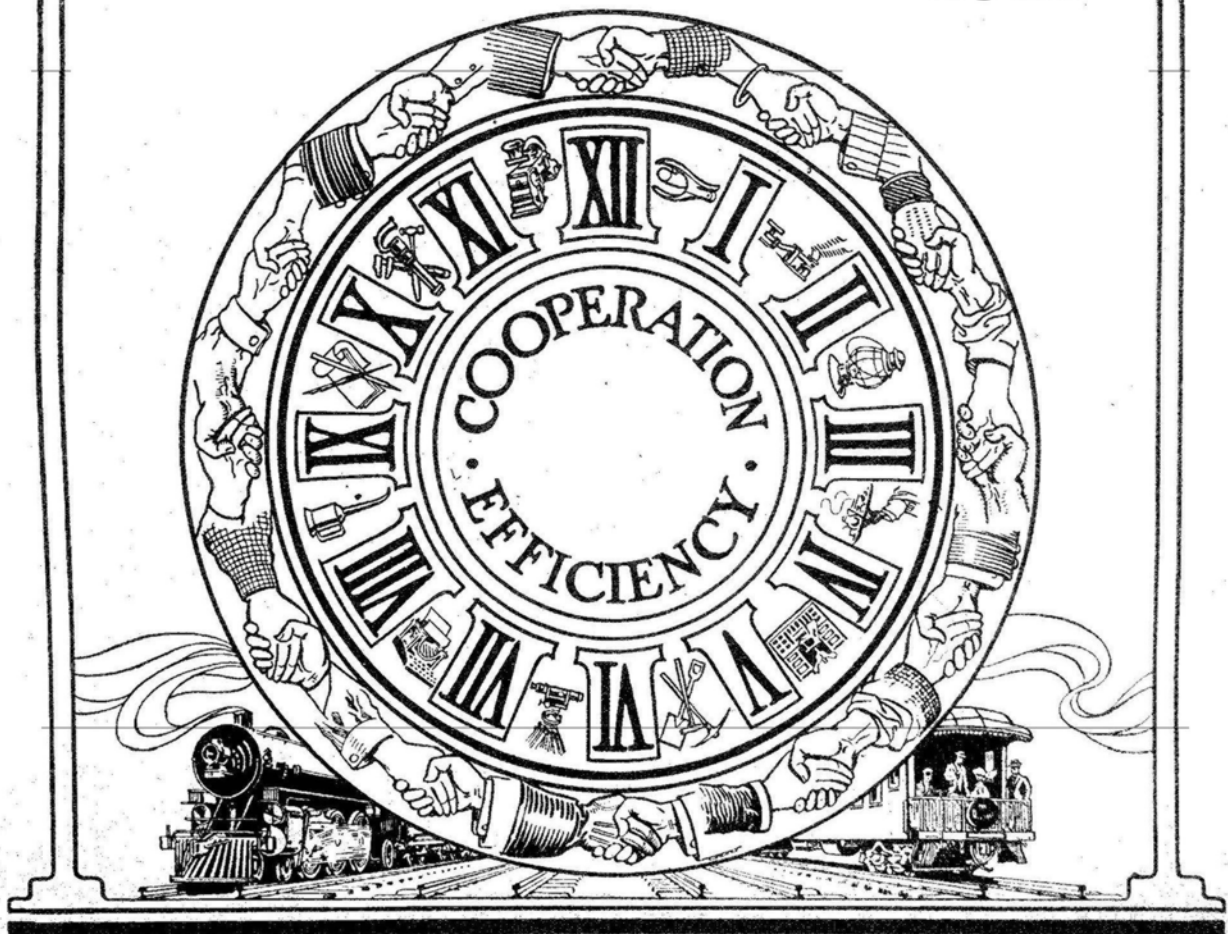


# THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

**November**

**1917**



VOLUME 5

No. 8

# A FOB FOR YOU

Here is a chance for you to secure a dandy, serviceable and attractive watch fob—just like the one in the illustration opposite.

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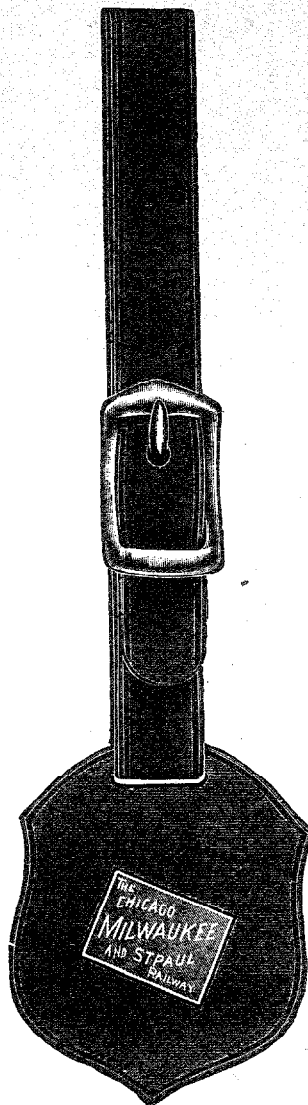
In the center of the fob there is an emblem of the Milwaukee System. This emblem is double plated and polished, thereby eliminating the possibility of it tarnishing.

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**Milwaukee Railway System Employees Magazine**  
**Railway Exchange Bldg.,**  
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# Announcement

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CHICAGO, ILLINOIS

# The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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VOLUME V

NOVEMBER, 1917

NUMBER 8

## Practical Patriotism

*H. D. Sewall.*

The average citizen of the United States knows that the country is at war, but still does not realize it. Men in uniform are passed on every hand in the large centers of population; trains loaded with soldiers and camp and field equipment are moving swiftly from points where assembled to far distant cantonments; Congress has appropriated money for the outfitting and support of the army and navy on a scale hitherto undreamed of; the Government is advancing money to our allies by the hundreds of millions; the Second Liberty Loan has been presented with insistence to every man and woman in the land, and nobly responded to; and yet we do not appreciate the fact that these are but the fore-runners of war, that war itself has not touched our shores in reality, nor has the Hand of Death as yet been laid upon the advance guard of our defenders in sufficient numbers to stir the depths of our national life and whet the edge of our brotherly sympathy.

But in the natural course of events the grief and the horrors of war will soon be upon us, not with the intensity of invaded countries, for invasion of our land seems as yet impossible, but with a fullness of sorrow and a disre-

gard of life which will pierce a large share of the homes of our land.

What are we doing in anticipation of the dark days which are to come? Our young men have answered the call to the colors with a singleness of purpose which invokes our jealous admiration. Prominent business and professional men have relegated their affairs to others or abandoned them entirely, that they might serve with no compensation other than a sense of highest duty well performed; brave women are sacrificing their all that they may devote themselves to the divine work of the Red Cross—but you and I, what are WE doing in this time of national crisis? Excepting those who have husband, son or brother at the front, are we not leading practically the same life as before the war with personal and home comforts undiminished, with our daily labors but little if any increased, and the old enjoyments still accessible? Our subscriptions to the Red Cross have not been burdensome, and our purchases of Liberty Bonds are a sure investment involving the minimum of sacrifice.

But there are other ways in which we who are denied a more active participation in the prosecution of the

struggle can render assistance of the first importance. Those who are in high executive position, who are familiar with world conditions as well as the conditions obtaining in the United States, and who have access to the results of the actual experiences of our allies, tell us that victory depends upon MEN, MONEY and FOOD, and that the greatest strain with the allies will be in connection with the food supply. The wheat crop of the United States for 1917, while exceeding the short crop of last year by twenty million bushels, is still three hundred and sixty million bushels less than in 1915, and the crops of our allies are greatly reduced by war conditions. The supply of meat available for our allies is very largely within the United States, and in proportion to the demand, it has been decreasing constantly since the beginning of the war. Sugar and other foods must be used less lavishly if the supply is to meet the actual necessities. Hence, the appeal of Federal Food Administrator Hoover for one wheatless and one meatless day per week, and for greater care and less waste in the use of all foods. The prodigal waste of food in the United States is proverbial and under existing conditions is little short of crime.

Here is one great opportunity open to all of us to render vital assistance to our brave boys at the front and to our allies, and to achieve the highest aim of every patriotic citizen, viz.: the successful prosecution of the war.

A compliance with Mr. Hoover's request by all of the citizens of the United States will save one-half of the flour and meat necessary to support the entire French nation.

Here then is one great opportunity open to all of us by the exercise of a trifle of self-denial to render vital assistance to our brave boys at the front, and to our allies. Surely each man and woman will esteem it a privilege as well as a patriotic duty to contribute in this manner to the successful prosecution of the war, to the defense of our country and our homes.

### Face the Music.

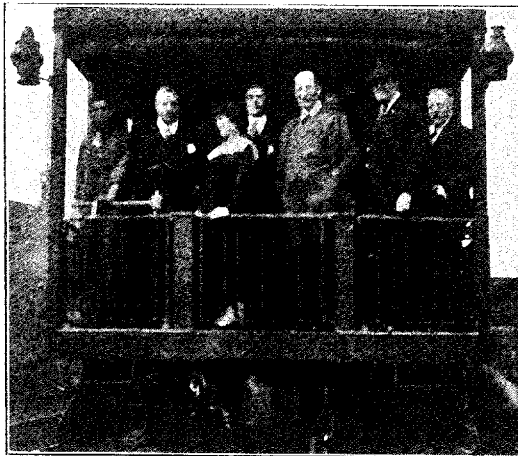
There is nothing gained in talking,  
We can't shut out the fact  
That the world has got us in it,  
Tight and fast and firmly packed;  
And howe'r we wish to change it,  
All the plans for us are made,  
We have got to face the music,  
Whatever tune is played.

If it starts in on misfortune,  
With a dismal sort of tone,  
Out of tune and time and measure,  
Half a growl and half a groan,  
There's no recess to the concert,  
And our entrance fee is paid;  
We have got to face the music,  
Whatever tune is played.

Have we riches? why, enjoy them,  
Though a thousand things we wish,  
That beggars did not hunger,  
Sweeter porridge in our dish;  
Old age and death, the master,  
Were forever, ever stayed,  
But we've got to face the music,  
Whatever tune is played.

So let us be consistent,  
Let us get our senses clear;  
Why not turn our faces upward?  
We've not always to be here;  
And while on earth we linger  
Let us all be glad we stayed,  
And, smiling, face the music,  
Whatever tune is played.

—E. W. DUTCHER.



Ex-President Roosevelt on the Pioneer

When ex-President Roosevelt and party made their western trip this fall they, of course, rode the Milwaukee "Olympian" between Chicago and Minneapolis. No doubt one of the most pleasant moments of the entire trip for Mr. Roosevelt was when he stood on the rear of the train between two of the Milwaukee's trusty employees and let the photographer do his best. The above photo was the result and shows our yard clerk, P. Keaveney, and our roundhouse stenographer, Miss Viola Mallory, on either side of the distinguished gentleman. Each of them have a copy of the photo and are so proud of it that we were unable to borrow it even to send to the magazine, but we obtained one, and their many friends who read the Magazine will be as proud of the photo as they are.

## Protecting the First Line Trenches of the Railroad

*By H. S. Sackett, Timber Engineer.*

(Note—Though managed by a comparatively few number of men, the railroads of the United States are owned in large part by the great mass of its people, there being millions upon millions of investors in railroad securities. The people, therefore, should not only think of the railroads as their own, but should also treat them with the same consideration as they would the property in their own homes.)

One of the most important contributing factors to the successful and profitable operation of a railroad property is the maintenance to a high standard of its freight equipment,—for this equipment is to a railroad what good red blood is to a human being. Freight equipment is earning power, and without earning power neither railroads nor other industries survive.

It is highly essential, then, that the freight equipment of the railroads be kept in good condition. To do so under present conditions, however, is a serious problem, and it is the purpose of this article to point out the difficulties to be met and to suggest ways in which the employes can do their "bit" in helping to remedy the situation.

To present clearly the transformation of operating conditions as they relate to freight equipment, it is necessary to go back a bit. Fifteen years ago the merchandise of the nation was transported by the railroads in short trains, with light motive power, and with plenty of switching labor. Today

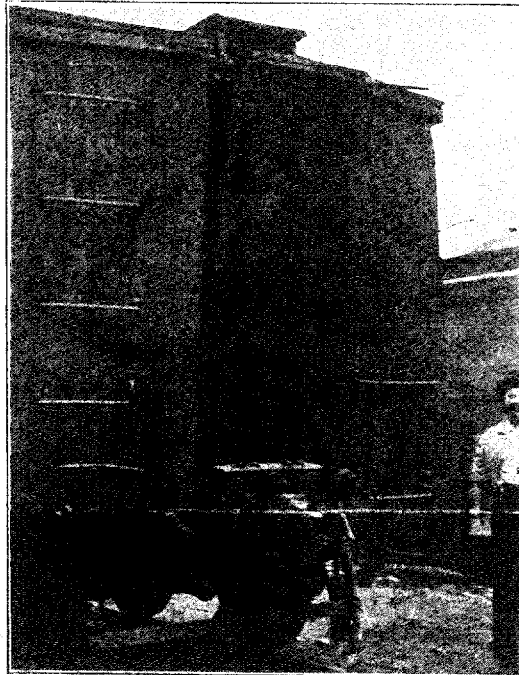
an ever-increasing tonnage is moved in long trains, with extremely heavy motive power, and with a decrease of switching labor,—with labor, too, which in many cases is but little trained or experienced. As a consequence freight cars are now subjected to shocks and bumps that were undreamed of when they were constructed, and the result is that they are coming to the railroad repair shops in an

ever-increasing and seemingly never-ending stream. Where they used to come every four to six months on the average, they now appear every two to three months, and apparently the end is not yet in sight.

In the meantime, however, the railroad managers have been on the alert. Long ago they recognized the handwriting on the wall. They have done most everything in their power to improve the situation. Heavier and stronger cars have been built; strong steel center sills have

been substituted for wooden ones; metal in draft rigging has taken the place of wood; the ends of the cars have been made thicker and stronger by reinforcement; heavier roofs have been built, and last, but not least, the older and lighter cars have been "scrapped" as fast as new and stronger ones could be built.

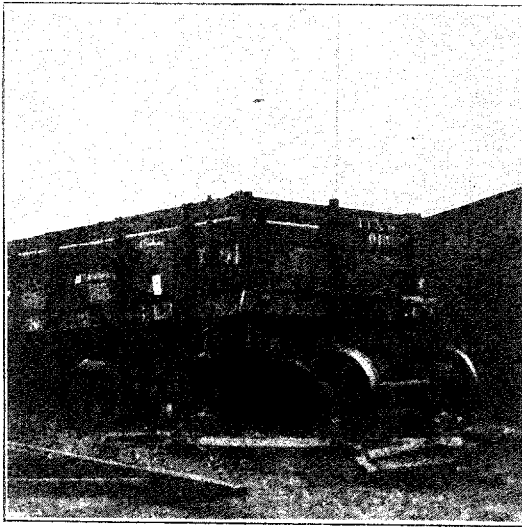
But all these heroic measures have not been enough, for not only do cars continue to come to the shops in ever-increasing numbers but the claims for goods damaged in transit continue to



Save Such Repair Bills as This



rise. The reasons for this are two-fold—first, a constantly increasing volume of business, and, second, a growing shortage of labor. The increasing volume of business has produced the heavy motive power and the long trains and the shortage of labor has made necessary the gravity or “hump” tracks to facilitate and expedite switching,—and these two factors have well-nigh wrecked the efforts of the railroad managers to build freight equipment that will withstand their ravages.

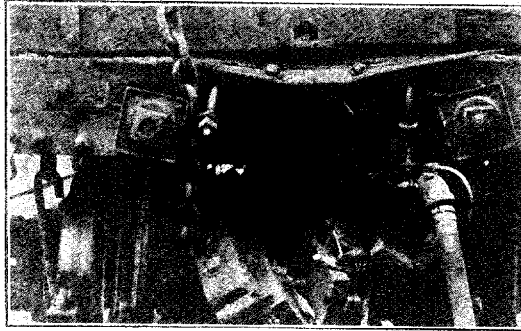


A Few Pennies of Time will Save a \$50.00 Repair Bill

Right here, however, is where the employe can do his “bit”—and a great big “bit,” too—for the motive power and the hump track are directly controlled by the human hand. If every engineer will do his utmost to reduce to the minimum the shocks and bumps to the cars on his train; take just a few more seconds to make the coupling in an easy and less injurious way; be just a little more careful in applying the air; if the switchman will do his level best to reduce the bumps and collision shocks incident to his daily work; if he will take just a few more seconds now and then to do his work,—a few pennies of time to save a \$50 repair bill, and perhaps another \$50 of revenue by keeping the car in service instead of on the repair track; and if all the other employes will do their part in waste-saving wherever they see

it, then, indeed, a great good will have been accomplished.

Doing this “bit” will be made so much easier if every employe will but realize how closely interwoven is the success of the railroad with his own prosperity and success in life. Profit-



A Few More Seconds to Make the Coupling

ably operated railroad properties can give adequate compensation to employes, better working conditions and can more economically do their part in the transportation of the nation's business,—an important factor in tending to lower the cost of living. On the other hand, railroad properties that are unprofitably operated are obliged to curtail in wage expense, and can offer but poor working conditions; furthermore, they are obliged to get more for the service they render and they thus tend to increase the cost of living.

It is vitally important, therefore, that each employe do his part in the great “teamwork” that cannot fail to spell Success and Prosperity for the entire Railway System,—and the easiest way to get in the habit of doing this is simply to remember to treat the railroad's property as if it were your very own. If you are as careful of it as you are of the goods under your own roof, you will be doing your “bit” in the front line trenches of railroading.

#### Coal Unloading Record.

Milwaukee shops engine coal shed last month beat the record for unloading of coal, there being an average of nearly 1,174 tons every twenty-four hours for 30 days, all Illinois and Indiana coal. September, 1916, showed 28,234 tons, an average of 941 tons every 24 hours. 1916 coal was mostly West Virginia coal. The September total of 35,216 tons means 1,800 cars, a string 14 miles long, enough to fill the union depot at Milwaukee to the roof.



## Fall Sports

*E. K. Stedman.*

Now comes the season that the old-timer welcomes and the youngsters like to read about, the season of the frosts, the time of harvest. Now the wild-fowl and other migratory birds start south; now the nuts ripen and fall; now the fur-bearing animals begin to don winter styles. This is the season—October and November—for which the desk-tied sportsman traded his vacation time with the young clerk last July because the young clerk did not know any better. But the sportsman knew. He knew the tingling sensation of those autumn mornings when the woods scintillate with sun-touched frost flowers; he knew the inhalations of the crisp woods air in October; he knew the black bass were more savage and their flesh more firm than in July; he knew the migrating of the feathered tribes; he knew the hundreds of lakes and streams; he knew the fat, plump squirrels were ready for the pan; he knew the swift-flying pheasant feeding among the tangled vines of the thickets and ravines. He knew all these and was wise and discreet; the young clerk would learn about it when the pilgrimage was over, when snow and ice had shriven colored leaf and closed the lakes and rivers—and would wonder if there happened to be any method in the generosity of the old sportsman when the trade was so freely made last July.

Ah, the glory of autumn time. Happy the sportsman who can spend it in the open. While present times are not up to the "good, old days"—still there remain some corn-fed mallards, secluded woodcock and gormandizing pheasants; myriads of rice-gorged teal, plump squirrels and fat jack-snipes, as well as slathers of bass and some other fishes.

