mason City last week.

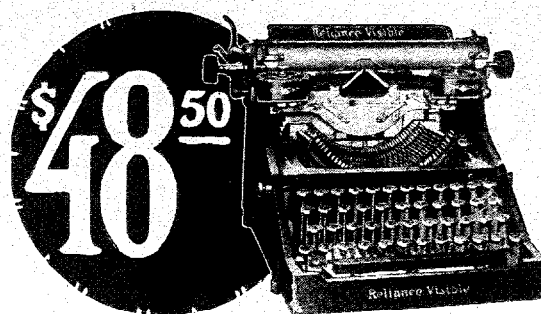
General Superintendent J. H. Foster has been located at Calmar, the past week, superintending the rebuilding of washed-out track.

C. A. Joynt, operator at Emmetsburg, visited several days at Ft. Dodge, the latter part of May.

E. M. Hunt, city ticket agent at Mason City, made a business trip to Chicago, June 1.

Commencing Sunday, June 18, trains Nos. 1 and 8 will be daily through trains, Chicago to Mitchell.

F. E. King, district chief carpenter, of Minneapolis, is at the Bloody Run with Chief Hansen rebuilding the destroyed bridges.



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The Travelers Insurance Company

Ticket Department
Hartford, Connecticut

J. D. Boland, roadmaster at Sanborn, was a business caller at Mason City, the early part of the week.

Oliver Prescott of the Auditing Department, returned from Chicago, Tuesday.

Mrs. D. C. Brainard, wife of T. B. M. Brainard, will leave about July 1, for an extended visit at Denver, Colo.

Automobile service between Monona and North McGregor has been discontinued for the present.

Dispatcher M. C. Ramsey and family returned May 31, from a two weeks' trip through Texas and Arizona.

Mrs. C. R. Sifert spent Monday and Tuesday at Monona.

At about 8 p. m., June 1, the East and Middle I. & D. Division was visited by a very heavy rain and windstorm, which nearly wiped us off the map. West Yard was converted into a branch of the Mississippi River for several hours and when the storm was over nothing was left but the name "West Yard." The roundhouse was completely destroyed, telegraph office washed away, all tracks washed out and the contents of the yard, consisting of about 300 cars and eighteen or twenty engines belonging to the Dubuque P. D. C. and I. & D. Divisions, badly damaged. The roadbed from North McGregor to Monona, a distance of fourteen miles, was practically all washed away, in some places as deep as twenty-five feet. In this distance there were twelve or fifteen bridges, which were also taken out. The Elkader branch was badly damaged and up to today (June 13), no trains have been run over it. Fort Atkinson yard also was roughly handled by the storm. The track between Jackson Junction, and Fort Atkinson, including two or three bridges, was put out of commission. Several bad washouts and landslides between New Hampton and Charles City, also between Rudd and Mason City. The I. & D. Division was compelled to run their

through passenger trains to and from Chicago over the I. C. railroad, from Charles City to Dubuque until the track to Jackson Junction was repaired, then detoured their trains over the C. B. Ia. Division. Train No. 8, June 12, was the first I. & D. train to arrive at North McGregor since the fatal evening (June 1), but it will be several weeks before the freight business can be handled as it was previous to the storm.

Mr. Hart, Mr. Penfield and several more noted railroad builders from Chicago, were on the grounds soon after the heavy rain and immediately started to get a line through from the east. Mr. Foster and Mr. King, accompanied by the local officials, worked from the west and at about 7 o'clock, the evening of June 12, had the I. & D. Division connected with the rest of the Milwaukee System once more.

Conductor Wm. Stewart and wife of B. H. Division, and Mrs. O. L. Hopkins of Chamberlain, S. D., and Operator Elton of Canton, are railroad people who attended the Grand Masonic Lodge and O. E. S. held at Sioux Falls, June 7, 8, and 9.

Ed. Wortman, conductor from the Running-water branch is now running Nos. 97 and 301.

Mrs. E. G. Dwyer, wife of the operator at Chamberlain, is visiting her parents at Avon, S. D.

L. B. Hughes and F. M. Penrose, conductors on the B. II. Division, and C. E. Forest, engineer, have moved their families to Rapid City.

Second operator at Chamberlain, S. D., Harry Prossler and wife are getting settled at house-keeping in rooms in the Postoffice block.

L. B. Funk, inspector of rates, was in Chamberlain, between trains June 1.

Mrs. Wm. Phebus of Sanborn, Iowa, visited a week with her parents at Chamberlain, S. D., the first of June.

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WE PRINT THIS MAGAZINE



C. & C. B. (Iowa) Eastern Division Items.*J. T. Raymond.*

Conductor S. G. Lund was away for a short time.

Conductor W. D. Shank received a handful of transportation and has left for California. Expects to be gone about two or three weeks; he was accompanied by Mrs. Shank and daughter.

Conductors Roberts and Torrence were handling I. & D. trains 1 and 8 between Savannah and Jackson Junction, via Oxford Junction on account of washouts and high water on the I. & D. Division between McGregor and Jackson Junction.

Conductor F. E. Pike was off duty five or six days on account of sickness.

Conductor C. E. Mitchell layed off for a few trips, resting up.

A well attended Safety First and Loss and Damage meeting was held at Marion, May 31. Mr. Larson, after making a trip over the Eastern Division with Mr. Marshall and other local officials, attended the meeting.

Supt. and Mrs. B. F. Van Vliet spent Decoration Day at Monticello as is their usual custom.

C. C. Price, Company watch inspector at Marion for a number of years, has sold his business to C. A. Kline and has gone to Kittanning, Pa., where Mrs. Price's parents reside, to engage in the same business. Mr. Price will be greatly missed.

Conductors T. A. Hefner and Geo. Van Tassel enjoyed brief vacations.

Agent H. L. Steen of Delmar Junction attended the Grand Lodge of the Masonic Order at Davenport as a delegate. Agent Madsen relieving and Mrs. Madsen acting as agent at Teeds Grove.

Operator H. W. Brousseau was stationed at East Marion yard during the absence of Operator L. E. Mouser.

The writer spent his two weeks' vacation visiting relatives at Edgehill, Mont. We have been making this trip annually for nine years and find the country out there constantly growing. Our advice is "Go to Montana and get a farm while the getting is somewhat easy."

We enjoyed very much a brief visit at the beautiful home of Conductor and Mrs. Newman H. Fuller at Miles City. Mr. Fuller went from the C. & C. B., Iowa Division, with Superintendent Marshall to the pioneer work of the coast extension. He is deservedly successful and popular.

Dispatcher R. L. Leamon, working third trick, Eastern Division.

Dispatcher F. W. Ray handling day trick on Calmar line during vacations, and Curtis Marchant on clerical job.

Dispatcher M. A. DeVoe working second trick on Calmar line during extra heavy business account I. & D. washouts. Operator C. L. Shaffer handling third trick in "Ma" office.

Dispatcher and Mrs. H. C. Van Wormer have been enjoying a two weeks' vacation on their farm at Campbell, Minn. There is good fishing in this locality, so we know Van enjoyed himself with pipe and line—"The waves weren't high, and the boat didn't rock, Van worried not about the lateness of the stock."

Section Foreman J. Macek has disposed of his farm in Dakota and has been appointed to the Martelle section, relieving Foreman W. Johnson, who has left the services of the company.

Foreman Bill Zimmerman and steel gang went to North McGregor to help on emergency work account washouts.

Foreman Bert Klumph and P. Cooper and men of the B. & B. Dept. went to the I. & D. Division June 3 for emergency work.

Dispatcher J. W. Held and family left Marion June 14 for their new home in Wausau, Wis. They will visit en route, expect to get settled about July 1. Their departure is greatly regretted by a host of Marion citizens and many railroad friends. J. W. H. is one of the jolliest, and best souled fellows that ever drew breath, and when the news



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"KIRKMAN'S SCIENCE OF RAILWAYS"

The Author of "THE SCIENCE OF RAILWAYS" served for fifty years in various departments as a railway officer and employe. However, in writing "THE SCIENCE OF RAILWAYS," and in its many subsequent editions and revisions (to meet the ever changing conditions of the service) he and those interested in the publication of the work, have had throughout, the active advice and aid of practical experts, familiar with every branch of railway operation. The books are, therefore, authoritative, and as valuable to railway men as standard text books are to Lawyers, Doctors, Civil Engineers and other representative men.

"The Science of Railways" explains with great particularity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engine-men, trainmen and shopmen, written by scientists and practical men who have themselves solved the problems and mastered every intricate detail connected with the work.

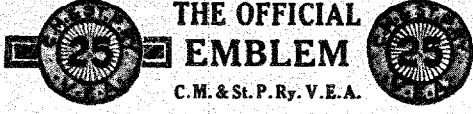
The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.

The foregoing and other subjects relating to the duties and problems of those connected with the engine and train service are described in great detail with such illustrations and charts as are necessary to afford the reader a clear understanding of the perplexing problems that arise daily in connection with his work. For further particulars, address

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was given out that he was to leave the C. B., Iowa, it was said in the Marion office, along the line, and uptown with genuine sincerity. "That is too bad; sorry to hear it; hate to see J. W. H. leave."

Dispatcher Willis Jordan of the W. V. Division and Mr. Held traded jobs, Willis taking third trick at Marion. He is well known and liked, so he receives a warm welcome from all the boys. Mr. and Mrs. Jordan have moved their household goods to Marion and are keeping house.

John Leming, engine foreman, Marion, recently underwent a serious operation at Mercy Hospital, Cedar Rapids. He is doing well, however, and his many friends hope to see him out again soon.

W. J. McGrew, engine foreman, Marion, was off a few days recently, touring Linn County by automobile.

J. J. Timson, engine foreman, Marion, has returned from Detroit, Mich., where he has been attending the annual convention of the B. of R. T. as a delegate from the Marion lodge.

Reuben Armstrong, night yard clerk, Marion, was obliged to submit to an operation for tonsillitis. According to last reports he will soon be at work again.

E. A. Beeson, switchman, Marion, has returned from a fishing trip near Kansas City. He brought back several photographs to verify his claim to a successful trip.

Ed. Mullaley, second trick operator, Marion Yard, is on a leave of absence while looking after his farming interests in Wyoming. R. L. Kindig is now back on second trick, and A. J. Campbell, of train telephone fame, is holding down first trick.

L. E. Mouser, first trick operator, East Marion, is spending a sixty days' leave of absence in Des Moines.

"MOTORING ON THE MILWAUKEE."
Up and Down Hill on the East End. E. M. Division.

Mrs. N. B. Sill.

The editor has nothing on one of her correspondents. Lost—Somewhere—One pocket-book containing—What's the use telling—Every one knows there wasn't much money and most of the M. N. G.'s can guess about what the rest of the junk would be. But—after saving our nickels 'til there was four dollars and fifteen cents worth of them so we could go to the Magazine "eats" in Chicago—to go and lose the very pocketbook they were in—can you beat it? Yes'm, we had to borrow money to get home on and square ourselves with all the train crews same as any other hobo—because that pass Mrs. Kendall gave us was in the same pocketbook. We stay home, now.