The sportsman likes it all, but best of all he likes to sit in camp or houseboat or cruising launch, after a day well spent in tramping through the rustling forest. He loved to dwell on the days

of the wild turkey, pigeon and deer. Ducks there were then and ducks there are now, but the turkey, pigeon and deer are fewer. But there are good times in plenty, and he who is satisfied with a full frying pan can reap a rich harvest from the fruits of autumn time if he trusts his luck to the old streams and proceeds aright.

The autumn fishing will be found in deep, quiet nooks under overhanging banks, the minnow and spoon hook will be the best baits and will catch black bass, pickerel and crappie in generous quantities. When these lures fail a frog or piece of pork will attract their attention and then you can catch a chirping cricket about camp or a woods mouse in some brush pile. The fishing is generally good all day at this season, but the old rule of from 8 o'clock to about 11 in the morning and 3 o'clock until dusk is a good one to go by. The 6-foot bait-casting rod is the tool for this angling and there is enough exercise about it to offset the crimping touch of the frosty air.

Duck hunting should be pursued in the larger lakes and along the big streams and you can make it more attractive to the ducks by a big bunch of wooden decoys, augmented by two or three live ones. In river shooting, you should anchor the decoys off the lower end of some island or towhead in midstream, and build his blind on a point. Thus located, ducks flying up or down stream can see the decoys from a great distance, while the splashing and calling of the live ones will prove a temptation hard for any duck to pass up, no matter what his degree of education on choke-bores and smokeless powders. There should be two in the blind; one to go after the ducks when killed or wounded, as the current soon carries them away; the other should attend to the killing, and the occupations should be changed at times so as to give each shooter a show at the game.

In the lakes, the method may be the same, only one should shoot from the main land, while the water, being currentless, you can let the kill float until you are ready to return to camp.

If your flock of wooden decoys is not large enough to suit you, you can use the dead ducks for decoys by propping their heads up with small sticks, and they are no slouch of a decoy when so placed by a practiced hand.

Before choosing a lake watch it for a couple of days and note if any wild fowl are using there; if not, hunt around until you do find a lake which they frequent, and then get busy. The shooting will be done mornings and evenings, as few birds are moving at midday; but keep a few shells loaded for geese and cranés, as they show up every now and then when the duck season is on.

For squirrels, all you need is a rifle, pipe, tobacco and patience. Load your rifle, fill your pipe, light the tobacco, sit down on a log in the oak or the hickory timber near shore in the morning or evening, and exercise patience. You will not have long to wait, and by the use of your eyes and ears you will see and hear many things that are not told in books.

The pheasant is found in wooded ravines and tangled thickets where wild grapes and berries abound. They are not abundant, but one or two brought down during your trip will add a sauce that can only be compared to shooting a brace of woodcock. There is so much satisfaction in tumbling a well centered pheasant or woodcock that the average sportsman is pleased beyond expression to be able to say he had a mess of either of those birds while in camp.

The bottom lands are the favorite home of the jack-snipes, and every fall he stops with us—sometimes only for a day, then again for two or three, and occasionally for a week; and fortunate is the sportsman who is on the spot at the right time, with the right gun and the right load. It requires hip rubbers, a lot of purpose and untold energy to tramp the bottom lands all day after snipe, but they are there, the ground is free and you are a sportsman so you cannot resist.

#### Comfort Fund for Company D.

For the first time on record, Milwaukee employes threaten to become slackers. The Comfort Fund for Company D., which ought to reach **at least** two thousand dollars, considering the number of employes on the entire system, is, to date, barely thirteen hundred. Think of it, while our neighbors on the Great Western, before ever a single man of the 13th regiment had stepped foot off his native soil, had subscribed, collected and delivered sixteen hundred dollars (in round numbers) to the company of that regiment recruited off the C. G. W. R. R. It's a fine railway, the Great Western, but it isn't as large as the Milwaukee, hasn't so many employes and their fund, almost if not quite spontaneous, much larger as what we have been able to collect for our boys of Company D.

There is nothing compulsory about contributing to this fund, no hold up game at all,—but when you are asked to give ten cents, merely the price of one smoke for yourself, in order to contribute a little home cheer to the company of soldiers recruited entirely from among our own ranks, what sort of an excuse can you give your own conscience if you refuse the sum. All you have to deny yourself is one smoke—one package of cigarettes, one package of tobacco or two packages of chewing gum. Come on, boys, don't be slackers. Dig up a dime and give it to the nearest sub-treasurer to send in to Mr. Larson. He wants to be sending the money on to Captain Young pretty soon.

#### Thoughts That Came to Me While on Vacation at Mackinac Island.

The gem of the lakes is this beautiful isle,  
So restful a spot to linger awhile  
From care and trouble of our busy life,  
And forget for a time a world-wide strife.

Oh! How dark are the war clouds that  
spread o'er the world.

See the flags of all nations to the breezes  
unfurled.

Sound the tocsin of war. Hear the roar of  
the guns.

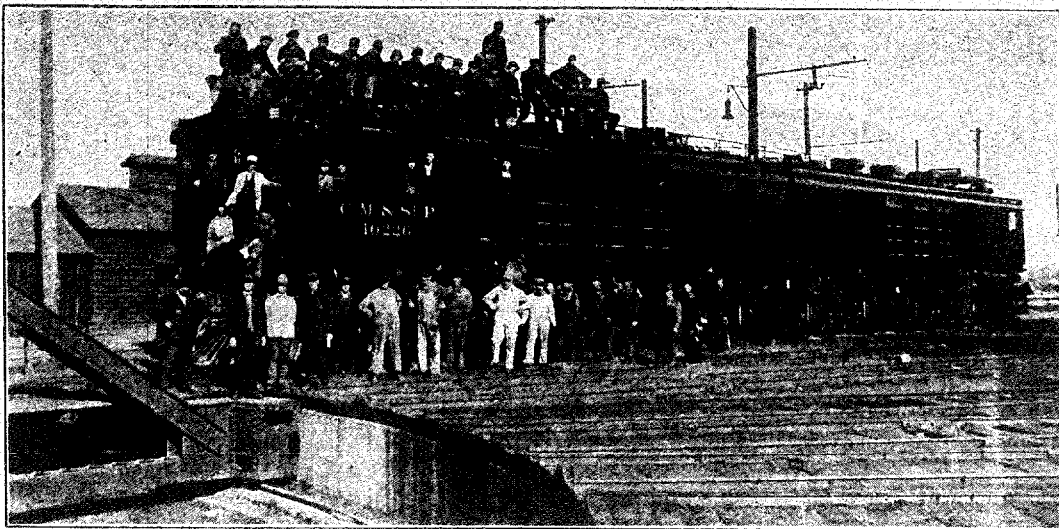
Yet the death-grip of armies has only begun.

May God in His mercy stay with His hand  
The horror of war on seas and on land  
O'er-ride the mandate of Czar, Kaiser or  
King.

Most devoutly our prayer to Thine altar we  
bring.

Omnipotent Father, we ask Thee to bless  
The old and the young, and all in distress.  
There's only one source. We look unto Thee,  
Thou who stillest the tempest and calmest  
the sea.

—COLONEL J. G. EVEREST.



Manning the "King of the Rails" at Deer Lodge Shops

## Transition From Steam to Electricity at Deer Lodge Shops

*E. Sears, District Master Mechanic.*

The transition from steam to electric power in the Rocky Mountain district necessitated some changes and a few innovations in the Shops at Deer Lodge in order to properly equip them to take care of the electric locomotives; and here, at a locomotive repair shop, you now find a plant free from the hissing of the steam valves, no clouds of puffing coal smoke, clean cinder pits and other reminders that the day of the steam engine at Deer Lodge Shops is past. Now we receive a steam locomotive as an occasional visitor, for whom a special place is kept, but who has no permanent residence with us.

Making over the shops to fit the new conditions involved a few changes in the roundhouse and shop facilities. First, six of the roundhouse stalls were lengthened so as to accommodate the 120 foot electric locomotives. The back shop was then changed, by having a crane room with one through track leading to the transfer table; and this part of the building is equipped with a fifteen ton crane for handling the motors, wheels and frames of the electric motors. The doorways in the back shop were also raised high enough to allow the electricians sufficient overhead clearance when being placed in the shop.

When locomotives come off the road and are to be placed in the roundhouse they are run on the electrically operated turn-table from the 3,000 volt trolley. The pantographs are then dropped and a 220 volt current is connected across the motors of one unit. Then by operating the controller handle in the cab of the turn-table, the motor is caused to move off the turn-table into the round-

house. The 220 volts moves it at a slow speed, which is desirable and does away with the danger of employees coming in contact with the 3,000 volts. The 3,000 volt trolley does not enter any part of the roundhouse or shops.

One of the outgoing tracks of the turntable is equipped with a pit and a section of 3,000-volt trolley which can be energized or de-energized as desired. This is for the purpose of adjusting and giving pantographs proper tension against the trolley. But one man and his helper are assigned to make outside tests. This is to avoid confusion in the energizing of the locomotive, possibly causing the injury or death of someone who is not fully conversant with all parts of the machinery, as the 3,000 volts is almost certain death if a man comes in direct contact with it.

The engines are brought in for general inspection every 3,000 miles. This record is kept by means of a daily mileage report such as you will find attached to this letter, and you will note from this report that the motors have a varying mileage. Of course it is not possible to get an engine in exactly on 3,000 miles, so that they are inspected at 2,800 or 3,200 miles. Sometimes the engines run for 3,200 miles, for the reason that they can not always be gotten out of service when they are called in.

A general inspection consists of the removing of covers of contactor compartments and thoroughly blowing out of these compartments in order to free them from dust; the cleaning and wiping of all insulators that may have become dirty; the cleaning of the interlocks which carry the trolley current.

for should one of these interlocks have a very small piece of dirt or become slightly carbonized, it would result in the engine becoming dead as the 120 volt trolley circuit would not be able to proceed to its final ground and cause the proper sequence of the contactors trolleying the movement of the engine. The tips on the main contactors which carry the motor current are examined as to their tension and to see that they are in proper working order. All the relays are examined and the series parallel switch and reversers on passenger motors, this also includes the lighting apparatus.

The traction motors and appurtenances are also examined and cleaned. As these motors have a forced ventilation it is not necessary to blow them out with air as on other types of motors. Thus, it will be noted from the above that the engine is given a thorough going over in all its electrical apparatus.

After the engine has received the above inspection it is placed outside of the roundhouse on the test track and the work of all the parts are tested by the engine being energized with a trolley voltage of 3,000, which gives the men making the test opportunity to see that all parts are functioning properly. This is one of the very essential things of the electric motors, for if anyone of the numerous small parts which cause it to operate are out of order, the entire engine immediately becomes inoperative. In this way an electric engine differs materially from a steam engine, because a steam engine can go on in a more or less run-down condition, and still operate, while an electric locomotive cannot be allowed to get into such a condition on the electrical end of it, without sooner or later causing serious trouble.

While the above inspection is being made, the box packers look over the different boxes to be oiled and packed to see that they are in good condition. There are fifty-six boxes on these engines packed with waste. These are the armature bearings, suspension bearings, main journal bearings and engine truck bearings. Each time the engine is in the roundhouse the oil in the armature bearings and suspension bearings is gauged, each of these bearings having an oil well which is accessible to gauge with an oil gauge. The armature bearings maintain three and one-half inches of oil in the well and six inches on suspension bearings. The passenger engines leaving Deer Lodge make 440 miles without being re-oiled, except the engine trucks. It has been found necessary to re-pack these at the end of each division point of every 220 miles in passenger service. The engine trucks in the freight engines are re-packed every 1,500 miles. Thus, the inspection of the motors when coming off the road consists of the inspection given by engine inspectors, the gauging of oil in the oil wells and making a test of regenerating features before engines go back into service.

Some of the electric engines are now going through the back shop for light repairs, consisting of turning of tires, the taking up of lateral on armatures and lateral on the main

bearings, and repainting. It takes about ten days to get them through the shop.

At present we are keeping one passenger and one freight engine in the shop for this class of work. The passenger engines going through have made from 100,000 to 120,000 miles and the freight engines about 60,000. The freight engines would have made more mileage, but for the fact that all of this power having been placed in service at about the same time most of the engines are in about the same condition, and this method of repairing scatters the repairs over longer periods and keeps our maintenance expenses equalized. The older freight engines are going through at this time.

On some of these engines we are making additions such as shunt fields, which were not put on at the time they came from the factory. Also are making some additions such as tie rods on main brake rigging in order that the brakes may be kept in better alignment and get a more efficient line on brake shoes.

The electrical force at present consists of two electricians and two helpers at Harlowton, one inspector at Three Forks, two inspectors at Avery, two armature winders at Deer Lodge, nine journeymen on the day shift, one meter man whose work it is to repair and adjust meters on locomotives, there being eight meters on each freight engine and fourteen on each passenger engine. The other shifts at Deer Lodge consist of two journeymen on middle shift and two on the last shift. It will be noted that we work three eight hour shifts at Deer Lodge. This, on account of the eight hour agreement with this craft.

The transition of steam locomotive engineers into electric locomotive engineers is brought about by giving the men lectures and familiarizing them with the blue prints and parts of the electric locomotives. This is done by an instructor. It takes from three to four days to do this part of the work. The engineer then makes student trips on the engines so that he may become familiar with the handling of them. He then reports to instructor for final examination and instruction and is allowed to go to work. Some of these engineers become experts in their work as they continue their studies on the equipment, while others drop it and make little further effort. It is, however, necessary for an engineer to keep up on electrical equipment, to do considerable studying at all times in order that he may keep the equipment in his mind and in case of trouble enroute he may be able to locate it quickly, thus cutting down time on train detentions. Reports on train detentions are subdivided into mechanical, electrical, man failure and overhead trouble, also miscellaneous. The item of man failure is put in so that when trouble occurs on road, if an engineer does not find his trouble in a reasonable length of time, he is considered at fault. In figuring out the reasonable length of time we allow him twice the time that it



would take our test men to locate the same trouble, also give him credit if the trouble is a concealed defect.

I am glad to say that our man failure column has not had many failures entered, as the majority of the engineers are much interested in their work.

The company has printed an instruction book on electric locomotives which contains instructions as to the different parts, also questions and answers on the different parts which might cause trouble enroute. The preliminary copy was issued about a year ago and now the final edition is ready for distribution, as it has just been received from the press.

In this article I am not touching on the varying features of the electrification as I think they have been fully covered by previous articles in this and other magazines.

One of the interesting new features at Deer Lodge Shops which was established as a result of electrification is Electric Welding, which is being put into use in place of oxy-acetylene welding and for a great many pur-



Electric Welding Room

poses is found to be much superior, both as to quality of work and time consumed to perform it.

Our experience is that both the oxy-acetylene and the electric welding have their own field. We find the electric welding is much better for welding flat spots on tires, because work can be performed very much quicker with electric welding and very much better. The oxy-acetylene welding process requires pre-heating and of course necessitates a supply of oxygen and gas. As these two articles are shipped to us, we are often out of them. A flat spot that requires two and one-half hours to weld by the oxy-acetylene process, can be welded in twenty minutes by the electric method. We always have the electric current at hand and can use it without any pre-heating. For tire welding we have an insulated track located outside the round-house where we charge the engine with 50 volts. This makes the engine positive. We then draw the current from the tire with a steel electrode to ground.

We also have a small building equipped with an outfit for electric welding where we weld truck transoms and all parts that are portable. Our welding outfit at present consists of using our 220 volt shop current through a water rheostat, cutting the voltage

to 50 volts. There are regular welding outfits made for generating low voltage for this purpose. In electric welding low voltage and high amperage is required.

### Appointments

Effective November 1st, J. T. Gillick is appointed general manager of this company, vice P. C. Hart, assigned to other duties.

Also effective November 1st, Macy Nicholson is appointed assistant general manager, vice J. T. Gillick promoted. Mr. Nicholson was formerly assistant to the operating vice-president of the Great Northern Railway; and since May 1st has been an active member of the Commission on Car Service of the National Council of Defense.

### Concerning Brains.

*C. Artode.*

Dear Editor: I see by th' paper th' other day where the new pres'dunt of this here railroad was interviewed by one o' them newspaper fellers who ast him what was the secret o' his gittin' up in the railroad bizness. (I guess th' newspaper reporters do that to ev'ry feller who gets to be a big gun for a corp'rashum.) Yes—well, the new pres'dunt, he says it's this way: "Hard work, long hours, never look at the clock, always on the job," and so forth and so forth. That's th' same as all them big fellers say. I never heard of one of 'em sayin' anythin' diff'runt. Mebbe some of it was hard work,—but, well I'd jes' like to "call" 'em all on that line o' talk. Not that I have more brains,—but that they'r too modes' to tell the real reason.

Now I don't think big men like him are even next to the hardes' workin' men in the corp'rashuns by a long shot, because I'll bet lots o' men work harder in their way than those big fellers do, but I'll bet the big fellers accomplish more. Why, if hard work made an offishul, I'd be a master car builder right now 'stead o' tappin' wheels. No sir. These here big men are 'bout the quickest thinkers and biggest thinkers and the most steady thinkers, and the long-headedest. Get me?

You see, it's like this. This here car tappin' job is just the same ev'ry day, year in and year out; and yet I suppose if I did most ev'rythin' right and quicker'n th' other feller, and showed th' boys how to do more work with less 'xpense an' less overtime, an' got along well with them, I would mebbe be a car foreman myself,—same 's Fred is now. That's how he got his job. He seemed t' know just what t' do; hit it right most ev'ry time,—before th' other fellers got thro' lookin' things over, an' went right to work. Jes' seemed to have nat'ral insight into cars.

I've seen it in all the departments I have a chanst to and it's allers the same,—the man with the best dome gets there. It's all a line o' bunk that these guys give you 'bout this or that feller havin' a pull. If they do have a pull they mos' generly lose it if they don't hit the ball, that's all. Take it right here on our division. There was that feller



Jim What's-his-name, that 'us' ter be here. Well, that man worked day and night until I wondered how he ever stood it. And work hard. Why these here big 'uns never worked any harder, I bet a foot. But fer some reason 'r other, Jim he wasn't "there." Nice feller, too, but somehow things got all tied up so they giv' him a easier job and he's still there. The nex' man wasn't here any time 'till til things was going as smooth as a journal, an' I hear he's now one o' the big guns hisself, and he never seemed to work very hard either.

An' that's jes' th' way it goes,—a man's got to have something besides just the 'bilty t' work. He's got t' make work count fer somethin'. He's got to **think**; an' he's got to think quick an' he's got to think ahead. Now I bet this new pres'dunt has seen men work harder than he has, an' seen 'em use rotten judgment an' spoil it all an' make more work for theirselves.

I'll give him credit fer his long hours an' all that, too, but what got him where he is, now, is his capacity for good judgment an' bizness sense in makin' monny fer th' comp'ny, an' always workin' fer their int'rests. Well th' kid has bin buttin' in askin' me t' help him with his 'rithmatick, an' he's due fer bed pretty soon, so I guess I better see what I can do fer 'im. He's a great kid.

Yures truly,

Bill Workaback.



**A. P. Chapman**

Assistant General Passenger Agent.