Mr. Joiner at Eustis has gone to Cardinal, third. Electric signals in, Three Forks to Lombard, and Eustis was one of the first telegraph offices to get it in the neck. Boomer Ben Hollish on his way to St. Paul to spend the summer months.

Conductor Wishard, from the West End, has made several trips over on our railroad recently. Also Conductors Kittle and Carlson. The latter was on the trouble crew a few trips but was bumped by Fairhurst. J. J. Toy taking the train on the West End for a short time, but is now back on the East End again.

Mr. and Mrs. A. G. Smeltzer left the middle of May for a trip east. Expect to visit for some time in Pittsburg, Pa., before returning.

Charles Rader on the passenger run between Harlowton and Lewistown was bumped by Dad Echard and is now back on the main line. Mr. and Mrs. Rader have moved from Lennep, where they have been living the past few years to Harlowton the first of the month.

Engineers McKenna, Davenport, O'Donnell, Lefever, Douglass and Barnes, now on

trains 33, 34, 16, 15, 17, 18, Harlowton and Three Forks.

Tylers signal camp moved from Hamen to Loweth, first week in June, are working east from Loweth. Electric signals in place now from Three Forks to Loweth and will be ready for use in about two months.

R. D. Crowder, agent, Two Dot, back to work again after two months' vacation. He was a Loweth caller between trains, Saturday, June 10th.

Operator O'Brien relieving Jack Johnson at Lennep. Jack bid in one of the G. S. jobs.

Our attention was called to the death of both father and mother of Brakeman P. J. Butier on Conductor Kettles' car. He has just returned from Spokane, where on February 27th, he buried his mother and on April 17th his father. The sympathy of the entire division goes to Mr. Butier. We regret that we did not know of this at the time and wish to thank Brakeman J. W. Welch for writing to us about it.

Mr. Elliott is back on second at Ringling. Mr. Monthey working at Loweth for about ten days while yours truly took a lay-off and came back short her pocket-book. Wish we had worn one of those new skirts the fashion editor writes about in this month's magazine "with the wired pockets." Had a week's vacation at the ranch out of Hinger and a couple of days in Butte; spent the rest of the time trying to find some kind person to plow a nice side hill on a rocky homestead.

Conductor Hurst has been promoted to trainmaster of the N. M. Division. You should see him all dressed up now all the time.

Mrs. Sterling, wife of Conductor Sterling from Harlowton, spent the day, May 26th, in the canyon with Mr. Sterling while he was there on work train between Maudlow and Sixteen.

Notice one of "back east" correspondents speaks of Numbers 16 and 18 being right on the dot these days. We do it here on the Rocky Mountain, with our own little Tommy Lefever who gets them an hour late and takes them in fifty-six minutes ahead of time. Known the world over as the "go get 'em kid."

Steam shovel No. 31 took a short trip over on the west end, but didn't like the gravel over there so it came back to Loweth again. Conductor Nealen and Engineer Kunzie, Fred the Great, have the work train here between Loweth and Bruno. They expect to change the face of the earth around this hill until the oldest citizens won't know it.

"Maggie" Magett has gone 'way from here. Down to South Carolina to visit his folks and eat co'n pone an' fried chicken. He expects to travel over the United States, Canada, South America, Mex—no, not Mexico, for reasons known only to himself, "Missoura" and other foreign countrys before he has to go to work on that job as night chief again. In his absence G. M. H. is holding the job and getting the extra ten to buy cigarettes with. Otto is now on first, E. V. L., third, and Mr. Brown on second.

While we think of it wish to say that report about Mr. Hanson now T. D. on the N. M. Division, is not true. We called on the entire office force from E. B. C. to the pretty little lady in Mr. Whiting's office and while talking with T. J. H. fully ten minutes he said not one word a lady should not hear. Suppose Mr. Hanson will thank us for making this statement as he had an awful rep over here.

N. B. 3000 volts, plus one motor, plus Engineer Shaw equals what? Answer in next month's magazine. Unless Mr. Shaw sees this first.

Operator Crandall relieving Mr. Edison at Josephine, who has gone to the hot springs.

Mister H. J. DeChant, third Harlowton, account C. H. Harrold recalling his bid. Pinkey had rather shoot gophers with a 22 than copy from 3 sets of train dispatchers all at same time.

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In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

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SAINT PAUL, MINN.

The Bank of Personal Service

Our heart is broken. Sted went through Loweth two times and never even hi-balled us.

Roadmaster Fitzgerald, who has been off about two months at the Rochester hospital, is back again. G. A. Larson, who had the job during his lay-off has been appointed his assistant.

Mr. and Mrs. C. J. Wells from the Loweth sub-station were Two Dot visitors for a day first of the month. Were guests of Mr. and Mrs. Walter Lindsey.

Pee Wee Sterns, third at the sub-station here, was relieved first of June by Carl Ackerman from Chicago (home was nothing like this). Pee Wee went to Eustis, where he was taken sick and moved to the Three Forks hospital. We learn he is doing as well as could be expected and hope he will soon be able to again whistle that Spanish dance.

While at Loweth recently, W. B. Potter took us through one of those POWERFUL ELECTRIC LOCOMOTIVES and told us all about it. He said, "you pull this handle and then you pull this one and the roof comes off the Loweth sub-station," that isn't just the words he used but it meant the same thing. Told us a lot more. We are saving to spring on you when we get it all straightened out. One volt equals 1 kilowatt hour or 3 amperes equals—to be continued.

Watt meter readings. "Go ahead Two Dot . . . this from the gentleman who is hiding from the Kaiser, and has all the letters in the alphabet in his name. . . in other words, the load dispatcher, what ever that is. Hello this is Janney sub. . . Go ahead Two Dot east feeder. . . Hello Piedmont this is Jack. . . is this Ralph? . . . Go ahead Two Dor west feeder—I want to talk to Szechszwglxer, this is him talking. . . Go ahead Two Dot. . . what Otto says in Dutch about this time is not for the public. Oh you party line.

Mr. and Mrs. Wells of the Loweth sub-station gave a dancing party the evening of June 14th. A number of Ringling people were there and Miss Peacock of Lennep, Parker Pusey of Chicago, a guest of Carl Ackerman and Jack Devora, who tore himself away from the sub-station long enough to "walk around" a few times. Every one had a delightful time and voted Summit's first party a huge success.

Wonder if what Mr. Waugh says about that big engine sounds funny to these Musselshell and Missoula firemen? Since they got the Rocky Mountain Mallets, understand they have a steam shovel to keep the fire box full of coal. Oh you oil burners, every time a Missoula fireman puts in a fire he gets two men and a boy to help him.

And, oh you electric motors, what's that about one little, two little, three little engines? All of them have gone away from the R. M. and ask the poor steam divisions on each side if any of them are very little? Now they take a hundred box cars and they fill them up with lead, They couple on a motor, one behind and one ahead;

The fireman climbs into the cab and powders his nose.

The engineer turns a handle and—away she goes.

The above is strictly original. Also everything else in these paragraphs and it's copyrighted, and we trust Sted will not accuse any innocent person again of having a hand in the trouble.

Nothing like advertising: In the Employees' Magazine. The train order signal board at Loweth now works so easily, the light weight working first trick there has canned the boy. When you want any thing ask for it. In print. In the magazine, and don't pay for it if you can get out of it.

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Or will you be forced to stay at home?

A year soon passes. Decide NOW that next year your dollars will help you *earn more* by making you better physically and mentally.

A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

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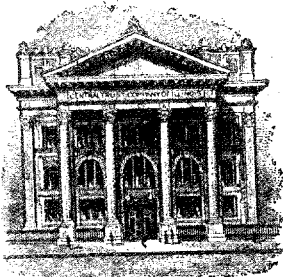
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Milwaukee Terminals What Nots.*Josephine Healy.*

I was numbered "among those present" at the Hotel LaSalle on Sunday, June 25th, to meet all the M. N. Gs. I took a train this time that was detoured, and arrived while the eats were still warm.

Switchman Geo. Proctor was married on the afternoon of May 20th. George wouldn't give us any particulars, but he seemed very happy.

Switchtender Walter F. Strohn called at the office on the morning of June 15th, with a request for a pass for himself and wife—an investigation developed that Walter was going to join the benedicts on the afternoon of the 15th. We hope Walter and Mrs. Strohn will be very happy—a young man with a disposition like him should make a very desirable groom.

Chas. Bartels, messenger in the Terminals, has been promoted to a position as yard clerk in the Air Line.

Harris Cartwright and wife of Lethbridge, Alberta, Canada, are visiting Switchman H. A. Paulus. Mr. and Mrs. Cartwright and Mr. Paulus and wife will visit relatives in Portage for a few days.

Assistant General Yardmaster Art Knerien is so proud of his little cocker spaniel, that he brings him to work with him. We all admit he is "some pup."

Geo. Bergeler, clerk at the local freight office, about fifty years in service, had a very serious operation performed some time ago. We hope for good effects.

Morris Sondolovitz, formerly stenographer in Agent Miller's office, has left the service to accept a position with the Standard Oil Co. He is succeeded by Elsie Hoffmann.

It is rumored that Dave Moore, switchman in the Chestnut St. Dist., has gone to Indianapolis to take unto himself a bride.

Cleon Imes, at present a machinist at the Sioux City roundhouse, returned to Milwaukee on Memorial Day, and he and Miss O'Linda Bansemer were married at Waukegan, on account of limited time, or perhaps to escape publicity. They left on Sunday, June 4th, for Sioux City, where they will make their home. It will be remembered that Mr. Imes has worked in the Milwaukee Terminals, both as a machinist at the roundhouse and as extra towerman.

Yardmaster E. A. Brown, Blue Mound Yd., took his new auto on a trip to Brandon, expecting to surprise the natives—he did. Ed is back, but the machine is still at Brandon. Ed says he wore out two pair of soles walking back. He fished in his father's cellar while up there.

Fireman J. Ohm, Milwaukee Terminals, has taken unto himself a life partner. We haven't been able to find out any more than that Mr. Ohm is married.

Cupid has Fireman D. P. Murphy on the run; also, William Stringham is another one that is going to leave the bache/or list soon.

Engineer W. Wolf went fishing, but lost all the big ones.

Engineer Claude W. Palmer is spending a few weeks at his hunting and fishing lodge in Sawyer County, and reports that fishing is fine. He entertained N. Phillips and family to a brook trout dinner at River Forest. The guests included Mrs. Player of Oak Park, Ill., and Mr. and Mrs. H. Phillips of West Chicago. Mr. Palmer landed a 56 pounder while at his place.

The boys in Mr. Riley's office are worrying about Tony Woboril. Going to get married in June, Tony, or July?

Yardmaster Zuest, North Avenue, is expecting to leave with a bunch on a fishing trip to Pembine soon. He has promised to give us some particulars, also some fish, when he returns. On April 16th, the opening day for trout, Mr. Zuest and Harry Boswick, cashier at Chestnut St., went to Pembine, following the stream, and as the rain fell in torrents,

JOHN S. TUCKER, Pres. ISAAC HAZLETT, Vice Pres.

G. W. LALONE, Cashier

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they were well soaked. On April 29th, he made another try with Supr. Divn. Condr. Humes, and succeeded in making a fry, but was compelled to use a magnifying glass to find the trout. Sted, how about giving Mr. Zuest a few fishing lessons before he makes another attempt?