You would never believe from the above picture, nor indeed if you should meet him face to face, that "Chap" had a son in the United States naval service,—but such is the fact. Also, it is difficult to believe that our youthful looking assistant general passenger agent is a member of the Veteran Employees association, which proves of course that he has been in the service at least twenty-five years,—and you wonder how the company ever took on a "kid" like that back in the days when men were not so scarce as they are now and there was no war to call them away.

There are few more popular passenger men in the railroad service than Albert P.

Chapman, and he is a "Milwaukee boy" through and through. He is a native of Hartland, Wis., learned telegraphy at a railway station on the Milwaukee and entered the service as night operator at Spring Meadow, Wis. He was ticket clerk and operator at Watertown, Wis., and for a number of years was assistant ticket agent in Milwaukee when A. M. Ingersoll, now assistant to Vice-president Earling, at Seattle, was ticket agent at Milwaukee city office. In 1900 "Chap" went to Chicago as city ticket agent, a position which he fulfilled with marked credit and efficiency. After eleven years behind the counter of the biggest "city office" on the system, he was promoted to the position of general agent of the passenger department at Seattle, Wash. In August of this year, he was appointed to the position of assistant general passenger agent at Seattle.

### Why Paint Surfaces Check or Alligator.

*F. C. Rieboldt.*

When a defect in painting occurs, there are two different attitudes, in either of which a person may place his mind, one is to blame a faulty material and the other is to blame workmanship or the manner of application. One defect often occurring is generally termed "checking" or "alligating." It consists of interlacing lines on the surface, and if the lines are small we speak of the surface as checking; if they appear large, similar to alligator skin, we term the surface as alligating.

The craftsman very often is asked: "Why does this rupture occur?" It is reasonable to assume that the manner of application is the evil in this instance. Let us consider two coats of paint applied over a smooth surface, the second coat is applied over the first coat too soon or before it has reached a sufficient state of dryness. All coatings will either shrink or expand in the oxidation or drying process, according to the vehicle used in preparing the material. Now observe that the second coat was applied before the first coat was sufficiently hard, thus stopping the drying of the first coat to a hard body and permitting the last coat to proceed in its oxidation process, and while in this process a certain shrinkage takes place, thus rupturing the surface.

We can now readily see in the case of one coat of paint placed over another under conditions in which the first coat has not had a sufficient amount of time to thoroughly harden, the second coat on drying will contract and decrease in volume, while the first coat will remain practically stationary in its volume and in its degree of hardness, thus causing a rupture on surfaces. Where linseed oil is largely used as the vehicle, an intermission of forty-eight hours or more is advisable between coats.

The phenomena of checking and alligating appears to be related, due to the same general cause, and appears on varnished surfaces as well.



Superintendent L. B. Beardsley

## Sioux City and Dakota Division

Thirty-seven years ago, when the Chicago, Milwaukee & St. Paul Railway Company acquired the Sioux City & Dakota Railroad, 114 miles of track, a few locomotives, half a dozen passenger cars, and, for freight equipment, what would nowadays make but one respectable "drag" in a freight train, was looked upon by the new and ambitious colonies of the Dakotas as a very respectable railroad. It was, too, for it carried the settlers out to prairie land and brought their crops into the market at Sioux City, furnishing the necessary communication between the east and the illimitable plains, the new wheat fields, "the range," and all the resources of an undiscovered country.

Early in 1881, the identity of the Sioux City & Dakota Railroad was merged with the Milwaukee, and its official name changed to the Sioux City & Dakota Division. Its mileage then lay between Sioux City and Yankton and a few miles along the valley of the Big Sioux River, between Elk Point and Calliope. The division now has 484.72 miles and extends from Manilla to Mitchell; Elk Point to Egan, Sioux Falls to Madison, S. D.; Yankton to Platte, Tripp to Stickney and the Running Water branch. Its main line is between Manilla and Mitchell, and its division headquarters are at Sioux City.

The big, bustling city which now stretches over the plain which lies east of the junction of the Big Sioux and the Missouri rivers and sweeps up on the bluffs that lift above the river bottoms, gives little indication of that special quality in human interest which looks backward over generations of settlers and years of community building, to the wind-swept prairies, the lonely river, the wandering buffalo herds and the great Dakota tribes, finding the opening pages of the chronicles of the western country, the first record of the white men on ground that now belongs to Sioux City. On August 20, 1804, Sergeant Charles Floyd, member of the Lewis & Clarke Expedition, died on board the little "pirogue" of their flotilla, and his body was brought ashore, carried to the top of a high bluff on the right bank of the stream and buried with

the honors due to a brave soldier. His resting place was marked by a cedar post on which his name and the day of his death was inscribed and the commanding eminence was named Floyd's Bluff. A little stream issuing from the hills in the near vicinity also commemorates the soldier who was the only member of the expedition lost by death during their three years of hardship and adventure. Floyd's Bluff is still a landmark of the "Big Muddy" for all that country around, and in place of the "cedar post," that long since crumbled away, there is now a lofty granite shaft one hundred feet in height, standing one hundred and twenty-five feet above the river. It is one of the "sights" of Sioux City, and to see it right, go at evening-tide when the crimson glory of a Dakota sunset shines across the western hills and wraps the towering obelisk in its gorgeous color, shutting out the smoke-bathed plain with its roar of commerce, and leaving the hill and the gleaming river alone with its traditions and its memories.

Railroads came into this region soon after the war,—came slowly at first, because the territory of Dakota was little known and sparsely settled, but in the early seventies the locomotives of several ambitious railroad projects steamed up the banks of the Missouri and took possession of the little river capital of Sioux City, while their exploring parties went on into the land of the hostiles, blazing the trail for the first contingent of hardy farmers who went out to found homes on the far-flung frontier. The Dakota Southern, which built into Sioux City in 1873, was the Milwaukee's real beginning in that region, extending from Sioux City to Yankton, the capital of the territory.

In the fall of 1881, the road from Yankton to Mitchell was built, and in 1886 the main line of the S. C. & D. Division was completed to Manilla, giving a short and direct connection to Chicago markets.

The steady development of the Dakotas, the progress of the stock cattle industry, and above all, the establishment and growth of Sioux City's packing plants, brought the S. C. & D. Division an immense traffic, creating

farms of North and South Dakota are shipped in hundreds of trainloads to the a demand for terminal facilities at Sioux City, which were built upon a scale then deemed ample for all time to come. The old roundhouse and railroad yards, however, long since were outgrown and new terminals are now nearing completion, which it is expected will materially relieve a congested situation in that district which has grown well nigh intolerable.

While grains are an important unit of the S. C. & D.'s traffic, live stock is the chief factor in its activities. Stock cattle from the western ranges, and from the prairie

though a considerable amount comes from northeastern Iowa.

The prospects of South Dakota and the territory tributary to the S. C. & D. Division for this class of traffic is full of promise. Comparing its area and its adaptability to the live stock industry with Iowa, we find that Iowa now ships a large amount of stock to Omaha, to southern markets and to Chicago. South Dakota is 50 per cent larger in area than Iowa and while the land is not uniformly as good for this industry, yet with the development of its resources, the shipments of live stock to and through the Sioux City terminals must certainly increase.



Chief Clerk F. C. Mason and Office Force

Sioux City packing plants, with a goodly percentage going through and east to the Chicago houses. All that are not slaughtered at Sioux City, however, are unloaded and fed and watered there, making necessary the extensive stock yards and their facilities for the care of stock in transit.

The Sioux City stockyards are an institution in themselves. They are located in the Floyd River valley and were established in 1887. Since 1900 the business passing through the yards has increased phenomenally, the following figures showing the receipts into the yards from the Milwaukee lines for a number of years past:

Years	Total	Per year	Per cent of total receipts of all roads
1896-1900	28,116	5,623	36
1901-1905	58,732	11,746	40
1906-1910	65,114	13,022	38
1911-1915	70,476	14,093	34
1916		20,170	37

A very large percentage of these receipts comes from the territory lying west of the market, more coming to Sioux City from South Dakota than from any other state, al-

Speaking at a reception tendered to him by the Sioux City Commercial Club, President Bryam spoke of the new terminals and the future promise of the territory tributary to the S. C. & D. Division. He said: "We have confidence in Sioux City and that is why we are preparing for a great future in business in the city's trade territory, and are spending much more than we intended at first, to spend, so we will be able to care for additional units which will be installed here in the future."

All traffic and trade conditions aside, the Sioux City and Dakota Division is one of the pleasant scenic portions of the system. It leads through the oldest and most highly cultivated section of western Iowa and southeastern South Dakota, the main line following the Missouri River from Sioux City to Yankton; with the Platte line continuing 128 miles further up the valley. The line from Elk Point to Egan follows the Big Sioux River, whose splendid valley is one of the garden spots of the west. The line bridges the stream ten times in 125 miles and each time that it crosses the river it goes either out of Iowa into South Dakota, or vice versa. The first crossing is near



Chief Dispatcher C. E. Corcoran and Assistants

Sioux City and enters South Dakota; the next near Elk Point, brings it back into Iowa. At Calliope, it returns to South Dakota, where it continues to Hudson, and then back into Iowa to Austin, then into South Dakota, to Fairview,—in Iowa to Beloit, and after that, entirely in South Dakota, with river crossings at Sioux Falls, Dell Rapids and Trent.

Sioux Falls, hardly second in importance to the S. C. & D. Division, is the largest city in South Dakota, having a population of 26,000. It is handsomely situated on the high banks of the Big Sioux River. It is substantially built of granite quarried almost within the city limits. It, too, has large packing interests and is the largest agricultural implement distributing center west of Chicago, which contributed heavily to the revenue of the division. W. D. Griffiths, freight agent there for the past five years, is an old timer with the company, and was formerly at Scotland. O. T. Fagg is chief clerk at the freight office and Ed Fie, recently from Aberdeen, is agent at the passenger station. They are all Soo Falls boosters, and if you wish to stand well with any of them don't persistently make the mistake of saying Soo City when you are speaking of the Dakota metropolis.

At division headquarters in Sioux City is L. B. Beardsley, veteran superintendent of the division, whose service with the Milwaukee goes back to 1863, when he commenced his service as a brakeman on freight between Milwaukee and LaCrosse. He was set up in 1865 to freight conductor and promoted to a passenger run in 1867. He was superintendent of sleeping cars the latter half of '81 and the first part of '82, when he went to Marion, Ia., as assistant superintendent under A. J. Earling, who was division superintendent of the C. B. Iowa. In 1886, he was appointed to the Sioux City & Dakota Division as su-

perintendent, a position he filled faithfully and efficiently for thirty years. F. L. Richards, formerly trainmaster of the Illinois Division, is assistant superintendent, and to him now falls the general supervision of operation, with Mr. Beardsley in an advisory capacity. Mr. Richards' picture appeared with the officers of the Illinois Division in the Magazine of April, 1915.

C. N. Curtis, division freight and passenger agent, is another old-timer of that region.

C. R. Dummmler, formerly at Marion, is a familiar face at the freight station, and Ole Carlson is roadmaster; Wm. Sheehy, roundhouse foreman, and C. A. Beebe, general foreman.

F. C. Mason is chief clerk of the superintendent's office, with Mrs. Blanch Manly, the Magazine's S. C. & D. Division correspondent, Miss Esther Sundleaf and Miss Avinia O'Neill, assistants.

Familiar faces on the road are Conductors Henry Conly, whose service date is 1882; Milwaukee—Buck 10-25 Twenty four Eugene Fraser, 1887, and John Weber, 1874. Engineers Wm. Bowers, 1884; F. M. Gibbs, 1884 and John A. Hinsey, 1885.

The following details of the new Sioux City engine and freight terminals are supplied by D. C. Fenstermaker, assistant engineer. Pictures of the new buildings and yards will be taken as soon as the plant is sufficiently completed to allow of a fair idea of the general layout.

The new engine terminal is located in the suburb of North Riverside, about five miles from the Sioux City passenger station, and east of the Big Sioux River.

The engine house contains thirty stalls, built of brick and concrete and heated by hot air, fan driven into all pits. Numerous windows will provide ample light for the roundhouse forces.



A machine and blacksmith shop, fifty by one hundred feet, well-equipped for light repair work; a power house, fifty by eight feet, containing three boilers, air compressors, and pumps; a car department mill building, store and office building, water softening plant, oil house, brake repair and lunch room, comprises the other principal buildings, in addition to numerous smaller structures. A 240-ton coaling station is also being erected. A 90-foot turntable serves the roundhouse.

It was decided to secure water from wells instead of using water from the Big Sioux River, and three wells, each sixteen inches diameter at top and twelve inches diameter at bottom, all about two hundred and ninety feet deep, were driven, and an ample supply of water secured. Water for boiler use will be pumped into a concrete reservoir of 65,000 gallon capacity, thence through the softening plant, and then elevated into the 150,000 gallon steel tank for distribution to stand pipes and boiler filling lines. Untreated water will be used for washouts and other purposes and conveyed to all buildings by separate lines.

All of the above mentioned buildings are now erected or in process of erection and on a fair way to completion and it is expected they will be ready for occupancy some time in December this year.

Tracks are now being laid and ballasted in engine terminal and should be completed by November 15th.

The freight yards across the Big Sioux River in South Dakota comprises twelve tracks, each 3,500 feet long, six of which have been laid and ballasted and are ready for use.

### THE WAR REVENUE TAX.

Although primarily for the information of officers, agents, conductors and others collecting revenue for the company, the circular issued by the Accounting Department covering instructions with reference to the War Revenue Tax should be of interest to all employees, not alone because it directly affects

the business of the railroad, but because it is one of the great and important war measures.

The act covers taxes to be collected on transportation of people and property, with specific rules laid down to cover all the exigencies of the situation as it relates to railways and the war revenue bill. Agents must, of course, read the entire circular with special care, as the law does not recognize mistakes or ignorance, and to agents falls the chiefest duties of collecting the tax when collecting the freight bills. The different schedules are:

A.—Provides for the tax to be collected on amounts paid for transportation of property by freight.

B.—Provides for the tax to be collected on express and excess baggage.

C.—Provides for the tax to be collected on amounts paid for transportation of persons and for seats, berths and staterooms in parlor cars, sleeping cars or on boats.

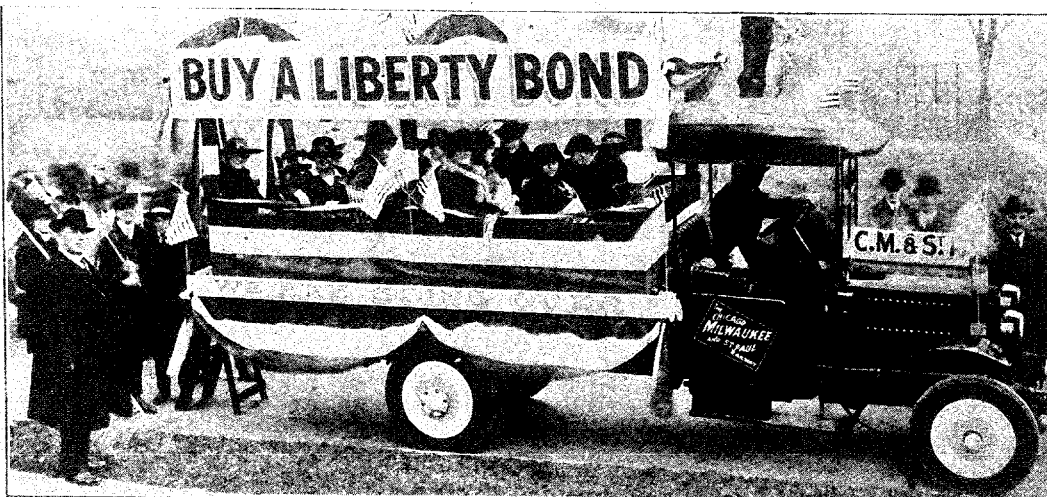
D.—Outlines the tax on telephone calls and telegrams.

E.—Covers the new postal rates.

Schedule E must be very thoroughly understood if we would have our letters forwarded promptly, because after November 1st, postal rates are very generally advanced. Note carefully that the rate of postage on all first class matter, except postal cards, will be 3 cents for each ounce or fraction thereof. Postage on drop letters will be two cents—this covers letters mailed from a point in a city, town or village to another point in the same city, town or village. Postal cards will be two cents. Parcel post and all second and third class mail rates have also been advanced.

### The Second Liberty Loan

Subscriptions of Milwaukee employees to the Second Liberty Loan ran far ahead of that amount subscribed by them to the first loan—reaching the sum of \$358,000. The amounts individually subscribed were the fifty and one hundred dollar denominations, and the number totalled 5,271.



Milwaukee Shops Float in Liberty Bond Parade





13th Engineers (Railway) Marching in London

## Letters From the Front

The following from Major C. L. Whiting, 2nd Battalion, 13th Engineers, Railway; and from Gerald Hibbard, former employe in Seattle, now with Company D, 18th Engineers, Railway, U. S. A., are most interesting. The boys are getting down to the real business for which they went across, and The Magazine is glad to give all possible space to any news of our gallant American soldier-railroaders.

Following taken from letters from Major C. L. Whiting:

September 9, 1917.

As the lights go out in about 30 minutes I will just drop you a line. This is the third Sunday in this town, and we are glad we move Tuesday. The 2nd Batt. go first, leaving H. Q. and the 1st here until I am ready for them.

Today the Colonel and myself took an auto trip and called on the General (at his H. Q.), to whom we will report. You understand we are working wholly under the French government. We rode for miles over the best auto road I have ever seen, except in France. The country was wonderful and every inch under cultivation. We also went through one of the first battlefields and evidently the dead were buried right where they fell, as the graves are marked by flowers and crosses.

We were shown one of the largest R. R. terminals in France. All very fine but about 15 years behind the U. S. in everything except track, which as a whole is better than ours. They work 10 men to our 2 in most all positions and they take an hour to tell you something we can see without any talking whatsoever.

Another advance is being made today I should

judge by the sounds. Most of the men have visited the trenches except myself, and I figure there is plenty of time for that. The Germans still continue to visit us by the air line and only those who want to look around instead of going inside, are killed. Hope our men will not be foolish, as the Germans will get them if they do not obey instructions. We visited a large camp of German prisoners who are working in saw mills and a large gravel pit. Understand there are American troops near us, but as yet have seen none.

September 10th.

All ready to move in A. M. Everybody is well. Major Kriese got his commission as colonel today, so another man is happy.

Nay drives me around France on my business trips and seems to enjoy it. When you get this letter we will be railroad men in France all right as Wednesday morning I reach my new headquarters wearing a steel helmet and carrying a gas mask. But if we obey instructions there is no danger.

September 11th.

Just a line. Reached my new location at 5 P. M. last night coming over the road with Nay in an auto. Ran through a fine country for 40 miles on an old turnpike built by the Romans. The remainder reached here by train at 8 P. M. We are about 20 miles nearer the front tonight than the last point. I have a fine room 8x10 right in the middle of the yard and messing with the French officers. Tonight we spent the evening on a hill back of the camp watching the gun fire and fire works, you might say, as rockets are fired into the sky to light up the trenches. The road and the lights are continuous. What must it be nearer?

Expect I will like the work as I am my own boss. Would like to tell you what I just saw but if I did you would not get the letter.

September 14th.