C. & M. Notes.

B. J. Simen.

Mrs. Heuer, wife of Train Baggage-man E. J. Heuer of Libertyville, underwent an operation at the Hahneman Hospital in Chicago, on Monday, June 13. This is the second operation she has had performed during the last two months.

Operator H. F. Guyot, of Rondout, has been entertaining his sisters, Mrs. W. L. Reid and Miss Flora Guyot from Albion, Ill. They spent several days at his home in Libertyville.

Engineer R. H. Pritchard, who has been off since last fall on account of sickness, is much improved and has resumed work on a passenger run on the main line.

Jake Merriman, section foreman at Warrenton, visited his daughter, Mrs. Anderson, wife of Engineer C. D. Anderson at Libertyville, last Sunday.

Charles Sowatzke, section foreman at Libertyville, has taken charge of an extra gang at Warrenton. William Carpenter from Gratiot, has charge of the Libertyville section.

Robert A. Helton, third trick operator at Rondout, was called to his home at Shelbyville, Ill., on account of the serious illness of his father. G. L. Taylor relieved him.

Robert J. Simen, a former employe of this company, visited at Libertyville, for a few days with his brother, Ben J. Simen. Bob is now located in San Francisco, Calif., working in the ticket office of the Southern Pacific Ry.

Engineer Robert Dowie, while on his run on the Janesville Line way freight, received a message a few days ago, informing him of the sudden death of his father in Milwaukee. Bob gave up his engine at Fox Lake, and took the first train for Milwaukee.

Section Foreman M. Behrens of Walworth, is now in charge of an extra gang on the main line at Morton Grove. His brother, Charles Behrens is handling the Walworth section.

J. Austin Reiley, clerk at the old station, Libertyville, spent a couple of days in Cedar Rapids, visiting J. L. Coffey.

Born, Saturday, May 27, to Mr. and Mrs. W. W. Hill of Libertyville, a ten pound boy. We congratulate you, Bill.

Mrs. William Barbour, wife of Brakeman Barbour of the Libertyville switch run, spent a few weeks in Indianapolis, Ind., visiting relatives.

G. L. Taylor, third trick operator at Tower A 23, has been appointed as agent at Edgewater.

Brakeman Cheeny has been on a fishing excursion in Wisconsin, for a couple of weeks.

Engine Dispatcher Joe Jelley of Galewood, spent Monday, June 19, visiting his parents at Libertyville. His wife was with him.

Brakemen Kaiser and Reed, who were scalded by escaping steam from a bursted flue on No. 194 about a month ago are getting along fine and expect to be able to resume work within the next few days.

Operator C. H. Phillips of Rock River Tower made a trip to Mason City, on account of the illness of his wife, who was visiting relatives at that point.

News of the Idaho-Columbia Divisions.

Fred Clark.

We are pleased to chronicle the wedding of our popular conductor, George W. McGee, to Miss Josephine Bullman at Ste. Maries, Idaho, on Wednesday, June 14. They left immediately to spend their honeymoon at Miles City and the Yellowstone National Park. All the railroad folks and their many friends extend congratulations.

"Judy" Swift is reported to have spent Sunday recently in Spokane.

Born: To Mr. and Mrs. Tom Hughes, a boy, on June 1. This will account to the general offices for any errors and omissions in Tom's reports for this month. He's down to earth again now, however.

Chief Dispatcher Wilttrout is spending his vacation on the coast. Mrs. Wilttrout, being pretty well acquainted with Lou, is with him.

Trainmaster Ennis spent Sunday at Clarkia unloading sheep. It was a very hot day.

The passenger station at Ste. Maries is undergoing many much needed improvements.

Chief Dispatcher W. J. Jordan, who has been ill in the Sacred Heart Hospital at Spokane, has reported for work.

"Sted" leaves tonight for the correspondents' convention in Chicago. The going will be good, but after those correspondents get through with him, this being a high and dry state, and Chicago is not, we very much fear "Sted" will come home with a limp and flattened wallet.

P. L. Hays is occupying the chief's chair while H. L. W. is on his vacation.

Dispatcher Curran of Malden is located in Spokane during the vacation time of the dispatchers.

Ray Shook has bought an automobile. Ray and Herb Moody now wish it thoroughly understood that they are open for engagements. We have not heard the details of the purchase yet, but from our best information it was not a Ford. Missoula Division Ford owners will please note.

Conductors Harry Adams and H. W. Stewart were callers in the office a few days ago.

Conductor P. Gallagher has returned from a trip East.

The two Jacks from Chicago, Jack Sleavin and Jack Bryant, spent a few days in Spokane during the month. Sleavin seemed to be very contented to get back on the home grounds, but Bryant was rather nervous and uneasy and anxious to get back to Chicago. Who's the girl we wonder.

We had the pleasure of a ride behind Engineer Haas, who is now running on Nos. 31 and 32, a few nights ago.

Dolph Arnold is now checking material in Moberge.

Henry Vogel loaded a car of steel in the Ste. Maries yard last week.

Tony Amarusti was a caller at the superintendent's office during the month.

We have just received the news of the death of Engineer Skok of the Pend Oreille Line. Engineer Skok was one of the pioneers of the old Idaho & Washington Northern Railroad, and one of the popular employes of that company. The burial will be held in the East.

Mrs. H. R. Nelson and baby have gone East for an extended stay.

During the illness of Chief Dispatcher Jordan, his chair was occupied by Dispatcher R. C. Peterson.

Twin City Terminals

Idell N. Widholm.

M. T. Skewes is acting as assistant train dispatcher and is in charge of the operations at Plymouth Gravel Pit. A. H. Adams is relieving him as chief dispatcher at Minneapolis.

Miss Carrie Zuhlsdorf, stenographer in District Carpenter King's office, spent Decoration Day in Milwaukee.

Bradley Skelton, motor car inspector, stopped at Minneapolis on his wedding tour.

Carl Johnson, truckman, Minneapolis baggage room, has returned to work after having spent several months on his ranch.

The Misses Elsie and Ruth Bender, Aesplin, Hughes, Robertson, Wright and Widholm, stenographers for the C. M. & St. P. at Minneapolis, and Miss Hart, of the C. St. P. M. & O., spent Sunday, June 18, at the "Dells of Wisconsin."

Mrs. L. Norman, who has been matron in the Minneapolis passenger station for some time, has taken a position as switchboard operator. She was relieved by Mrs. G. M. Newton.

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We pay 4% interest on saving accounts.
We also offer our services in making investments which bear a higher rate of interest.

Miss Mabel Youngberg, clerk in the Minneapolis local freight house, has taken her mother on a trip west.

During the washouts on the I. & D., I. & M., and Dubuque divisions, the offices at Minneapolis were quite deserted, Messrs. Foster, Thiele, Rice, Powrie and Johnson being there.

Messrs. Frank Detuncq and Earl Davis, of the Minneapolis baggage room, went fishing at Twin Lakes, but luck was against them.

O. G. Mars, demurrage inspector at Savannah, Ill., stopped off at Minneapolis, enroute to Seattle.

Miss Nellie Hennessy, switchboard operator, left recently for a month's vacation.

Mrs. George Cornish and son are spending a few days at Oshkosh, Wis., and George is "batching it."

Misses Francis Leonard and Lucille Mayer, clerks in our Minneapolis local freight house, have just returned from a trip to the coast, Vancouver, Seattle, Portland and Spokane being among the places they visited.

William Rogers of the engineering department left June 19th to open up the "residence" between Ortonville and Milbank for the purpose of completing the double tracks.

Woodenshoe Doings—Superior Division.

F. M. Huber, roundhouse foreman at Channing, has been transferred to Aberdeen, S. D. Ben Helgeson has been appointed in his place. Mr. Huber has been foreman at Channing for several years and leaves many friends who wish him success in his new field.

F. A. Rodgers, S. M. P. at Minneapolis, formerly of Green Bay, was a visitor here recently. "Big Jim" Murphy, superintendent of the R. M. Division, visited his old camping grounds around Crystal Falls, Iron Mountain, Channing and Green Bay, recently. Success hasn't spoiled "Big Jim." He is as big and broad mentally as he is physically and is as congenial wearing the title of "Super" as he was when he signed his "13" at the bottom of a train order.

John Desmond has become a benedict. John is well known for his quiet disposition and sprung a surprise when "he took unto himself a wife." Miss Daisy Preston is the young lady who changed her name at John's request. Congratulations.

Conductor H. M. Bell, who has been on the sick list for several months, has resumed his run from Ontonagon to White Pine.

Engineer James F. O'Connor was also laid up for a while, but has returned to work.

Fred Schink departed the fore part of the month for Denver, Colorado, as delegate to the Brotherhood Convention.

Sunday, June 12th, Time Card No. 102 went into effect, carrying with it some important changes in passenger schedules. Nos. 21 and 24, which formerly tied up at Elkhart Lake, now come through to Green Bay, departing from Green Bay at 5:00 A. M. and arriving at 8:00 P. M. Nos. 32 and 33, the Sunday runs, also come through to Green Bay, instead of being tied up at Elkhart.

Operator O. Mertens, of Elkhart Lake, spent several days at Bagley Jct., getting acquainted with this year's crop of mosquitoes.

Engineers John Muelendyke and Richard Ainsworth are on the new passenger runs.

Engineer Wm. Sharkey drew his vacation to a close a short time ago and has returned to work.

Conductors Dick Eckert and Frank O'Malley are laying low these days. They figure if they can weather the next few months without succumbing to the wiles of feminine duplicity they will be able to enjoy life, liberty and pursuit of happiness for the next four years.

Operator A. E. Hunter, at Kiel, noticed something dragging, when No. 24, June 14th, pulled by. He called to porter, who pulled cord and stopped train. It was found bottom brake rod on parlor car was broken, and had to take off the parts of rod and cut out brake on parlor car.

LaCrosse Division Doin's.*G. E. Sampson.*

City Ticket Agent John Polus, of Milwaukee, visited at the home of his sister, Mrs. Sagen, wife of Conductor Oscar Sagen, at LaCrosse.

Operator Ralph Peck, of East Rio, after seeing the account of our modern city of Raymore, has set about to out-do our west end town of three people.

Depot has been over-hauled and fitted out with electric lights and one exceptionally large light so located that he can properly inspect all passing trains, a habit he has surely acquired and any time a train passes, the crew are sure that if no signal to the contrary is given them their train is in perfect condition to proceed. Unlike Mayor Cull, of Raymore, Mr. Peck is the only person who resides at East Rio as it is only a night office, so receives all the praise for his fine kept location.

Mrs. Ludwig, wife of Yard Brakeman Wm. Ludwig of Portage, has returned from Mt. Clemmons where she took treatment for rheumatism. Her friends are glad to see her much improved.

Fireman Ollie Grunke, of Portage, was in Chicago again this month for an examination of his foot which was injured in a wreck last fall.

Robert J. McElligot, one of the clerks at West Milwaukee, went to Minneapolis over our division on Train No. 1, May 26, to spend Sunday. He was accompanied by his brother, H. J.