Just in the city again. Yesterday the Colonel and party made an inspection trip over the line. While at my H. Q. Howard phoned that he with another reserve colonel would go over the line and pick out 12 to 15 officers for an American R. R. Somewhere in France they were to run, so I came back with them, after a ride of about 120 miles through ruined cities. Today rode another 80 miles and back at 4 P. M. They saw all the men and as usual I kicked, and would not agree to anything unless they promised promotion for the men taken, as they would take only the best, and the Colonel agreed with me. The Colonel would not agree that I should be taken away under any conditions, so that is the way it stands now. Monday the remainder of the regiment comes to us and we hope in a short while to run a railroad. Have dug a bomb-proof dugout at my door so I can get in quick. So far have spent but one night in it. Really there is no danger if we follow instructions and that is what I am doing. Tomorrow I take another 100-mile auto ride and you should see us with steel helmets and a gas mask handy. All the men in the regiment, both men and officers, are well.

September 16th.

Just a line as it is Sunday night and 9 P. M. We moved Tuesday and are getting located, and trains running by here every hour, double track, and all kinds of war material. Rained hard for last two days so I wish I had my rubber boots. I have a small room 6x8 and am writing with a candle. Never felt better in my life. We lost a little railroad last night (the cause you must guess at). Just had to stop and put a piece of paper over a hole that gave light even from the little candle. Last evening after I got to bed my French friends would not allow me to stay there but made me move where I was better protected. We see aeroplanes fall from the height of 2 or 3 miles almost daily.

September 20th.

Do not know what good it is to write as I cannot say anything I want to. Today I am detailing the different men to our railroad, and it is a different kind of a railroad than they ever run before. Yesterday the Colonel came into camp with two French Red Cross nurses and detailed me to take them to a hospital about 10 miles nearer, and we had a good trip. One could speak English a little. We had two meals on the line. One with General ———, and so it goes. Do not worry as we would not know we were at war if we did not see the fireworks at night and see the lights.

September 23rd

Another fine day but our barracks are a little cold when we get up in the morning, and we can see through any part of them, but my bed is all right as I am using the cot and blankets we had in Chicago. Nothing new going on except the war, and I guess you know more about it than we do. Yesterday we had three specials, therefore the Germans were more than busy. The first American airplanes flew across and it was the first time we had seen the flag other than our own. We are actually running a railroad which is a new one just finished and standard gauge and good power. We have started our first real good officer's mess and it is fine. I have my tent placed up over my bed to keep it dry. Remember me to all my friends and tell them I cannot write much news but when I get home I will hire a ball and tell them all I have seen, and you see something new every minute.

Excerpts from letters "to the folks at home" from a private in Co. D, 18th Engineers—Railway. "Somewhere in France."

September 9th.

This is a Sunday and a most beautiful day. Reminds me of our good old front porch at home. Yesterday I was out on pass (Vic and I) and we had a very enjoyable time taking in the sights. When you come right down to it, we are all like a bunch of tourists.

I am writing this in our new Y. M. C. A. branch which just came to us day before yesterday. These branches of the institution are a great help to every soldier. It seems mighty good to write again on a table. During our

stay in England they had a fine big branch at the camp we were at, music, etc.

Vic and I often say that we wouldn't have missed this for anything. If you are worrying about us you want to stop it immediately, for it is absolutely unnecessary; of course I can't tell you anything in these letters concerning ourselves, but everything is O. K.

Everything is moving along fine and we will be starting in on the object of our mission before long. I was introduced to a pick and shovel the other day and I succeeded in raising a few good old fashioned blisters, about an even amount of blisters, as I did earth.

We have a great time making ourselves understood but I have found out in the last couple of days that a great many of these people speak Spanish which I am a pretty good master of, so I am going to be able to get along O. K. But it is worth a good comedy show to see some of the fellows trying to ask for something they wish to buy.

If you don't hear from me for a couple of weeks at a time you can be assured that the mail has been held up some place but that it will come along for I will write a couple of letters a week to each of you. Of course there may be some of my mail that never will reach you for it may be lost at sea. Then, again, the censor may hold it up, but I hardly think the latter very probable; but as they are very strict, one can't tell what they might do.

Say, Dad, we certainly had some trip coming over across from the "States," there were about three days that we had to wear our life preservers constantly and some of the fellows were not feeling any too good, but I seemed to be very fortunate for I got along fine. But the rough old trip was that across the channel. Say, that boat did all sorts of gymnastics, everything but roll over completely. It seems funny to me that on a couple of my trips down to California by boat I felt under the weather a bit and on this trip that was a great deal worse I never felt it at all. I guess it takes a good deal to dislodge the good old army hard-tack that we stow away. I know it takes some teeth to eat it, as one of our sergeants broke one of his teeth clean off on a piece of it. Vic and I often say that we wish we were going out to dinner with you today. By this I don't mean that we dislike the things that we have to eat for in reality our "grub" is very good indeed, but every once and a while some fellow will yell out "How would you fellows like to be down in Chauncey Wright's behind a 'stack of wheats?'" Immediately a riot starts.

September 16th.

Vic and I were out for a walk in the country the other day, a most wonderful and pretty country indeed, filled with vineyards, chateaux, old churches, etc., built hundreds of years ago. Well, as I was saying, we were out walking and as we passed these lovely big country homes the owners would ask us to come in and they would fill us full of fruit and wine. They certainly entertain the "boys" and do everything they can for them, for it is the first time the people around here have ever seen American soldiers.

Say, please don't forget about sending tobacco. I want some Prince Albert tobacco. Better not send it in the cans for they also put it up in 5c bags. These bags will make a much lighter package and can be carried easier. I want this for that nifty pipe Chapman gave me, so please send some. I'll tell you what you do, send me some each week, in that way we can fool the submarines for I will lose some of course, but in this way I will receive a little right along. Better than to send a big bunch which I may never receive. Four or five sacks will be 20 or 25 cts. a week and there is no way in which I can get any in this country, for every member of the regiment has scoured all over the country for American tobacco without success.

September 19th.

I want to tell you about a dinner Vic and I went to last night. There is a village located close to our camp, one of the stores there is owned and operated by a lovely old French couple. Vic and I would always drop in there when we wanted to buy anything to eat and they

would visit with us until it was time to return to the camp. They would take great pleasure in teaching us French. Well, I should mention first that they have a son who is a prisoner in Germany (one year and a half), so she has a big mother's heart for a soldier. So the other day they asked us if we would come and dine with them Sunday which we were over-joyed at doing. So yesterday we showed up, also the old man had invited his niece and her two children, a little boy and girl, mighty cute youngsters. Now I'm going to tell you what we had. First we all had a glass of wine, then came some fine tomato soup with noodles, and say, it was some soup. Then came some sausage with the good old French bread and fine butter, all the time the wine flowed freely. Then came some of the nicest veal I have ever tasted, carrots, etc., a sort of stew. By Jove, but it was good. Well by that time Vic and I thought the next course would be the pudding the old girl had showed us before the meal started. Well, what do you think, there was a whole roast chicken on a platter, and say, that was some chicken. With that we had noodles-au-gratin, and also some salad. Then at this point of the game they changed from red to white wine. Then came some fine little cakes with Roquefort cheese. Then we had some cognac. By this time Vic and I figured we would never have to eat again during the remainder of the war. So after all this had been consumed, then they brought on this pudding, and say, dad, that was some pudding, also had some more little cakes with it, rich and tasty it was. After we had put that away the old boy got up and came back with a smile on his face and behold he laid on the table a big bottle of champagne. Have you ever heard of a finer layout than that? We had brought our bibles with us in which we had pasted our mothers' and fathers' pictures, and when we showed them those they certainly were pleased and immediately went into a jamboree of French, moving their hands and arms at each other. I also showed them the picture of our home in Seattle. The old girl claims us as her two sons and we will consent to this as long as they continue to feed us this way. Well, dad, this dinner has taken up a great deal of space on paper, but it also took up some room in me.

September 24th.

Today's the Big Day—everybody happy—everybody glad. Why do you ask? Well, the two biggest things in a soldier's life were pulled off today—mail day and pay day. Say, this is a "wild day" around this camp. It's 2 o'clock in the afternoon and they have let us loose for the rest of the day. You will understand the reason for the great uproar when I tell you that this is the first "pay day" we have had since July 31st, at American Lake. On account of some error we haven't been paid for the month of August 'til just now. When the "bunch" were in London they went through their money because they figured they would have some pay coming soon. As a result, we have been over here in France for a month with everybody practically broke. Then again, regarding the mail, today has been the first we have received for over a week, so, taking it all in all, you can readily judge why this "burst of joy."

The French people call us the "Boy Faced Soldiers" because we don't wear a mustache. We call the Germans "Fritzies." We are called "Sammies", or "Yanks," either one.

No, the cigarettes have not shown up as yet, but our packages are very slow in coming on account of limited cargo space. Lots of the fellows have packages that are two weeks or more overdue, so the good old "Camels" will come bumping into camp some day soon. Say, Dad, you can't imagine how much I'll appreciate them, for none of us can smoke this French tobacco, and to hear you say that you will shoot them along every month makes my mouth water.

Don't worry about me. The only thing I can die of is old age. You knew much more about the war than we do. Feeling throughout England and France is that this spring drive will clean the whole thing up.

The different companies are picking their football teams and the first game starts day after tomorrow.

## Their Majesties Pleased with The "Sammies."

Acknowledgments of King George and Dowager Queen Alexandra to 13th Engineers (Railway), the first American Troops to March Through the Streets of London.

The following is published by courtesy of Major Whiting, who never forgets that he is a "Milwaukee boy." All friends of Company D will feel a special interest in the following letters transmitted to the colonel of the 13th Engineers (Railway), particularly as Major Whiting, in one of his letters home, said he did all he could for Company D by "halting them right in front of King George and Queen Mary."

Post Headquarters

Thirteenth Engineers (Railway), U. S. Army  
August 26, 1917.

Memorandum to Major Bent and Major Whiting:  
1. It is desired that the attached communications be read to the troops of your command at retreat tomorrow night, Monday, August 27, 1917.

(Signed) F. W. Fatherson,  
Capt., 13th Engrs. (Ry.), U. S. A.  
Adjutant.

Windsor Castle.

18th August, 1917.

(Copy)

Dear Ambassador:

Your Excellency's letter to me of the 12th inst. was submitted to the King, who read it with much gratification. His Majesty knows that the visit of your Excellency and Mrs. Page to Plymouth was greatly appreciated by the whole population, naval, military and civilian, and the King is glad to hear that you have returned with pleasant impressions of your welcome there.

The King has also read Mr. Laughlin's letter to me of the 15th inst. and his Majesty bids me to assure you with what deep interest and pleasure he saw the four regiments of engineers of your army in London yesterday.

Believe me,

Yours very sincerely,

(Signed) STAMFORDHAM.

His Excellency,

The Walter H. Page,  
The American Embassy.

Marlborough House

August 16, 1917.

Dear Mr. McLaughlin:

I have had the honor of submitting to Queen Alexandra your letter of yesterday's date and am desired by Her Majesty to ask you to convey to the Ambassador her sincere thanks for the kind words.

It was a great pleasure to her Majesty to witness the march past of the four regiments of American Engineers, at Buckingham Palace yesterday.

I am to say how much Her Majesty was impressed with the splendid appearance of the men and that she will always remember the interesting occasion, when she had the first opportunity of seeing the soldiers of the United States, our gallant allies.

Believe me,

Yours sincerely,

(Signed) HENRY STREATFIELD.

(Col. Sir Henry Streatfield, K. C. V. C.)  
(Private Sec. to H. M. Queen Alexandra.)

The following is from Harold Arnold, under date of September 24th:

\* \* \* Sunday we generally go sight-seeing, take the first train that comes along, ride any place, on the engine or on the cush-

ions. We never think of buying a ticket. If the chef-de-train (conductor) asks for a ticket "soldat du genu Americain, chemin der fer" and he smiles "wee wee." All kinds of railroads, standard gauge and two smaller ones, lines going in all directions. We ride until we think we have gone far enough or wait until we come to a town where we can get something to eat. There is a town every two or three miles; or I should say there was once, about four out of five are nothing but ruins. Sunday before last, Reeves, Apted (in my squad) and I went over to —, rode the narrow gauge part of the way. Then we met an American ambulance driver who took us almost to the gates—there is a large wall around the city. We did not have any trouble getting in although some of our men have been turned back. There is nothing left of the place only stone walls. We were shown around a church that is 350 years old by a French Lieutenant-Colonel. He could speak fairly good English. It was very interesting. The first bishop of that parish was St. Pulchre, in the year 457. We have three barracks, such as they are, building for the soldiers, about 80 feet long and 20 feet wide, no floors and cloth for windows. Right at the back door we have dug trenches—zig-zag, 8 feet deep and 2 feet wide, and believe me we use them every evening. The darn Germans come over about nine out of every ten and drop bombs. Out of the 15 days we have been here they have only missed three evenings. They start in about 8:30 p. m. and then its one batter after another until about midnight—come over and drop half a dozen. While they are doing that the anti-air craft guns fire two or three hundred guns, then it's quiet for 30 minutes or so, then they come again; and it's the same thing over until midnight. I'll be glad when I can sleep in peace, not in pieces. The only worry is that we don't know when we are going to sleep in peace (pieces.) When we were at Verdun the shells went over our heads, but here the Germans get over you and drop them. They did quite a bit of damage last night. We expect to take this line over the first of next month. A few of the boys are doing a little work down at the station, but you can't do much with the Frenchmen around here; in other words, two families can't live in one house. We get along very agreeably, but they think we do things backwards. Lieutenant Lee said they railroad like we did in 1776. The cars just have a couple of chains to fasten them together. If they saw an automatic coupler they would drop dead. Oh yes, we got our August pay last Thursday, that makes us feel a little better and eat better, only things are awfully high.

**Extracts From a Letter From a "Sammy" Bound for France.**

Borden, England,  
12 miles from the City of Aldershot,  
August 25th, 1917.

I will start from the time that I left American Lake and give you a brief summary of events and happenings up to the present time.

We left American Lake 12:30 noon, August 1st, 1917. The train was divided in three sections, each section consisting of two baggage cars, one cook car and ten coaches and containing about 400 men to the section. That meant three men to every double seat. Two men slept in the lower berth and one man in the upper berth.

We boarded the train in heavy marching order, which means that we had three blankets, shelter half, poncho, canteen, haversacks containing all our toilet articles, two or three extra handkerchiefs, a couple of changes of underclothes, socks, and a lunch in our mess kits, together with our rifles, cartridge belts and bayonets. So you can see that it was a pretty fair-sized load.

When we got to Tacoma we stopped in the rear of a large factory where they employed quite a flock of girls. They all gave us the glad hand and had their addresses written on small slips of paper and told us to be sure and drop them a postcard when we got to France.

Our meals were served to us in our seats by the kitchen police who came around with large iron pails full of chuck, which on the whole was fairly good, although several times the dessert preceded the beans.

As Pullman porters we are all there with bells, although the cinders did scratch a bit. It was as much as our life was worth for one of us to try and go through the aisle as the beds were being made. Between our daily towel and those we could steal from the grafting "con," we kept fairly sanitary. There was more bloodshed due to too careful manipulating of the various brands of safety razors than I believe ever will flow in the present war. Oh, yes, we forgot to mention that after our tri-daily feast we were presented with a bucket of water, placed at the head of the aisle and passed along from seat to seat, in which we tried to remove some of the grease of our dishes. All that we could not wash off was wiped off with our daily towel.

We arrived at St. Paul August 4th at noon. From there we went to Lake Pepin, about 65 miles down the Mississippi. This place is a perfectly level meadow right on the banks of the river where the Minnesota National Guardsmen have their yearly encampment. We certainly hold out the glad hand for our commanding officer for picking out a camp with such a wonderful swimming hole. The water was about as warm as soup and about as thick after we got out.

The first thing we did was to get an order to heat it for the river and see how we liked the water, and in five seconds there was not a man to be seen except the poor guards. After we soaked in the river for an hour we reluctantly headed for camp to pitch our little two-men dog tents and prepare for the night. There is only one way to describe a pup tent and that is to say they are as close to being nothing as anything could possibly be. To add to our misery, before we had the darn things up somebody punctured a cloud and none of us ever saw it rain so wicked in all of the days of our life. It just came down in bucket loads. We had to honestly anchor the tents to keep them from drifting away. We split the blankets about 7:30, as there was no place to go and we were all tired out. About 9 o'clock somebody fixed the puncture in the cloud and very nearly every tent had a clothesline full of wet wash that was eventually to be rough dried. About this time it was dark and all hands put on a burlesque show that would turn Adam and Eve with envy. The bunch finally crawled back in their kennels, heaved a great sigh of relief and started to rip off yards and yards of sleep, except the poor long devils who had to either cut down to size or else have an extension put on their tents. Everybody was pretty stiff the next morning and the officers thought, and, in fact, knew that if we would scale a young mountain and an absolutely insurmountable cliff, that it would limber us sufficiently so that they could put us through the regular routine of drill. THEY DID. The next day we entrained for somewhere further East. Our next stop was Milwaukee, and I don't believe there was a whistle in town that did not make some sort of a squeak. Chicago was next. The only things we saw and smelt there was the stockyards, a few dead hogs and oodles of niggers. We did have lots of fun with the young "shines" at a slight cost. We had them scrambling for our small change and lots of them had sore limbs and heads when they scrambled on the street pavement.

From Chicago we took the New York Central.

We arrived at New York at 8 a. m., August 9th, and were marched immediately on board a ferry bound for the other side of the Hudson, through the Cunard dock and aboard the transport Saxonia, a boat flying the British flag. We lay along side the dock, where we saw other boats being loaded with all kinds of war materials, principally rough shell casings weighing as high as 300 pounds.

Some of the boys could not resist the temptation and managed to get up town, which made it necessary to send a provost guard after them. They were gone so long the captain thought it best to send a guard out after them. Some genius showed up alongside with a cartload of thin pies (accent on the "thin"), which started a young riot and lasted P. D. Q. and they went for more, and they kept going for more until the boat left. They were passing them up alongside by a basket and rope, but not before they were paid for in advance, for many a pie was upset in transit.

We got to Halifax on August 13th at 3 p. m., and after taking on water and picking up the



rest of the steamers of the convoy we sailed for some place known only to the captain at 6:30 that evening.

As we neared the other coast we were picked up by a guard of sub. chasers, who escorted us to our destination.

We arrived at — August 23d, at 8:30 p. m. and docked the next morning at 9:00 a. m.

Old men doing hard work.

No young men around except those in uniforms.

We saw as much of — as we did of Chicago and New York.

Among the interesting things we did see were the canals with the tow paths alongside wide enough to accommodate one horse only. The railroads and everything about them caused more than one laugh. Imagine a train crew in swallow tail coats greasing the curves, a locomotive without a tender, a car divided into five airtight compartments, each large enough to hold eight people, locomotives trimmed in shiny brass and named after King George and a few other celebrities, and in addition to this we saw a Henry (Ford) battling up the street.

On our arrival at Camp Borden we marched immediately from the train to the camp, a distance of about two miles, and were assigned to one of the many tents to make our home, ten to a tent.

The place is full of soldiers—Australians, South Africans, Canadians, British and the Red, White and Blues. The ever-present Y. M. C. A. was, as usual, here looking after the boys' comfort.

We all have a vague recollection of having taken a bath once somewhere in Minnesota, in the U. S. A. That's our last one and no prospects for another for some time to come. Use your imagination.

At present everybody is well and happy.

—From a "Sammy" bound for France.

### Contributions for the Christmas Box Fund for Company D.

The contributions for the Christmas Box Fund for Company D were very generous, insuring a very Merry Christmas for our boys who are railroading "Somewhere in France." The total at the time of going to press was approximately \$1,400. Details will be available for the next month's Magazine.

### One of the Right-of-Way Gardens

H. Murphy.

Last spring the Railway Company issued a circular letter advising that permission would be given to employees who wished to avail themselves of the privilege of the use of the company's right-of-way for garden tracts. Applications for garden tracts were to be made through the superintendent and roadmasters. Applications were received and tracts designated to applicants and seed planted. We are now to hear the results of the harvest from a piece of land taken by C. J. McCarthy, chief carpenter at Aberdeen, S. D.

Piece of land taken about 100 by 150 feet; used four horses on stubble plow to break it, disced it four times and dragged it four times at an expense of seven dollars all told. We had a dry season in South Dakota this year, but results were pleasing. The harvest consisted of 20 bushels of good potatoes, 2 bushels onions, 1 peck navy beans, all the wax beans and peas a family of seven could eat for a period of two months, 2 bushels rutabagas, 5 bushels of sweet corn, 3 bushels of tomatoes and all the radishes, carrots, salsify and parsnips that a family of seven will need for the winter.

Next year the ground will be in good shape and with a favorable season there will be probably twice as much raised from the same tract of land. Many more could have availed themselves of the privilege afforded by the company giving the employees the use of their right-of-way. This should be an encouragement to others if the company grants the same privilege of the use of their right-of-way next year to do their bit.

It would be interesting to hear from some others who took advantage of this privilege.

### Our Patriotic Engineers.

The engineering department has not been backward in doing its share to help Uncle Sam in the great war. The employees of the department may well be proud of the record made thus far. Reports received at the general office up to date show that 110 are now in the service of the army or navy, and that 38 more have passed their examinations and are awaiting their call, making 148 in all. More than 50 per cent of the total number entered the service as volunteers. In addition to the above there are 8 who have registered but have not yet been called for examination. The names of those in service have been recorded on the Roll of Honor.

It will be of interest to know what some of the boys are doing. Assistant Engineer D. C. Rhynesburger is a captain on the regimental staff of the 311th engineers and has recently been assigned to the organization of the regimental exchange at Camp Grant. C. F. Urbutt, engineer of track elevation, is also at Camp Grant and was assigned to Major Sawyer, constructing quartermaster, and placed in charge of the maintenance on the camp buildings, and is now acting as adjutant to Major Paul Doty, officer in charge of utilities, and finds the work very interesting and plentiful. Assistant Engineer P. R. Elfstrom is lieutenant, Company D, 311th engineers, and is enjoying his work. Other boys at Camp Grant are Second Lieutenant W. E. Chatfield, Roy Aubry, H. H. Goetsch, Herbert Londelius, E. C. Straits, V. Maxey, and Ph. Derusha.

There are others who, while not in the direct service of the government, are doing work that is necessary and important, and among them are those whom the engineer department loaned to the Bates & Rogers Construction Co. to assist in the construction of Camp Grant, and the following letter received from W. A. Rogers, who was at one time an employee of the C., M. & St. P. Ry., is of interest:

Chicago, October 2, 1917.

C. F. Loweth, Chief Engineer,  
Chicago, Milwaukee & St. Paul Ry. Co.,  
Railway Exchange Bldg.,  
Chicago, Ill.

Dear Mr. Loweth:

I am glad to write you of the work that the four members of your department, who were loaned to us for the Camp Grant Cantonment at Rockford, have done. I give you below the names of the men and the positions that they have occupied with us.

J. E. Weston has been at Camp Grant throughout the construction of the camp. Until last Friday, he was assistant general superintendent on the work. On Friday it became necessary to transfer our general superintendent from Rockford to Cleveland to replace our superintendent there who has gone into government service, and we promoted Mr. Weston to be general superintendent at Camp Grant.

E. D. Rutherford and J. A. Balderson have been in charge of the distribution of all of the material which has entered the camp in carload lots. Mr. Rutherford has handled the outside part of this work, being in charge of the yards and train crews and Mr. Balderson has handled the inside or office end of the work.

M. L. Mitchell has been engaged in the distribution of all miscellaneous materials entering into the construction of this camp.

Every one of these men have rendered our company and the government very valuable service and their work is greatly appreciated.



To give you an idea of the magnitude of the job, we have received and placed in the work nearly 3,500 cars of material since July 1st, or in three months. The work done to date approximates \$5,000,000.00 in value. The cantonment will house 42,000 men. Over 40,000,000 ft. of lumber will be used in the buildings, and approximately 200 cars of plumbing. There are over 50 miles of sewer and water mains. The water system, in addition to the mains, has a 300,000 gal. concrete reservoir and a 250,000 gal. steel tank. There will be in the neighborhood of 300 miles of electric light wire. The total cost of the work will be over \$6,000,000.00.

The large amount of work accomplished in the short space of time which has elapsed since the work was started at Camp Grant could not have been accomplished had it not been for the efficient, patriotic co-operation of the railroads. Of the 3,500 cars of material received, I do not believe that there were a dozen cars which were badly delayed in transit. The railroads made a great record in quick and efficient handling of cars.

The Chicago, Milwaukee & St. Paul handled a very large amount of this business and very satisfactorily.

I am glad to write you this letter of appreciation of the service of your men, your department and the St. Paul railroad.

With kind regards, I am

Yours truly,  
Bates & Rogers Construction Co.  
W. A. Rogers, President.

## Claim Prevention Bureau

Oct. 4th, 1917.

The General Committee on Prevention of Loss and Damage claims wishes to report to the membership that for August, 1917, there was paid out for loss and damage to freight \$101,023.56. Freight revenue for this month amounted to \$7,062,300.58, which gives us a ratio of loss and damage to freight revenue of 1.43 per cent. The loss and damage account for August, 1916, was \$141,520.33, indicating a decrease in loss and damage for the current month as compared with last year of \$40,496.77.

Your Committee would feel considerably encouraged over these figures if it were not for the fact that claims have continued to pour in during September to such an extent that our loss and damage account will be over-burdened for several months to come unless immediate steps can be taken to choke off a part of these claims at their source. Let us again remind you that every person to whom this monthly bulletin is addressed is considered an active member of the claim prevention committee and as such we expect you to use your best efforts toward the prevention of claims of all kinds.

There will be distributed during the current month a supply of post cards, form F. C. D. 238, which are designed for the use of the Committee members in notifying this bureau of practices or conditions which are liable to cause loss and damage to freight and result in claims. Please make good use of these cards as every matter reported will be given full consideration.

Perhaps the most effective work toward claim prevention that can be done during October will be your supervision of grain loading and careful handling of cars loaded with grain. At the present prices on all kinds

of grain, even a slight leak will cost the company heavily unless it is attended to immediately, and every car loaded with grain this fall should be closely inspected and the co-operation of elevator men earnestly solicited and their work in cooperating the cars and placing grain boards watched closely at all times.

The scarcity of cars necessitates our loading merchandise at terminal stations heavier than ever before and where these cars peddle at way stations the station forces are particularly requested to call the train crews attention to the importance of properly piling down the freight in these cars after the freight for your station has been unloaded. A great deal of damage has been caused recently by failure to take this precaution.

Our heated cars this winter will practically all be equipped with charcoal heaters which, if properly attended to will prevent frost damage to perishable freight. All stations at which these heated cars originated should arrange to give the heater proper attention before starting out in addition to which all division points must have a special man appointed to attend to the heaters on cars passing through. Our great trouble last winter on heated cars was due to lack of attention in transit and the time to organize our force for this work is before the cold weather arrives.

Our new President's opinion of this Claim Prevention Bureau will depend entirely on the results we are able to show him. Are you not willing to push this matter a little harder than you have done heretofore to the end that his opinion may be a favorable one. The united and earnest efforts of our entire membership will bring surprising results.

C. H. DIETRICH,  
Assistant Freight Claim Agent.

### Black Hills Division Notes. J. R. Quass.

Owing to the heavy fall business we have four new conductors on the list—Roy Younglove, Wm. C. Hynes, Harvey Hopkins and Walter Johnston. The boys all started on this division, working up and they welcome the promotion.

Agent Dan Rynor of Interior returned from Iowa, where he has been visiting. He was relieved by Agent Cavanaugh.

Brakeman Clarence L. Genbe left October 5th for Camp Funston, for military service.

Brakeman D. T. Anderson is visiting friends in Iowa.

Recent changes of runs on this division are: Engineer Jos. Johnson bumped Wm. Johnston on 504 and 505, west; Wm. Johnston taking 3 and 4 east, putting H. C. Diehl in east end ring.

If you see any one of the boys all by himself and keeping real still, you may know he is studying the new book of rules.

Carl Martin is the last name added to the brakeman's list, and Harold Reaser to firemen's list.

A third trick operator has been put on at Murdo, until after stock business is over. Mr. Adair drew it on bulletin.

Train auditors are out this way installing the new ticket system.

Lineman E. M. Young has been out to Coyote putting in telegraph instruments. This was heretofore a telephone station.

The Murdo roundhouse, car department and section men are about as patriotic a bunch as any on the system. They have recently erected a 60-foot steel flag pole, from which the stars and stripes float each day.

# Safety First

*A. W. Smallen, General Chairman*

## Carefulness Is Braver Than Carelessness!

The soldier who throws away his life when no good can come of it is not necessarily a brave man nor a good soldier.

The statesman who sacrifices the interests of his country rather than admit a mistake is a moral coward.

The workman who refuses to listen to safety instructions and who needlessly takes chances with his own or his comrade's health or life, has not the true American spirit and is not respected by his fellow workmen or his employer.

We men in the shops today are fighting our country's battles and must not turn our backs on carefulness and throw away our lives or wreck the lives of our families or comrades. That would be playing to the enemy!

We men in the shops must think. We must admit the mistakes made yesterday and last week and must remedy them today before it is too late.

## Be loyal to America.

### National Safety Council.

On September 6th, a Safety First meeting was held on the Coast Division at Seattle. Superintendent Richards presiding.

Minutes of the previous meeting were read and approved.

The meeting was attended by the largest number of employees since the movement was inaugurated on the Puget Sound.

Many suggestions were offered and a talk was given by all of the officials present.

The meeting adjourned at 11:45 A. M.

On October 6, 1917, the Twin City Terminals Safety First Committee held their meeting in the office of Superintendent Van Dyke.

The following committeemen were present:

G. A. Van Dyke	W. Johnson
G. A. Brewster	C. Lind
M. P. Graven	J. O'Brien
J. Hafner	J. H. Hauck
S. Collins	J. E. Boucher
C. H. Crouse	F. E. Rice

Fifteen suggestions were offered by the committeemen that would help safeguard the employees while at their various duties, and all were acted on favorably.

The next meeting of the Twin City Terminals will be held in office of Superintendent Van Dyke the first part of December.

### GENERAL MEETING

"Safety First" and "Proper Handling of Freight"  
Held in the Assembly Hall of the Merchants  
and Manufacturers Association, First  
National Bank Building, Milwaukee,  
Wis., at 8:00 P. M. June 7th, 1917.

W. B. Hinrichs, Supt. Terminals, presided.

The following attended:—

Messrs: E. G. Atkins, Superintendent C. & M Division; W. E. Tyler, Superintendent, Superior Division; B. F. Van Vleet, Superintendent, Northern Division; A. C. Peterson, Superintendent P du C & Minneapolis-Pt. Division; A. E. Halderman, District Superintendent Western Weighing & Insurance Bur.; J. F. Voltz, Chief Dispatcher Northern Division; C. H. Anger, Chief Dispatcher P du C Division; H. A. Wicke, Inspector, Milwaukee.

Members of the Milwaukee Terminals Safety Committee present:

A. M. Anderson.	Henry Eggert.
W. G. Miller.	E. F. Rummel.
J. B. Riley.	Geo. A. Steuer, Secy.

Members of the Milwaukee Terminal Safety Committee absent:

C. S. Christoffer.	W. G. Breckenridge.
W. C. Westfall.	J. Linehan.
Chas. Tuft.	Wm. Joost.
D. J. McAniff.	E. A. Brown.
Jos. Sullivan.	E. J. Voss.
K. Wagner.	

The meeting was well attended, there being about 75 employees present.

The minutes of the last meeting were read by the Secretary, and the Committee recommended that the following matters be again taken up for correction:

The tell-tales at the Riels Elevator Co., in the Chestnut St. district reported in bad condition at the last meeting, were not fixed up as directed. Agent Rummel was instructed to call upon them personally and have the warning signals put in first-class condition, or switching service would be stopped.

It was reported that the warning signals were not installed at the Lakeside Bridge & Iron Co. at North Milwaukee. This matter was taken up with that concern, and they were asked to have the same installed immediately.

It was stated by various members that employees at the Milwaukee Shops were not using the viaduct at the north end. This matter was again taken up with Superintendent of Motive Power W. Alexander for correction.

It was also stated that the gate at the Falk Co., located near the Cut off, was not being closed as per instructions, only recently an employee of that company was killed by one of our engines while crossing the tracks at that point. This matter was again referred to the Falk Co. for correction.

The Secretary then read the following report of Safety First suggestions brought up and carried out since the last Safety First Meeting of the Milwaukee Terminals, held on June 7th, 1917:

Complaint was received from Colianni Bros., Contractors, that the switching crews were shoving cars in on the coal hoist track without first warning the laborers at that point. Yardmaster Mix was instructed to take this up with all concerned so as to prevent any possible accident.

On June 21st we received the following from Agent Regan: "June 21st, 12:30 P. M. Engineer O. B. Mills, in charge of engine 2810 working at the A. O. Smith Co., observed brake beam down on engine 2,000 hauling Soo Line train 205, and brought it to the attention of Engineer Putz. Train was stopped and temporary repairs made. Undoubtedly the prompt action of engineer Mills prevented a serious accident."

The District Master Mechanic was notified to enter this on Engineer Mills' record as a credit mark. Report on June 19 that the tell-tales at the west end of the Air Line Yard were out of order, the guy wire having been broken. District Carpenter Eggert was instructed to have same repaired and advised that the work was done on the 20th.

Information was received the early part of July that the door of the Milwaukee Electric Crane Manufacturing Co., at West Allis did not have the proper clearance, and that no tell-tales were installed. Upon taking this matter up with this concern, they immediately had warning signals put up.

Complaint was received from the superintendent of the C. & M Division that a great many H. & B. cars were moving from Milwaukee to the mines with the doors not properly closed, and swinging outward. This matter was taken up with the contractors Colianni Bros., who have re-issued instructions to all their men to see that the doors are properly fastened.

Report was received from the yardmaster in

the North Avenue district on July 17th that the tell-tales at the General Construction Co's. plant were in bad condition. This was also called to the Chief Carpenter's attention, and he reports repairs made on the 19th.

Agent Rummel of the Chestnut street district, reported that the grain elevator erected by the Pabst Brewing Co., on one of the tracks in that yard, did not have the proper clearance, and the suggestion was made that by cutting off one of the tracks a car length or so and installing a bumping post, all danger would be overcome. Roadmaster Anderson advises that this has been taken care of.

Report was received from the yardmaster in the Menomonee Belt District on July 10th that the C. A. Krause Milling Co., were doing considerable teaming on our right of way, which was a dangerous practice. Upon taking the matter up with this concern, they promised to co-operate with our Safety First movement, and issue instructions that would prevent a repetition.

On September 7th we received advice that the crossing frogs in the street car crossings at West Water street north of the bridge were in bad condition and dangerous. Upon taking the matter up with the T. M. E. R. & L. Co., they immediately had repairs made.

We were notified on September 10th that the filling at both ends of the bridge on track 25 leading from the Air Line Yard to the Davies Repair Yard was washed away. Roadmaster Anderson was instructed to have this taken care of, and he reports that on the 16th filling was replaced, and the bridge in A-1 condition.

The Chair then called for Safety First suggestions.

Yardmaster Mason of the Stock Yard District reported that a great number of the hopper bottom cars were being received with the drop bottoms open. This matter was again taken up with Collanni Bros., Contractors, they being instructed to see that all hopper bottoms are properly closed, and if it is impossible for their men to do this, to have the cars sent to the repair tracks before being switched to the train yards.

Report was made by Agent Rummel of the Chestnut street district that the new Pabst elevator had a clearance of only 4 ft. 4 inches from No. 1 track. The matter was taken up with the Pabst Brewing Co., and they were asked to have a sign put up reading as follows:

"Danger—No Clearance for Man on Side of Car."

Agent Klingler of the North Avenue District advises that the Whitnall Coal & Supply Co., located near Burleigh Street are unloading sand and gravel very close to their side track, so that switchmen cannot pass while coupling and uncoupling cars. This firm also is unloading sand on the wrong side of their track next to the main line. They were advised by letter to have this dangerous practice stopped or we would have to discontinue switching until it is taken care of.

Yardmaster Zuest, North Avenue District, brought out the fact that the Milwaukee Reliance Boiler Works were piling cinders very close to their side track, and that there was not sufficient clearance for a man to pass along the side of a car. The Committee stated that they had been asked several times to remove these cinders, but no action has been taken. They were again notified to remove the cinders to a 6 ft. clearance from the rail, and were advised that unless this was taken care of promptly, we would refuse to give them switching service.

It also developed that the door of their building did not have the proper vertical or lateral clearance. This firm was notified that they would have to arrange to cable the cars into and out of their building in the future, the Railway Company to see that the cars were conveniently spotted. The yardmaster in that district received instructions to this effect.

Superintendent Van Vliet stated that he has received reports of drop bottoms opening on coal cars from Mayville. These cars are loaded by the Coke Plant in the Stowell District, Milwaukee. General Foreman Linehan has been advised to have his inspectors make a thorough examination of the hoppers of these cars before they are loaded.

Yardmaster Zuest reported that the pusher engine on the second shift came out on the

main line near North Avenue, and attempted to cross over on the time of a passenger train. This matter was referred to the engineer of the pusher, and he was instructed to see that more care was exercised in the future.

He also reported that there were a number of trespassers stealing rides on beer transfers. Inspector Markey advises that this matter is being taken care of by the Police Department and the practice of trespassers stealing rides was being broken up as fast as possible.

Yardmaster Mason called attention to the fact that there were a large number of trespassers traveling on the right of way between the Harley-Davidson plant and Burleigh Street. Inspector Markey stated that in the past three months 183 arrests have been made for trespassing. He also stated that the judges in Milwaukee county were co-operating with the police department in every way possible to eliminate this dangerous practice.

The Chair then called for suggestion along the lines of Proper Handling and Stowing of Freight.

Agent Miller of Milwaukee stated that there was a marked improvement in the loading of cars coming in off the road. He also reported that it was a common occurrence that wrong cars were being placed at the freight house at night due to improper carding. This matter was taken up with all concerned to see that more care is exercised in having cars properly carded in the Fowler Street District.

Superintendent A. C. Peterson of the P. du C. Division called attention to two cases of improper loading of freight, the first being the way car between Waukesha and Palmyra. This car had the Waukesha freight piled on both ends of the car, which necessitated the moving of all freight before it could be unloaded. The second case was a car of fruit which was loaded wrong end to, the freight being loaded in station order from the west end of the division instead of the east end. Both these matters were referred to Agent Miller for investigation and correction.