Engineer Wm. Kerwin, of Portage, who suffered a slight stroke of paralysis, while on his way to Milwaukee to come out on his run, is improving nicely at his home.

Roadmaster F. Buffmier has a crew at work at Madison putting in tracks for the Farmers' Co-operative Meat Co. The tract of land used by the new company will take in 30 acres. The plant is located on the M. & P. line just out of the city and will add greatly to the business done in Madison yard.

The ditching begun on the east end of our division last year is being completed this year.

Mr. and Mrs. Wm. Shaffer went to New Butler and spent a week this month with their daughter, Mrs. Helen Drake. While they also visited their daughter and husband, the main reason of their visit was to see the little granddaughter that had just arrived at the Drake home.

Conductor Martin Larkin took his annual week's vacation for house cleaning this month.

Conductor Ed. Wyman, who has been off the last five weeks, account of three broken ribs, is again back to work.

On account of the large number of fishermen desiring to visit the lake region for a day's fishing the last Sunday in May a special train of sleeping cars were run from Chicago to Star Lake to accommodate them.

We are in hopes that all the bunch will report at Chicago, June 25th, as per the editor's invitation. Other railroads that publish an employees' magazine also have a staff of correspondents. If the M. N. G. can form some sort of an association we will then be in a position to ask them to join in promoting the welfare of the different associations by all getting together some time and having a general discussion along the lines of correspondence. So let us one and all attend this first meeting of the M. N. G. and try and bring some idea that will help us all in the future to make ours the best magazine of all.

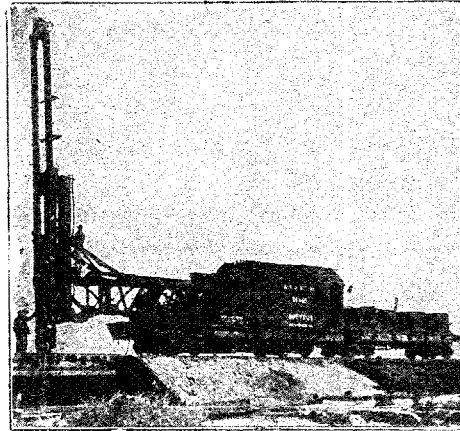
Mrs. Wolcott, wife of Passenger Conductor Bradley Wolcott of Milwaukee, visited relatives at New Lisbon this month.

The home of Operator Wm. Jones, of Sparta, is again quarantined, account of his daughter, Dorothy, being ill with scarlet fever.

Section Foreman Ole Anderson, of Bangor, spent Memorial Day at LaCrosse.

Mike Donally, operator at Sparta, was laid up a few days this month on account of sickness, but is again on the job.

A Pile Driver and a Locomotive in One!



Sufficient power to propel 25 to 30 miles per hour with moderate loads on easy grades—to propel 250 to 300 tons 15 miles per hour or 200 tons up a 1 1/2 per cent grade at 10 miles per hour.

Write for Bulletin No. N-1001

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609 Lowman Bldg.

SEATTLE, WASH.

MINERS AND SHIPPERS

James Madden, of Mauston, spent a few days this month with his brother, P. H. M., of Sparta.

President A. J. Earling and wife were held up at Hartland, Wis., June 2nd. No not by highwaymen but by a freight engine being off the track at Nashota while the president and family were enroute from Chicago to Oconomowoc on Train No. 23. On account of a long expected delay they escaped being held up for any length of time by taking an auto from Hartland to their destination.

Conductor M. P. Wadsworth has proved that he knows something about crooks and is capable of telling one if he has a description of him. While on No. 2, one day this month, he received a description of a burglar, together with the information that he was thought to be somewhere along our division. At Watertown Jct., a suspicious looking man boarded No. 2. Milt at once compared him to the description he had and when he was satisfied that he had the right party notified Special Officer Sullivan, who at once put the man under arrest. Finding the stolen property on the man, it was an easy matter to convict him as the guilty party.

The painters have been changing the complexion of buildings on our Division from the old dark red to a color that makes them look like a passenger coach. All hand car houses, switch houses and depots that need repainting have been given a coat of the new color.

The yardmaster's office and conductors' room at Portage has been repainted inside and all that is needed now is a crew board in register room to make it look first class.

Account of the bad wash-outs on the Dubuque Division most of the southwestern business has been routed over our Division via Portage and the M. & P. branch line to Madison. This has put several crews in the ring and a couple of extra crews on the branch line to take care of the extra business.

Brakeman J. Pike spent Sunday, June 4th, visiting a dear friend at Mauston.

Callboy J. Maloney, of Portage, spent the same day at Camp Douglas, where there seems to be some attraction; just what, we can't say as we are informed there was no ball game there that day.

Passenger Brakeman Ollie Jorns was laid up some time this month at his home in Portage with diphtheria. Brakeman Clark, of Pewaukee, took Ollie's place on Nos. 10 and 23.

Engineer John Sullivan made a business trip to Milwaukee, June 5th.

Before this issue of the Magazine comes out we will have met in the windy city, so as there is no danger of the fair Josephine having a chance to call us down for mentioning the fact, we will 'fess up that we had the pleasure of meeting the Milwaukee terminal correspondent. Here is hoping that all reports are false and that Josie will stay in the employ of the Milwaukee and be one of our live correspondents for months to come.

Pat Sullivan of the Tomah freight house force spent a few days this month, visiting in Milwaukee. Good for you Pat, you are one of the old stand-bys of the Milwaukee and deserve a day off now and then.

Miss Dolly Shackley, daughter of Passenger Conductor M. H. Shackley of Milwaukee, visited at Miles City this month, and on her return home stopped off at LaCrosse to visit with friends and relatives.