Superintendent Van Vliet of the Northern Division reported that Milwaukee merchandise was being loaded in first-class shape, but he thought considerable improvement could be made in the loading of Chicago and Galewood cars, for his division. It was his opinion that the greatest amount of loss and damage to freight was due to unloading their cars after dark. He was certain this condition could be eliminated if the way freight and time freights were gotten out of the terminals on time. The Chairman advised that the matter of getting trains out on time was being given careful attention at this time, and was being watched by the Assistant Superintendent of Terminals personally.

Conductor Stoltz of the Northern Division advised that a great deal of the delay in getting out of the way freight was due to the fact that the merchandise was made up at Nuskego yard, and on account of not having sufficient tonnage he was obliged to take his engine to the Canal yard and pick up dead freight. Chief Train Clerk Riley stated that for the past few days this train was being entirely made up in the Canal yard district, and it was thought that the delays from now on would be practically eliminated.

Superintendent A. C. Peterson of the P. du C. Division asked if any of the freight from Madison was being received at Milwaukee without way-bills, and Agent Miller advised him that he had no complaint to make.

Chief Dispatcher Voltz of the Northern Division complained that considerable of the delay to trains was due to improper calling of train crews. The Chairman advised that an increase in pay of callers has been authorized by the Management, and it is hoped that a better grade of men will be obtained in that department.

The Chair then made a few remarks regarding the newly-organized Milwaukee Sub-Committee of the A. R. A. Commission on Car Service, outlining the object of this movement, and stated that the routine work of this Association at Milwaukee was to be handled by four different Sub-Committees, namely,

Executive Committee, of which P. C. Eldredge, general superintendent, is chairman.

The Intensive Loading Committee, of which



A. E. Halderman, district superintendent Western Weighing and Inspection Bureau, is chairman.

The Embargo and Accumulation Committee of which W. B. Hinrichs, superintendent terminals, is chairman; and

Delay to Cars Committee, of which E. B. Hall, assistant superintendent C. & N. W. Ry., is chairman.

The General Committee is to meet in Milwaukee on every Thursday, and the various sub-committees are to make full report at this meeting. He asked that all agents and employees do all in their power to assist in accomplishing the desired results.

A. E. Halderman, chairman of the Intensive Loading Committee, advised that the C. & N. W. Ry. has issued a circular in regard to the maximum loading of various cars, the loading being based upon the actual capacity, for instance an 80,000 lb. capacity car would have an axle-carrying capacity of 132,000 lbs.

100,000-lb. capacity car, the axle-carrying capacity is 161,000 lbs.

140,000-lb. capacity car, the axle-carrying capacity is 210,000 lbs.

To determine the maximum load for such car, the stenciled tare or light weight should be deducted from this figure. It was Mr. Halderman's opinion that similar action would be taken by the C. M. St. P. Ry.

At a Safety First meeting held in Superintendent Atkins' office at 2 P. M., Monday, September 24th, the following were present:

E. G. Atkins.	L. Gerhart.
A. J. Hasenbalg.	Jos. O'Neil.
B. C. Dougherty.	G. L. Taylor.
D. Mau.	C. E. Albright.
W. F. Ingraham	J. W. Hare.
N. E. Thompson.	J. Ryan.
M. W. Spoor.	A. P. Cordes.
H. Honeyager.	W. J. Welberky.
P. Hagelun.	A. Ullmacher.

Minutes of the previous meeting were read and action taken on the various suggestions reported back to the committee.

Suggestion No. 2, relating to defective latch on the stand pipe at Ingleside had not been reported on by Mr. Gregory and the matter will be taken up with him further.

Suggestion No. 3, with reference to unauthorized persons using the station grounds at Milwaukee Passenger depot as a highway, between Second and Sixth streets, also was still open and will be taken up further with him.

In discussing Suggestion No. 7, of the previous meeting, relating to the clasp on vestibule curtains, it was the opinion of the committee that further investigation and action was necessary. The mechanical department was of the opinion that the curtains pulling off was due to the fact that they are being shortened. However, the committee feels that the principal trouble is that they are loose.

Suggestion No. 11, relating to the change of steam valve handles on passenger equipment, so they could be operated from inside the vestibule, is also still open and this matter will also be taken up further.

#### New Suggestions.

No. 1. Signal Foreman Gerhart called attention to the fact that the practice of trespassers on the main line, between Healy and Golf, tampering with signal apparatus was getting worse. This will be referred further to the police department.

No. 2. Conductor Hagelun reported that at Edgebrook business track, where we have had trouble account thieves stealing brasses from cars, they were again finding that these people were operating, but they are now stealing triple valves. This matter will be referred to the police department.

No. 3. Yardmaster Ingraham recommended that permanent police officers be stationed at Rondout the same as has for a long time been done by the E. J. & E. Ry. The committee feels that the suggestion is a good one and ask that these men be put on.

No. 4. Conductor Cordes reports that the small hook which holds back the brake lever in vestibule coaches is broken off on a great many cars, permitting the brake lever to swing around where it is liable to injure a passenger coming up the plat-

form steps. This matter will be referred to the car department.

No. 5. Yardmaster Ingraham reported that the water spout on the tank at Morton Grove hangs too low. This matter had already been reported by Conductor A. J. Corbett and repairs are now being made by Chief Carpenter.

No. 6. Roadmaster Dougherty called attention to the fact that a switch chain recently fell off the tank of No. 4's engine at Grayland very nearly causing a bad accident. This matter is already up with the mechanical department and will be taken up further as a Safety First proposition.

No. 7. Yardmaster Ingraham brought up the question of crews taking coal at Rondout failing to fasten the coal hoist chain. Instructions will be put up remedying this condition.

No. 8. Fireman Honeyager reports that the operator at Galewood is holding the Dunning Line signal unnecessarily causing C. & M. Division freight trains to stop on the hill, which has resulted in draw bars being pulled and other damage done. This will be taken up with Superintendent Rupp, in whose territory this is.

No. 9. Conductor Hagelun reports that the gravel bulkhead on the Kugen track, at Shermerville, is bulging. The owner will be notified at once to straighten it up.

No. 10. Conductor Hagelun reports that roundhouse forces are again failing to have proper re-railing frogs on engines. This will be taken up with the mechanical department.

No. 11. Engineer O'Neil reports that blizzard lights and hand lanterns are not receiving proper attention before being placed on engines at both Milwaukee and Chicago. This will be taken up with the mechanical department.

No. 12. Roadmaster Mau reports that engine-men are failing to sound whistle when approaching obscure points. Instructions will be issued to cover.

No. 13. Engineer O'Neil calls attention to the fact that a modern coal shed at Rondout would save time and avoid the necessity of employing coal passers. This will be taken up and an endeavor made to secure authority for a modern coal shed.

No. 14. Engineer O'Neil reports that C. & N. W. switchmen at Washington street, Milwaukee, are making a practice of standing on the railroad crossing while switching, thereby creating a dangerous condition account their signals being taken by trains approaching crossing on C. M. & St. P. The matter will be referred to Mr. Hinrichs for correction.

#### North La Crosse News.

H. J. Bullock.

Telegrapher F. T. Ross secured position of second trick operator here. C. W. Shannon is acting until Ross takes charge.

Telegrapher Charles J. Higgins spent a few days visiting at Watertown, his place here being filled by E. D. Manning.

Agent W. N. Upham of West Salem responded and helped out here September 28th for the heavy movement of troops en route to Waco, Texas.

Friends and acquaintances of Switchman Williams Summers will be sorry to learn he lost his right arm below the elbow September 28th while in the service.

Mrs. J. T. Greenwood, wife of Yardmaster Greenwood, has returned from a visit at Waterloo, Ia.

"Old Hickory," our president, has returned from a long visit at White Salmon, Wash., and has resumed his duties as conductor.

It was our pleasure to meet John M. Moore, chief train dispatcher of Madison, S. D., while on his vacation recently.

E. J. Whalen, formerly train dispatcher on the Southern Minnesota Division, has been appointed trainmaster of the Northern Division, C. G. W. Ry., at St. Paul, Minn.

Telegrapher F. W. Kruger has been assigned to the day side wire trick at Milwaukee. Relieved here by C. R. Upham.

Telegrapher B. Cornell has been assigned side wire man at La Crosse.

Telegrapher Tobin, third trick man at Columbus, called here while enroute to St. Paul recently.



## At Home

*Anna M. Scott, Editor*

### The Fall Fashions.

Well, the bustle is here and seems more or less serious about staying, too. A few weeks ago when we were talking about this old-fashioned drapery we weren't so sure of its coming, but now there can be no doubt about it. And after all, it isn't so bad, for it isn't greatly exaggerated. Lots of times it is just a little hunch in the skirt drapery. Most of the skirts that show it are narrow. I saw a pretty dress in which the bustle was made by just taking a tuck in the back of a light tunic. Another pretty frock was made of black satin showing the ends of its sash tied into a huge bow to give the bustle outline.

Some of the latest models in dresses have trimmings of fur bands around the bottom of the skirt, the girdle, and around the edges of the jackets.

When sewing is done at home there is sure to be a fur box among the pieces stored away for future reference. Fortunate, indeed, is she whose box is full to overflowing, for the uses to which odd bits of fur may be put this season are many. Never has there been a time when small dabs of fur were so smart on a frock as now, nor is there a garment this year which cannot be improved by fur. A striking street frock is made of velveteen, a girdle of fur, choker collar and cuffs to match, makes this frock suitable for street wear without a coat.

### Frocks That Mother Can Make.

A perfectly adorable little frock can be made of plaid trimmed with white, white sleeves with little squares of the plaid, and a piping at the front closing, are attractive finishing touches. For buttons use hand-crocheted. Combinations of figured and plain materials are always attractive. Apple green chambray and white gingham is decidedly pretty. Now, is there any wee wardrobe complete without one party frock, made of batiste and val lace, with a set-in sleeve, tucks and insertion, the little skirt to be made with a flounce with lace on flounce.

### House Dress.

Even the Home Reserve league needs to be sensibly uniformed for greater efficiency, and the home dress is just the thing for the purpose. It can be made with a deep yoke, which gives the drop shoulder effect over the arms. The sleeves made the right length for working purposes, and may be finished with turned back cuffs. A square neck with a flat band of contrasting material makes a pretty trimming. A narrow belt to hold the fullness in place at the waist line. Two large and convenient pockets are stitched on the sides. This makes a pretty and attractive house dress.

### Practical Knitting.

Women have wasted much time in fancy work which is neither beautiful nor practical. The knitting hysteria which has swept the country will do more than anything else to show to how much better advantage their time can be put to in making things for the soldier boy. Knit sweaters, scarfs, and socks. Work on them in your auto and at your clubs, theatre and concert. Knit, knit, knit. It is impossible for the country to over-knit. If every woman were to knit night and day there would still be a shortage of knitted articles. A pair of socks lasts about three days in active service. A sweater may last a month. It is socks more than all other things that you can knit which are needed the most. No beginner should tackle a sock. Start on a scarf, next a sweater, then a helmet. After this she is ready to be graduated to the sock.

All knitting is better and more elastic if knitted not too light. Casting off and binding on must be quite loose.

### Christmas for the Soldiers.

Now is the time when we should be thinking of the boy at the front, and the opportunity is at hand. The Red Cross is asking for Christmas packages to be made ready at once, and to be delivered to the boys in training camps or cantonment by December 1st. These packages will do them a world of good. It will banish homesickness and let them know we folks at home have not forgotten them. The packages contain such articles as writing paper, packages of cigarets, a game, candy, scrap book fitted with interesting clippings—now these are merely suggestions. These bags may be made of any attractive material. Some are khaki colored, others of gay cretonnes. They are plain bags about 12x15 inches, smaller if desired, with double draw strings at the top.

Make your bag a combination holiday and comfort bag if you wish, use your own judgment about the contents, but lose no time. Start right now and turn it in to the Red Cross.

### A Prayer.

God give us peace.  
Put forth Thy hand,  
Command this tumult cease.  
More work for idle ones to do  
Who earn no bread.  
A little rest for those who toil,  
Mayhap and mourn their dead.  
Lord, let our wheat fields grow  
And if Thou thinkst there be room  
Within Thy scheme of things  
Oh let my garden bloom.

—Nora B. Sill.

**Household Hints.**

When peeling potatoes, apples, etc., spread an old paper on the table and drop the peelings on it, and when through gather paper containing refuse and consign to garbage can.

When scaling and cleaning fish, place it on heavy brown paper. This holds all refuse. Chickens can be cleaned in like manner.

In making pies, cookies and biscuit use smooth white paper to roll dough on instead of board. Use paper to wipe off stove after cooking meal.

**Food Conservation Recipes.**

**Oatmeal Bread.**—Three cups rolled oats, 4 cups white flour, 4 cups graham flour, 4 cups boiling water,  $\frac{1}{2}$  cup lukewarm water, 1 cup brown sugar, 1 cake compressed yeast; 4 teaspoons salt. Pour the boiling water over the oats, salt and sugar and let stand until lukewarm. Dissolve the yeast in the lukewarm water and add to oats, salt and sugar. Add flour,—mix and let rise. When light, beat well and place in greased pans. Let rise until double in bulk and bake one hour in moderate oven.

**Cottage Cheese Salad.**—Cottage cheese is richer in protein than most meats and is very much cheaper. It also makes a good substitute for meat on meatless days. Cottage cheese salad is excellent prepared after the following: Mix thoroughly one pound of cheese,  $1\frac{1}{2}$  tablespoons of cream, 1 tablespoon of chopped parsley and salt to taste. First fill a rectangular mold with cold water to chill and wet the surface; line the bottom with waxed paper; then pack cheese in three layers, putting two or three parallel strips of pimento between the layers. Cover with waxed paper and set in cool place. Run a knife around the edge of mold and slip onto a plate. Cut in slices and serve on lettuce leaves with French dressing and wafers. Minced olives may be used instead of parsley, and nuts may be added. Mayonnaise may be used instead of French dressing if preferred.

**Pimento and Cottage Cheese Roast.**—One cupful cottage cheese, two cupfuls cooked lima beans; five canned pimentos chopped, bread crumbs, salt.

Put the first three ingredients through a meat chopper. Mix thoroughly and add bread crumbs until stiff enough to roll. Brown in oven, basting occasionally with butter or other fat, and water.

**Cheese Sausage.**—One cupful of milk; one tablespoonful cottage cheese, two tablespoons flour, salt and pepper to taste. Thicken the milk with the flour and just before serving, add the cheese. This sauce may be used in preparing creamed eggs, or for ordinary milk toast. The quantity of cheese may be increased, making a sauce useful for macaroni or rice.

**REMEMBER THE MEATLESS TUESDAYS AND THE WHEATLESS WEDNESDAYS.**

Tomatoes were late in ripening this year, and all who had to gather a lot of green tomatoes will appreciate the following recipe, which makes a delicious conserve to be used for spreading bread, for deserts, etc. It is contributed by Mrs. Gardner, wife of Engineer Gardner of Sioux Falls. **Green Tomato Preserve.**—For each pound of peeled and quartered tomatoes, add three-fourths of a pint of sugar; a tablespoonful of lemon juice, ten cloves, one-eighth of a teaspoonful of mace, and a quarter of a teaspoonful each of ginger and cinnamon. Let the tomatoes stand covered with the sugar one hour. Then add the spices and bring the whole gradually to a boil, cooking the mixture slowly until the tomatoes are clear and tender, keeping the sides of the kettle carefully scraped down. Seal while hot.

**Question Box.**

Address Queries to Miss E. R. Kay, care Editor, Libertyville.

Mary:—For the dollar you want to spend why not buy a box like this, for your soldier's Christmas:

Package of figs.....	\$.15
Package of dates.....	.15
Lemon sticks.....	.10
Milk chocolate.....	.20
Amerones.....	.10
Salted peanuts.....	.10

# Solid Construction and Comfort

give to Honorbilt Shoes their well earned reputation for quality. For comfort and wear they have no equal no matter what you pay.

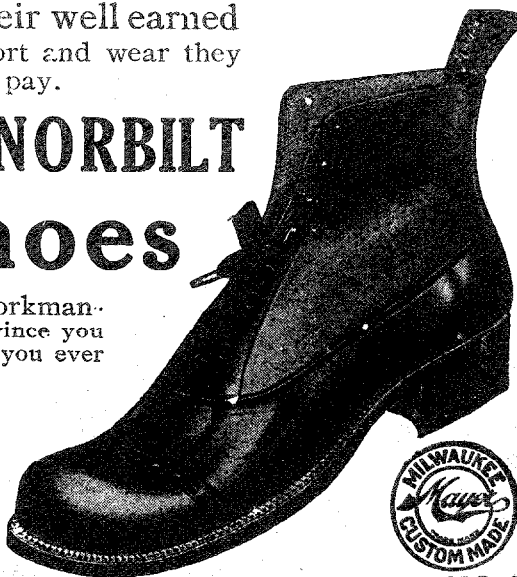
*Mayer*

## HONORBILT Shoes

All leathers are the choicest; workmanship is high grade. A trial will convince you that they are the best money's worth you ever secured in footwear.

**Warning** Always look for the Mayer name and trademark on the sole. If your dealer cannot supply you write to us.

We make Mayer Honorbilt Shoes in all styles for men, women, children; Dry-Sox wet weather shoes, Honorbilt Cushion Shoes, Martha Washington Comfort Shoes.



**HONORBILT**

**F. MAYER BOOT & SHOE CO. MILWAUKEE, WIS.**

Tablet .....	.05
Envelopes .....	.10
Correspondence cards .....	.10

\$1.00

To this you might add a home made fruit cake, some cookies or some Bull Durham and a pipe.

M. A.:—How to tell the right side of serge? Look at the wale, it always runs to the right.

Mrs. T.:—In knitting gray socks have you tried knitting in a pattern in the ribbed top. Two white stripes or a white and red stripe makes the otherwise somber sock look quite gay. One pair to catch the soldier's eye had a red, white and blue border.

C. V. W.:—Skirts this season are much narrower than last winter. At the most they are not over two and one-half yards wide and many are much narrower. The width this season is at the hips, through draping of the skirt or wide flaring pockets.

#### Iowa Division Notes (East).

J. L. Raymond.

Brakeman Ora Mick is at Camp Grant, Company "I," 342nd Infantry. He is glad he is there and says from the numerous inoculations he is elected to get the Kaiser.

Chas. F. Izer, who is with the mountain artillery in training at Camp Pine, New York, was off on a ten-day furlough and visited friends in Marion. Charlie was looking fine and says he likes the big guns.

Born, to Operator and Mrs. Roy L. Kindig, a son, October 14th. We extend congratulations.

Conductor John Coakley attended one of the world series ball games in Chicago.

Conductor Jack Higgins was an ardent backer of the White Sox team in the contest with the Giants, increasing his bank roll.

Conductor W. A. Brubaker enjoyed a three weeks' vacation. Conductor W. D. Shank relieving.

Baggage man F. A. Varner is off for thirty days, and is taking a trip over the coast line.

Baggage man K. T. Kendall is off for a few days to visit his brother, George Kendall, who enlisted with Battery E, at Cedar Rapids, Ia.

Leonard Hewitt, Willis Jordan and Bert Campbell furnished the items for the September Magazine in ye scribes absence. It was a good job, and we extend our thanks.

Agent Fred Rathbun of Elk River Junction went to Rochester for a minor operation, and has returned greatly improved. Agent Madsen relieved him.

Clyde Kinney of Chicago visited Marion recently, receiving a warm greeting from his many friends.

Miss Hazel Merrill of Chicago visited over Sunday with her brother, R. L. Merrill, Marion.

Harold Pelton, of the superintendent's office, has been drafted and expects to be called to the colors at any time now. Harold will make good as a soldier the same as he has in the railroad business. His departure from Marion will be much regretted by the office force, and many other friends.

Agent Thomas Lynch of Delaware was away on a week's vacation.

Agent C. S. Morton of Hopkinton spent several weeks' visit in the western part of the state.

Operators Curtis and Merl Marchant are spending several weeks visiting in California, and write they are having a fine time.

Agent G. E. Madsen is visiting relatives near Council Bluffs.

Agent L. M. Halstead is visiting in Nebraska for about ten days.

Operator John McGuire and family now reside at Browns, Ia.

Conductor Ben Buckley was away for a week's vacation, resting up.

Conductor F. S. Craig visited his father in Ohio for several days.

Conductor Ed Templeton was off on a two weeks' vacation. Conductor John Briggie relieving.

Eugene Wilbur, with Company "D," 13th engineers in France, writes he is in the best of health and likes France, but America better. Sends his regards to his friends back home.

President Byram and party passed over the Eastern Iowa Division October 17th, en route to Chicago.

Roy Blakeslee of Milwaukee spent a day or two at Marion, looking after the wires.

Lineman Roy J. Coker is at St. Luke's hospital, Cedar Rapids, taking treatments. He expects to be all right again soon.

Operator E. Mullalley has been appointed second trick at West Marion yard.

Mrs. W. E. Wood of Chicago visited several days with Mrs. J. S. Williams at Marion.

Interesting letters have been received by friends from Harry E. Coyle, formerly third trick operator at Savanna yard office, now with the railway regiment, Company "D" in France. Harry says the French railway men believe in safety first in getting on and off trains. They are awestricken at the American habit of jumping on and off moving trains, and wonder that they are not killed. Harry says all the boys are well and happy, making history, and having a fine time.

George Engstrom, assistant engineer, who has been located at Ottumwa, was recently promoted. He is now engaged on track elevation work in Chicago.

General Yardmaster William Ryan was off several days account of being sick.

Switchman Carl Woodcox, while switching in Marion yard, October 13th, tried to push a drawbar over with his foot. His foot slipped and was caught between drawbar, mashing it quite badly. Last reports are that doctor thinks he will be able to save his foot.

Conductor E. F. Trayer has resumed work after an absence of more than a year, caused by an injury to his right arm.

Engineer Harry S. Scampton of Marion has resumed work after several months' absence visiting relatives in Salt Lake City. Mrs. Scampton remained for a longer visit.

Operator M. A. Devoe was away on several weeks' vacation, visiting part of the time in New York state.

J. T. Gallivan and wife visited over Sunday with their son-in-law, Stuart Rodger, who is a soldier training at Camp Dodge, Ia.

#### Notes from the West H. & D. Division.

H. Murphy.

R. C. Donehower, local agent, made quite a showing selling Liberty Bonds on the second loan, amounting to \$10,800.00. All the railway boys seemed more than willing to do their bit and subscribed for bonds readily.

Engineer Geo. H. Lusk has made application for position of traveling engineer in the Russian railway service.

The local freight office is now undergoing a new coat of paint. Record Clerk Frank Paeth has been moved to the second floor to make room for the painters. Also the stenographer, Miss Irene Johnson.

C. R. Craft and G. L. Zimmerman are planning on one more big hunt this season.

Earl Askew has again resumed his duties as clerk in the superintendent's office.

"Ike Erickson," clerk in the dispatcher's office, is quite a movie fan. He don't go alone either.

Upon receipt of a message from Mr. Sewall to the effect that applications would be accepted for positions in the railway regiment of the Russian railway service, there was great excitement around the depot and many applications were sent to P. C. Hart at once. We are getting many inquiries as to what applications were accepted.

During the second sale of Liberty Bonds, R. C. Donehower, the local agent, sold 162 bonds to the amount of \$10,800, as follows: 1 in police department, 1 in signal department, each \$100; 37 in the mechanical department, amounting to \$2,500; 58 in freight house, amounting to \$4,100; 10 switchmen, amounting to \$550; 15 in train department, amounting to \$900; 6 in supply yard, 11 men in car department, amounting to \$600; 8 in dispatcher's and superintendent's office, amounting to \$750; 6 in track department, amounting to \$400; 2 in stock yard, amounting to \$150; 2 in ice house, amounting to \$150; and 4 in yard office, amounting to \$200.

Engineers Daubenspeck and Thorne, formerly working out of Ste. Maries, are now working out of Malden.

Quite a number of the boys who were drafted left for encampment at American Lake during the past month.

# Electricity in the Railroad Man's Home

## GETTING LIGHT WHERE YOU WANT IT

**The Economies of Electric Lighting. No Need of a Flood of Light When You are Only Using a Small Part of It. New and Correct Shades and Reflectors**

Not until very recently were lamp shades and reflectors built along scientific and correct mechanical lines. At first the reflectors were mere theories constructed in a haphazard manner, trusting to luck for the best results. They did about everything but reflect the light to its best possible advantage to the correct spot. Now they make light reflectors after blue prints and accurately figured drawings, obtaining a high efficiency in light reflection, and no matter where you want the light, or what you want it for, there is a reflector properly designed for that very purpose.

Nothing is so easily wasted as artificial light. Because sunshine is free, and there is a vast abundance of it, is no reason why we should be so extravagant with artificial light which costs real money. The old type of electrical fixture, where the bulb is surrounded with an impossible glass globe, was a costly experiment. It was like buying kerosene and pouring half of it on the ground. The light was simply wasted.

Reflectors are made which diffuse the light from a single electric bulb to all parts of the room; others concentrate the light and throw it directly underneath. Where the object is to light the entire room very evenly the former type of reflector is used, but where the light is wanted on a particular table or desk the latter is preferable. Often people will be found trying to read with a 40 candle-power light suspended above their heads, and the light being uselessly diffused all around a large room. By simply changing the reflector the light is thrown directly down on the book or paper and the light is not wasted. With this simple change a 20 candle-power light would give more illumination on the book pages than the 40 candle-power did with the old type reflector. In other words, they could see to read better for just one-half the cost of electricity.

This is true with most homes. No thought is given to providing a proper reflector for the lamps and vast quantities of light are wasted. By studying the purpose of every lamp and figuring on a minimum amount of light for the work involved, fully half the annual monthly light bill can be saved. It

will be found that a 20 candle-power lamp, properly reflected, will give more direct light than one twice or thrice its size surrounded with a light killing shade or a poor reflector.

Always remember that when you waste light you waste electricity.

## Adding to the Comfort of Electric Light

Just wiring the house for electric lights is not all there is to a good job of wiring. There are many little things which are practically inexpensive but which add materially to the comfort and convenience of the home. The following conveniences may perhaps be considered in the nature of luxuries but none of them entails costly equipment and they add that touch of ease and refinement that gives thorough charm to the home.

**Sidewall Switches:** Locate the sidewall switches so that they are beside the door which is most used in entering the room and on the knob side of the door, so that it may be handy on entering and will not be covered when the door is swung open.

**Three-Way Switches:** That is the name for the sidewall switches that control the upper and lower hall lights from either position. It is an unending comfort and protection.

**The Master Switch:** A good protection against burglars is "master switch" in the master's bedroom, which throws on the lights of the entire lower floor. This is a great convenience when it is necessary to look over the house in the dead of night.

**The Closet Door Switch:** In most clothes closets there are dark corners. A small lamp can be installed inside the closet and out of the way, controlled by an automatic door switch, so that as the door is opened the light goes on.

**The Cellar Beacon Light:** The cellar light should be controlled from a switch at the head of the stairs. Beside this switch should be a little red lamp to remind you to turn off the lights as you come up stairs. This will save you many hours of wasted light.

**Current Taps and Lead Cords:** When there are no baseboard receptacles available, current taps can be screwed into the fixtures, to connect up any appliances desired without sacrificing the light.

**The Turn-Down Lamp:** Turn-down lamps are indispensable in bath-rooms, bedrooms and upper hall. The convenience of a night light is a luxury without expense, for this baby filament consumes practically no current.



## Special Commendation

Fireman H. Alexander, Coburg, Mo., has received notice that an entry has been placed to his credit in the service record for his discovery of brake beam down under St. P. 505794 at Dawn, September 28th.

Illinois Division Brakeman W. H. Christenson has received special commendation and credit for prompt action and good work in discovering a broken journal on coach 239 at Cragin, on No. 24, September 3rd.

Columbia Division Brakeman J. W. Anderson has received special commendation for discovering and putting out a fire in car on time freight No. 63, at Sorrento, Idaho, September 24th. His prompt action prevented serious loss, and Mr. Anderson's vigilance and attention to company's interests is highly appreciated.

H. & D. Section Foreman Roy Stroh has received special commendation and credit in the roster for discovering broken arch bar on car B. A. R. 1268, loaded with wheat, while train was going into Mina, S. D., October 1st. He signalled Conductor G. F. Smith, and the damage was repaired, avoiding a possible derailment.

H. & D. Division Conductor E. O. Cunningham has received the thanks of the owner of a purse containing several hundred dollars, dropped by a passenger, in his caboose, September 28th. The owner was promptly located and his property returned.

H. & D. Division Brakeman A. J. Sherry has received special commendation and credit in the roster for discovery of sand-board down on C. & A. car 12610 on extra west, October 3rd.

I. & M. Division Section Foreman Wagner is entitled to special commendation for discovering dragging brake beam under St. P. car 54892, train 195, between Carpenter and Otranto. Train was stopped and the beam removed without further damage.

T. & M. Division Conductor Wm. Bosanco and crew have received special commendation for their prompt action when fire was discovered in the end of a car of poles. The fire was put out without serious loss to the car or freight.

I. & M. Division Conductor F. R. Jeffers has received special commendation for discovering a broken truck on L. V. car 61916, July 25th. Conductor Jeffers' close inspection and prompt action prevented a possible derailment and such acts and interest in the company's property are always greatly appreciated.

T. & M. Division Brakeman Mike Niesiz has received special commendation for prompt action on the discovery of a fire in car on extra west, September 28th. The fire was extinguished before any serious damage had occurred.

T. & M. Engineer Wm. Catey has received special commendation for quick action in stopping train and putting out fire on bridge east of Freda. No serious damage resulted.

River Division Conductor R. C. Martin has received special commendation and credit in the roster for discovery of cracked wheel on combination car No. 226, on No. 155, September 16th, thus preventing a possible derailment.

On train No. 76, September 26th, Brakeman C. H. Weaver, while inspecting train at Brown-ton, discovered brake beam down on C. M. & St. P. 55500, twenty-three cars from the engine. Brake beam repaired without accident.

Superintendent Melin, on September 29th, received the following letter from Conductor T. A. Monroe: "I was pulling out of Aberdeen on No. 76, September 29th. Car Checker Harry Parsons was in east end of yard and discovered grain leaking out of Ft. D. D. M. & S. car 5398 and got on caboose and notified me. I found a broken end post in car and set it out before much grain had leaked out. I think he should

be commended for this, as he probably saved a claim for the company." We think so, too.

The following letter from Mr. J. P. Richiger of the Minnesota Mutual Investment Company, Minneapolis, dated September 23rd, was received by Superintendent Melin:

Minneapolis, September 23, 1917.

Mr. F. M. Melin, Aberdeen, S. D.

Dear Sir:—I wish to call your attention to the honesty of one of the C. M. & St. P. R. R. employees, E. O. Cunningham, 2115 Bloomington avenue, Minneapolis.

On September 6th, while riding on a mixed train between Buffalo Lake and Glencoe, Minn., I dropped a purse containing several hundred dollars, which Mr. Cunningham found and returned to me.

Trusting you will not overlook this little act of honesty, I remain,

Sincerely,

(Signed) J. P. Richiger.

1908 Hennepin Avenue.

Prize for the best right-of-way garden on the Dubuque Division has been awarded to Edward F. Christ of Turkey River, Iowa. He had the largest yield for one acre planted to cabbage, totaling 10,500 head.

Passenger Traffic Manager F. A. Miller has sent a letter of commendation and thanks to Signal Maintainer C. V. Smith, Elgin, for his interest in calling the attention of the department to placing small time-tables of Milwaukee trains in the Y. M. C. A. at Camp Grant, similar to those furnished by other railways.

The Jewish Training School of Chicago tendered a vote of thanks to the Milwaukee Railway for the courtesy extended to the school in the transportation to and from Long Lake, Ill. They also add a word of commendation for the "kindly and courteous treatment" they received from the passenger agent who looked after the transportation, and the conductor and trainmen who were on the run. The superintendent of the school says "these men could not have been blamed if they had been somewhat disturbed at the extra work and worry our cars caused. Instead they seemed to enter into the spirit of the picnic and made us feel they were really glad we were with them. Such spirit is especially appreciated by those in charge of the party."

The following letters of commendation speak for themselves:

September 13, 1917.

C. M. & St. P. R. R. Co., City.

Attention of Mr. Jno. Connors, Agt.

Gentlemen:—In behalf of the Young People's Society of the Swedish Mission Church, I wish to thank you for the service you rendered our party on September 1st and Labor Day, September 3rd, in transporting us to Howe, Ill., and back. I am only sorry that the electric from Princeton to Howe on Labor Day afternoon should have been so late as it was, but of course we cannot help that in any way; but I will say that it was very kind of your train to wait for us until this electric arrived. We were twenty-nine passengers going down, and thirty-one coming back, so you see that equalizes thirty passengers round trip.

We surely will remember you when travelling again and want to thank you very kindly for this time.

Yours truly,

R. N. Lundstrom.

On Board the Columbian Reaching Chicago  
October 3rd.

Mr. F. W. Getty, Chicago.

The undersigned passengers, who have just finished one of their most enjoyable trips from the coast to Chicago, gathered in the dining car for the purpose of voting their thanks to Dining Car Conductor Hayes and Sleeping Car Conductor Betts for the excellent service shown them on the trip. We feel that these men with the help of

their porters are striving to make life for their passengers enjoyable and it is our desire that the service of these men be complimented through the columns of your Employees' Magazine.

Yours very truly,

Mrs. M. H. Weick, Springfield, Maine.  
Mrs. A. G. Adamson, Nova Scotia, B. C.  
Mrs. H. A. Richards, Holyoke, Mass. s  
Mrs. Chas. Currie, Seattle, Wash.  
Mrs. Hazel Hanson, Chicago, Ill.  
Miss Sandvig, Tacoma, Wash.  
Mr. and Mrs. O. R. West, Juneau, Alaska.  
Mr. and Mrs. M. F. Whalen, Malden, Wash.  
Grant Butterbaugh, with the U. S. Army.  
Mr. and Mrs. G. E. Sampson, LaCrosse, Wis.

Editor:—It is worthy of commendation to the employees of the LaCrosse ticket office and the efficient services of Glen Hull, "Safety First" brakeman of the LaCrosse Division, who was assigned the duties of a full-fledged station master during fair week in LaCrosse, Hull lining up the crowds who jammed into our little temporary depot in station order, for the dry state of Iowa permitting "Sigh" to shove out the pasteboards at the rate of 320 tickets in twenty minutes. Had it not been for the good work of Hull lining them up, "Sigh" would not have sold that many in two hours, which would mean that some of the "dry ones" would have had to stay over in Larry Benson's custody until the following morning.

C. W. Johnson,  
Chief Clerk, S. M. Division.

### Our Magazine.

Following the completion of the Milwaukee railroad to the Pacific Coast one of the officials well known to most of the employees conceived the idea of publishing a monthly magazine that would serve both employees and the owners of the properties in creating a spirit of cooperation and efficiency. Subsequently the Employees' Magazine was launched, and how well it has succeeded in fulfilling its purpose can readily be seen by reading the Special Commendation column each month. The spirit of efficiency inspires each employee to get on the list of accident savers, and the spirit of cooperation inspires each and every official to voice their appreciation of the growing spirit of efficiency. Safety ideas have been advanced through the columns of the Magazine that, without a doubt, have taken a firm hold on thousands of our employees, thereby aiding them to become more efficient men which has meant a great saving of life to both those employed to operate our trains and those using them as means of transportation. This in turn means a saving to the owners of the road, as careless, inefficient operation means costly wrecks. Our Magazine, we feel, has been a great educator, and while a small amount of advertising is carried each month to help defray the expense of publishing and just enough spicy matter printed to make it more interesting, the major part of it is given over to employees who gladly and freely express their ideas along the lines of thought that tend to increase the spirit of efficiency.

The exchange of ideas such as is carried on by the contributors to our Magazine is without doubt a great benefit to all. In fact, the Magazine,

being placed in the hands of every employee each month, has become as much a part of their vocation as train orders or bulletins on the bulletin boards. To the Magazine they look for, and find, many ideas that tend to teach efficiency as well as safety that never would have been found on bulletin boards nor between the two covers of a book of rules. The news of the success of fellow employees, as they mount the ladder and are repaid for their efficient service by promotion, always comes to them through the Magazine which cannot help but inspire the reader with the thought that efficiency means success and success means getting nearer the top of the ladder themselves.

The Milwaukee has at this time a great many of its employees serving in the army of the United States. These men are receiving OUR MAGAZINE each month and who of us at home would dare to try and figure out in dollars and cents what consolation those men, far from home and loved ones, get each month through the columns of the Magazine, which in reality is a voice from home to them.

We most earnestly hope and pray that the good work by our Magazine may not be blighted by the discontinuance of the publication, but that the Milwaukee Employees' Magazine may continue for years and that the thoughts of efficiency and cooperation printed therein may bring forth fruits worth many times more than the cost of publishing it.

Yours for Efficiency and Cooperation,  
GUY E. SAMPSON,  
Pres. Milwaukee News Gatherers.

Wants the Magazine.

September 30th.

Dear Mr. Beamish:

I thought I would drop you a line for the magazine. I was formerly fireman on the Racine & Southwestern Division, and think the boys would be interested to know what I was doing. I am now a member of the 34th Co. 9th Battalion of Infantry, 160th Depot Brigade N. A. and located at Camp Custer. The living here is great, we are treated fine. We have to get up at 5:45 a. m. have roll call at 6 a. m. breakfast at 6:30. Before breakfast we go through exercises and take a double time run until 6:30. After breakfast we are off for about an hour, giving us time to clean up and wash some clothes. Then we drill til noon, and they sure drill us. After dinner they generally give us a five mile hike on the Michigan sand and gravel roads, with our heavy gravel crusher, manning the trenches shoes and when bed time comes we want to hit the hay very bad. But then it is a job to go to sleep for the boys are telling stories or singing, but the lights are turned out at 9 o'clock. Then if you wake up in the night you can hear some of the boys who are corporals yelling off commands in their sleep, or else counting 1, 2, 3, 4—left-right, left-right, and hip-hip, etc. It sure is funny to hear them.

Regards to all the boys I left behind. There is one thing I would like, and that is the Employees Magazine sent to me every month, so please let me hear from you.

Your truly

William Fred Henrich,  
R. & S. W. Div. Fireman



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For Men's Overalls, Jumpers and Uniforms

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Look for the boot trade mark on the back of the cloth inside the garment before you buy, it is your guarantee of the genuine.

**J. L. STIFEL & SONS**

WHEELING, W. VA.      260 CHURCH ST., NEW YORK

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## On The Steel Trail

### Correspondents, Notice.

All additions to the Honor Roll since the list published in the October Magazine, together with all names sent in up to November 20th, will be published in the December Magazine.