We notice Bro. Waugh mentioned our old friend, Charley Davis, in his article last month about the electric engines. That's right Geo. we are glad you did, as none of the writers from the coast lines ever mention whether our old line boys are still on the job or not.

Never mind the Titus calf Kratch for perhaps he let Earl have it as a wedding present, if it is no longer "The Titus Calf."

Yes Bob lost his cap in Fox Lake but he is wondering how Helen knew about it as he says he is sure she was not there.

Council Bluffs, Iowa, Notes.*Helga Hackstock.*

"Tommy" Glynn was here for a short time on June 17th.

Miss Ruby Eckman of Perry was a caller in Omaha and Co. Bluffs on Decoration Day.

E. Te Brake and his workmen were here working on the stationary engine and will return here in a few days to complete the job.

F. P. Miller was a caller on June 10th.

We were all glad to learn of the promotion of our former Roundhouse Foreman J. R. Slatner to the Foremanship at Ottumwa. We wish him all kinds of good luck.

Fireman Lewis Howe has gone to his ranch in Nebraska, while his wife has gone to Ohio. His daughter, Miss Addie Howe, has gone to Boston.

Nubbins Wallace has been seen pushing a perambulator lately. He has been a very happy papa ever since May 25th. It's a boy.

Machinist Apprentice Harry Hall and wife are the parents of a nice baby boy, born May 29th.

Machinist Helper Chris Nelson who had his eye badly injured a short time ago is working but will undergo an operation soon which will probably restore the sight.

Chas. Egholm and daughter, Miss Ida Egholm, are contemplating a trip to Havre, Montana.

Wm. Rogers who has been firing switch engine here went in to Milwaukee for examination on June 10th.

Yard Clerk Geo. Runyon is still in the hospital. His arm is improved to such an extent that there is now no danger of his losing it.

The wife of Car Cleaner J. Antonius was ill for several days but is improved.

The inspector, carsmiths, car cleaners and laborers are pleased with an increase in wages, as are also the machinists and helpers.

Labor Agent "Goldie" was here on June 17th, looking for laborers.

Mrs. Arthur Kruger and sons will leave in a few days for Philadelphia to visit with friends.

Air Brake Inspector John Kelly will leave soon for a trip to Buffalo, N. Y.

Car Repairer John Schonberg and family are contemplating a vacation trip to Waterloo and Cedar Falls, Ia.

Special Officer Burke of the Burlington, formerly with the Milwaukee at Council Bluffs was a caller for a few moments on June 17th.

Car Repairer Peter Christensen and wife left on June 15th for a trip to Salt Lake City.

Andrew Thompson and Chas. Esbeck, both of the car department, have suffered injuries on the head. Mr. Thompson was hit with a hammer and Mr. Esbeck was hurt by a hook in the mail car.

Switchman Harry Webster was married on June 15th to Miss Ida Carter of this city, at the home of the groom's parents. We wish them much happiness.

Mrs. Wm. Graff is contemplating a trip to Dubuque soon to visit relatives and friends.

Miss Mildred Fleming, stenographer in the agent's office, is leaving for San Francisco in a few days. Miss Fleming will be accompanied by her brother.

Agent Butler has recovered from his operation and is back at work.

Mr. and Mrs. Lawrence Gallagher have gone to Perry to visit with the family of Wm. Overton.

Ezra Harvey, of the roundhouse force, will make a trip to Lincoln, Nebr., on June 25th.

Isaac Wolfe, engineer, who was formerly on the way freight, was bumped off that job by Engineer Dillon and is now running a switch engine in Council Bluffs.

Mrs. Isaac Wolfe and son, Kenneth, have returned from a trip to Indiana.

Mrs. Robert Knouse and small children from Nebraska are visiting with Mrs. Knouse's parents, Car Carpenter Laurids Hansen and wife.

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.

THE BEST ACCIDENT AND HEALTH POLICIES

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Midland Casualty Co.

Home Office, Green Bay, Wis.

General Offices, 903 Insurance Exchange Building
CHICAGO**The "Supreme" Disability Policy**

Issued by the

Massachusetts Bonding and Insurance Company

Is SUPREME in Fact as well as in Name

It Pays

The FULL principal sum For Accidental Death
Double the " " " " Loss of ONE Limb
One-Half the " " " " ANY two Members
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With a 5% increase each year for TEN years

Monthly Accident Indemnity

For THREE years—ANY and ALL Accidents

Health Insurance

Confining Illness—For Three Years
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FULL INDEMNITY paid for BILLS, FELONS or
ABSCESSSES whether the Insured is confined or not.

No Exceptions

This policy DOES NOT contain any one-tenth, one-eighth, one-sixth or one-fourth clauses; but pays FULL Indemnity for total loss of time by Accidental Injuries or Confining Illnesses.

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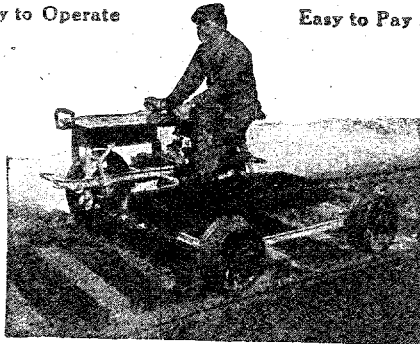
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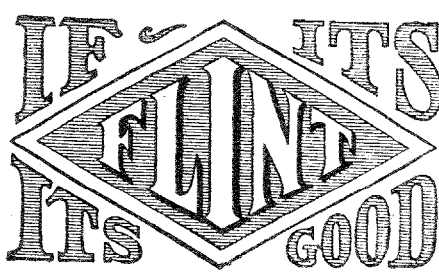
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