### Milwaukee Shops Items.

H. W. Griggs.

Arthur Bennett, general blacksmith foreman of the locomotive department, has improvised a cheap and time-saving method of forging the steel air pump valves by means of the four-inch forging machine. The forging is made from one and three-quarter inch scrap axle steel, which is rolled to size from waste pieces from furnaces and fires. It takes two operations to make it, the first is to upset the proper shape, the second operation punches the hole, all in one heat, with the same set of dies for top and bottom part. The material is rolled at the shop rolling mill. One blacksmith and helper will turn out fifteen of these nuts in one hour at a cost of 18c each. The pressed block is three and three-sixteenths outside, and one and three-quarters inches high, with the one and seven-sixteenths hole and two and five-eighths octagon nut, and weighs two and one-half pounds.

President Byram, with Vice President D. L. Bush and General Superintendent P. C. Eldredge, called at Mr. Alexander's office October 10th. The matter of track depression in the northwest part of the city was taken up with Mayor Hoan, who was well pleased with the visit from the new officials. Their brief stay prevented them from calling on the recording inspection department and the blueprint room.

Mrs. Auchmoody, the popular agent at Merrill Park depot, reminds us that the depot was thirty-two years old October 1st. We remember the site twelve years before.

Roundhouse Foreman Hogan of Madison, Wis., who escaped from Ladd, was a caller at the offices October 4th.

William Wilson, engine dispatcher, was on his annual vacation at Bloomington, Ind., late in September. This is his old camping ground, where he was brought up.

Chas. Howard, foreman in one of the locomotive shop gangs, has been off sick for some two months. Mr. Howard is an old-timer and we hope that he will soon be with us again.

John H. Umbs, formerly stenographer for Jas. McCormack, has enlisted in Company F, 1st Wisconsin Infantry, and gone to the colors. His sister, Lilla, is our blueprint girl and runs things in the attic in prompt shape and dispatch.

Mr. W. Alexander and C. H. Bilty were in the Southern District week of September 24th, inspecting the new shops improvements and other matters, which included the modern plant being erected at Atkins and Sioux City, and improvements at Kansas City. We wonder that the bridge and building department does not make a writeup of these grounds in the magazine, with full page photographs. By the way, our magazine is getting to be too small.

Roundhouse Foreman A. J. Edmonds of the Madison, Wis., plant, called at the offices late in September and is to take a six months' lay-off and rest up in California. If anyone needs it, A. J. E. does, as he has been on the job thirty-four years, fourteen at Sioux City, eleven at Mason City, and nine at Madison, making the longest service in the capacity of roundhouse foreman of any foreman on the system, if not the oldest and longest in that service of any road in the west,—and if there are any older in the United States, please stand up.

Numerous soldier specials through here have cleaned out Camp Douglas and Sparta, and some from Montana. One afternoon the locomotive and factory whistles blew from 4 P. M. to 9 in the evening, for the five trains that went through.

We have been trying to even up the Shops Items even to the store department, but this part of the news, with about a third that was sent in,

was omitted from the book for October. Again we say the Magazine is getting too small.

Mr. Howard Player, formerly chief draftsman in the locomotive department, now at Jefferson Barracks, Mo., in the Engineers Corps of the army, in a letter to C. H. Bilty of September 25th says: "This is the only life, lots of good hard work, plenty to eat and some sleep. Hit the hay every night at 9 bells; out at 5:30 A. M.; breakfast at 6, drill at 7:15. Afternoons are our own if not assigned."

"Have forty-eight hours in the mess hall, washing dishes with the machine, for 2,680 men at one meal; takes an hour and a half. Left arm pretty sore from vaccination and due today for another shot in the right arm."

"The guard shot a nigger trying to make his getaway; several of the men have deserted, but our rich uncle has caught them all."

"I have the richest uncle in the world."

Veteran Robert Dunlop, formerly with Mr. Cotty of the car store department, is now in Mr. Skelton's office.

George Walder, valuation chief, has gone to Chicago as assistant purchasing agent, with Mr. Lion, in the Railway Exchange. Mr. Lyons is the head of the valuation office. Mr. Walder was up here the other day but we just got a glimpse of "Dud" at a distance.

Machinist Jas. Garside is having some painful navigating on account of rheumatism, which makes slow getting around between the two roundhouses on a cold day.

Thomas Scott, chief draftsman, was on his vacation early in October, visiting southern cities, pretty near down to New Orleans.

E. Mansur, foreman cabinet maker, was on his annual vacation early in October to his old camping ground in and around Montreal, Can., during the cold wet week here. The same kind of weather was on tap when he was on his vacation last year.

Mr. M. Parkinson, general car foreman, was at the Mannheim yards part of October.

Ourselves was in Minneapolis latter part of the month, and then in Eastern Michigan, at the old place, stopping off at Battle Creek.

Three of the foundry boys have joined the U. S. Army. They are Anton Kruszka, Alfred Porsow and Herman Ott.

Morgan F. O'Hara, clerk at the foundry, has gone to Pittsburgh, his home town. It is our opinion that it will be Mr. and Mrs. O'Hara coming back.

William H. Humer made a business trip down east recently.

The following moulders are going to make a trip to some of the inland lakes for a duck hunt: John Trost, Joe Manthey, Theo. Kammers, Joe Siepe, J. W. Marshall and E. C. Hinze. These boys are all very good shots and sure will have a good feast in the near future.

Edgar Dayton, timekeeper at the foundry, made a trip to Winnebago Lake recently. He also took a fine mallard duck home, which he expected to have for supper the next night, but the bird looked so good to the cook that there was nothing left but the feathers for Edgar. Our sympathy, Edgar.

One of the finest war gardens on the south side was that of Nate Grant, billing clerk at the foundry. Nate is not worrying about the high cost of living, as he raised enough vegetables to last him all winter.

### Obituary.

William C. Agnew, machinist and foreman of the roundhouse of the Milwaukee road, died at his residence, 110½ Thirty-fourth street, October 5th, after an illness of about a year. He was 47 years old. The widow survives. Funeral was held October 8th. Mr. Agnew was every inch a man and he had a wide circle of friends, who deeply mourn his loss.

**Illinois Division Notes.***Mabel Johnson.*

Engineer S. Hull, who has been confined to his home for some time account broken ankle, is again at the throttle.

Word has been received from Brakeman F. B. Rowe and A. F. Starke, who are at Camp Grant, Rockford, that they are well pleased with army life. Anyone wishing to address Brakeman Starke may find him at Bldg. 1153, So. Rat. B. 333rd F. A. N. A.

Switchman A. A. Follett (Savanna Yard) and wife spent a few days with friends and relatives in Waukesha, Wis.

Geo. H. Lane, now second trick operator dispatcher's office, Savanna, is moving his household goods from Davis junction to Savanna.

Miss Clara Cush, in addition to her duties as roadmaster's clerk, Savanna, is now traveling for a large glue concern. She recently arrived at Rondout with a sample in her grip. How many orders did she get?

Brakeman J. H. Pierce is again on duty after an illness of many months.

Fireman J. F. Ralsch visited in Minneapolis before reporting for Government service at Camp Grant.

Mrs. O. S. Kline, wife of operator at Kittredge, was a visitor in Elgin for a few days.

Congratulations are in order. J. L. Miner, W. E. Confare, W. R. Gregg, A. C. Kramp, J. J. Flickinger, Wm. Brown, have procured the "brass buttons," having recently been promoted to passenger conductors.

Mrs. Allen, wife of Brakeman E. C. Allen, spent October 2d in Chicago.

Trainmaster Rossiter has been very busy of late riding soldier specials.

Brakeman R. C. Whitmer visited friends in Freeport October 2d.

Raymond Landstrom, former carsmith and son of Car Foreman Landstrom at Davis junction, has entered the passenger service, holding run No. 35 and 36.

Miss Alma Groesinger, clerk in chief dispatcher's office, Savanna, spent October 3d in Chicago and

accompanied her mother home, who entered the Mary Thompson hospital some time ago for an operation.

Engineer L. Johnson called on Dr. Lounsbury at Washington Boulevard hospital regarding his injury received at Red Barn August 20th. We hope for Engineer Johnson's speedy recovery.

Brakeman Geo. H. Savage and family are visiting relatives and friends in Davenport and Cedar Rapids.

Mrs. David Speck and daughter Irma, wife and daughter of Conductor Speck, spent a few days in Kirkland the beginning of October.

Jerry Hansen, clerk in superintendent's office, Savanna, spent a day at the Walworth County Fair at Elkhorn, Wis. There was a large crowd at the grounds this year, though "not so Jerry could notice it," for it is easy for a "lean six-footer" to edge in.

Operator Kline is relieving Operator E. G. Hauth at Mt. Carroll for a few days, Mr. Hauth attending the Grand Lodge of Elks.

Miss Margaret McGrail, chief clerk at Savanna roundhouse, is visiting her brother in Indianapolis for a few days.

J. E. Bjorkholm, traveling engineer at Milwaukee, called at trainmaster's office one day recently.

Irvin Tyler, chief clerk at Savanna freight house, and John Tobin, machinist at Savanna roundhouse, who will soon leave for Camp Grant, Rockford, were guests of honor at a party given by the members of the K. of C. in the club room at Savanna. Lyle King succeeds Mr. Tyler as chief clerk.

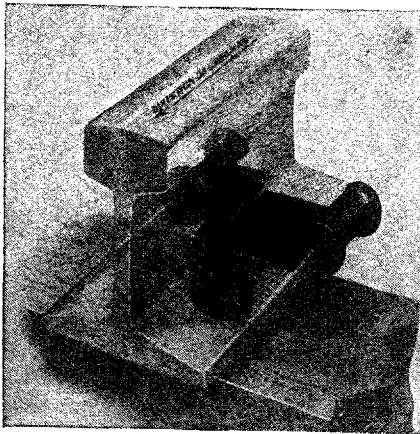
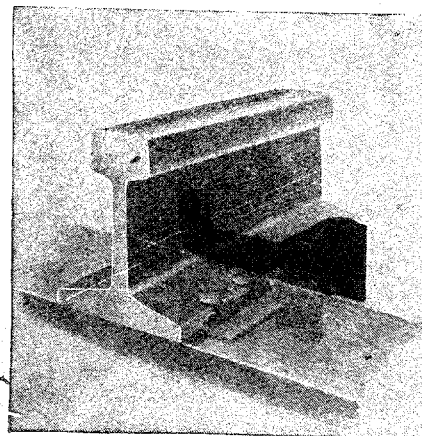
Brakeman W. J. Freeman and wife of Sabula, Iowa, are visiting Mr. Freeman's sister and brother in Chicago.

Engineer James Reed, who was called to Mt. Carroll on account sickness of his sister, visited his nephew and wife, Engineer and Mrs. Garfield Watson at Savanna.

Fireman James Keller has returned from Canada, where he attended the funeral of his father.

Frank Benbow, night chief clerk at the Savanna yard office, is visiting his home folks in the South before going to Camp Grant, Rockford, where he has been called for military service.

# RAIL ANTI-CREEPERS

**THE P & M****THE VAUGHAN****EFFECTIVE, EFFICIENT—UNIVERSALLY USED****THE P. & M. CO.****RAILWAY EXCHANGE****NEW YORK****CHICAGO****SAN FRANCISCO**



Dispatcher R. D. Fields claims September is not a good month for fishing—at least, they didn't bite for him—though he waited from 3:00 a. m. until 3:00 p. m. for a catch and "flagged" breakfast besides!

GYM. W. G. Chipman, Savanna, spent October 6th in Chicago and attended the big league ball game.

As a number of our people are planning to send Christmas boxes to the boys of Company D, 13th Regiment (Engineers) the following letter was received and will be of interest and aid to those who are considering the plan:

Chicago, Sept. 29, 1917.

"Prior to leaving for France General Langfitt suggested that a Christmas box be sent to the 13th Regiment containing presents for the men and appointed a committee of women of the regiment to attend to the matter. Arrangements have been made to have the packages for the second battalion sent to Mrs. E. A. Howard, C. B. & Q. Building, Chicago, Ill., where they can be packed together and sent to Europe.

"It is the plan that something be included for each man, and all persons wishing to remember a soldier of the 13th can send a package securely wrapped, marked with the man's name and company, to Mrs. Howard where it will be included in the regimental box. Anyone desiring to send presents unmarked may do so and they will be distributed to soldiers who otherwise would not receive any.

"Please address reply to this letter to me at 445 Barry Ave., Chicago, Ill. It is necessary that all boxes be at the C. B. & Q. Building by November 1st so that proper arrangements can be made for the packing. The boxes cannot be large, not over five (5) pounds in weight.

"Suggestions for gifts for the soldiers are: Sweaters, gloves, cigars, pipes, tobacco, cigarettes, wristlets, woolen stockings, writing papers, pencils, fountain pens, chewing gum, hard candy, packed in tins or boxes, pocket flashlights.

"We wish to make Christmas as happy as possible for the men of the 13th, and hope to have all the families and friends join in the undertaking."

MRS. N. L. HOWARD,  
445 Barry Ave., Chicago, Ill.

There will be a military ball given December 4th in the Savanna Opera House for the benefit of the Company D, Savanna Railway contingent in France. It is hoped that a good round sum may be obtained with which to provide some of the comforts we now enjoy, for our railroad boys "Somewhere in France."

#### Deer Lodge Shop Notes.

##### "Patsy."

The staff meeting of the shop foremen, which has heretofore been held on the first Saturday of each month, will hereafter be held the first Wednesday of each month. This on request of Traveling Engineer Emerson, who stated he did not like to get home late Saturday night on account of attending the staff meetings on Saturday. As Blacksmith Foreman Nichols remarked at this meeting, "None of us like to get in late on Saturday night."

Assistant Superintendent T. J. Hamilton was a Deer Lodge visitor this week.

Joe Gengler, of the superintendent of motive power's office force, stopped off at Deer Lodge while on his way back to Tacoma from his vacation.

Our worthy instructor, M. R. Moody, I understand, went hunting elk and that before going he had disposed of the various parts of the elk to different societies, etc., which he thought would appreciate receiving same, but I am sorry to hear that on his return he has nothing to report but some fish stories, and the elk he should have killed disappeared after he shot at it. He claims that he hit the elk but the elk did not show a very cheerful disposition and disappeared in the brush. We hope Mr. Moody will have better luck next time and that he will find elk which are kind enough to expose themselves so that they can be disposed of as he has planned.

Mr. Sanderson, also of the electrical organization, was also a member of this party, but he was more successful than the aforesaid instructor

for he brought home trophies of his elk, which leads us to believe he killed one.

Electrician H. W. Rusch left for Great Falls to look after sub-station and electrical equipment at that point in place of Mr. Dörner.

Three more new girls at the store department. Miss Hazel Hahn, timekeeper, Miss Dorothy Schreiber, and Miss Marguerite Sager, clerks. This makes six in the store department.

"Wiggs" Shiplett, formerly of the district master mechanic's office force, is taking a course in the Bliss Electrical school at Washington, D. C. I am informed that he likes Washington very much now that he has lost his fear of the suffragettes, but that a fellow hasn't much chance at a dance at all unless he wears a uniform.

Rocky Mountain Division Engineer J. E. Wilson was instantly electrocuted on October 8th at Butte yard, while trying to lower pantograph which caught over the main line trolley with one shoe. The shoe pulled off and Wilson attempted to lower the pantograph, but on account of the tubes being bent it would only leave the wire a short distance. Wilson supposed the main line trolley was dead, and in working on the plus in the pantograph hinge Wilson lifted up a little and the remaining good shoe touched the trolley and he received the full trolley voltage.

E. J. Fuller, representative for the Hunt-Spiller Manufacturing Co., of Boston, Mass., was a Deer Lodge visitor recently.

District Master Mechanic E. Sears, Roundhouse Foreman C. E. Ade, Storekeeper J. T. Kelley, Car Foreman Clyde Medley of Deer Lodge, Car Foreman F. H. Campbell of Butte, Roundhouse Foreman J. A. Wright of Avery, Traveling Engineers E. L. Cleveland, G. T. Spaulding and W. T. Emerson attended the staff meeting held by Mr. Rusch at Tacoma at which there were about sixty or seventy present. The meeting was held for the purpose of getting better acquainted and discussing matters of interest to all. All the different divisions were represented west of Mo-bridge. Mr. Rusch very graciously invited the whole committee to remain over and go to Camp Lewis at American Lake and to take in the interesting sights of the city. This trip was made by auto, the party consisting of about twenty automobiles, so that a good time in general was reported both from a business standpoint as well as pleasure.

Miss Kathryn Dessinger of Beaverton, Ore., is visiting at the Sears home.

I wonder if Mr. Sears is getting ready to join the German army, as I understand he retreated down the hill with more speed than caution when returning from Rock Creek Lake one Sunday. He ought to have stopped but didn't until he hit a bank and turned over. The results were not serious, as after due time the different occupants of the car were seen looking over the top.

Among those who left for American Lake with the second contingent from Deer Lodge were: Rocky Mountain Division Fireman L. L. Shrauger, Missoula Division Engineer S. F. Snodgrass, Rocky Mountain Division Engineer Fred Elmer, Missoula Division Fireman J. M. Gill, and Robert L. Cassidy from the Deer Lodge car department.

Ralph Hurst, the son of Conductor and Mrs. C. W. Hurst, died at St. Joseph's hospital, Sunday evening, October 14th. He had been suffering from an ulcerated stomach all summer and was operated upon about two weeks ago. Funeral services were held at the family residence, and interment was made in Hillcrest cemetery. Ralph Hurst was born in Missouri, December 8, 1896. He came to Deer Lodge with his parents about eight years ago. At the time of his illness he was brakeman in the Milwaukee passenger service, and was most highly esteemed by his fellow employes and by his many friends in the city. The bereaved parents and sister of the young man have the sympathy of a large number of friends.

The "Milwaukee Ramblers," a football organization composed of young men working at the local shops, won their first game of the season when they met the Anaconda Independent team, October 13th, and defeated them 20 to 8. "Howe" was the point getter for the shop team, scoring three touchdowns, one being made when he intercepted a forward pass on the visitors' ten-

yard line and ran the length of the field. The "Ramblers" are anxious to meet other independent teams in the state and are practicing faithfully for their next game which will be with a Butte independent team.

Word has been received from "Christie" Mathewson, who was formerly employed as a clerk in the D. M. M.'s office, and who enlisted in the ambulance service of the U. S. army early in the war, that he is enjoying the best of health and is in fine spirits. Mr. Mathewson, who entered as a private, has been promoted to the office of corporal, and has taken the examination for sergeant, which he thinks he has passed. He has a squad of twenty-five men to drill and he says they are sure getting "some drilling."

S. M. East.

O. J. B.

Can't you just see Mitchel Mikkelsen as a soldier? You know how tall he is how handsome he is, and what a way he has of throwing back his shapely head, brushing his hair, as he sweetly smiles at you. Well, he has gone—just as we predicted. We were all there to bid him good-bye, each and every one of us hoping that he would not forget to send us a postcard telling of his safe arrival and how his new life was going to suit him. We learn that he is to be a sergeant in the Radio-Signal Service and that he has been ordered to Louisville, Kentucky. Just think of him down in that lovely climate while we are fearfully peering into the coal bin wondering how soon we shall have to begin to feed the furnace, that is, if we can get the coal. We miss him already. We miss his patriotic zeal, his one hundred per cent all-American speeches, and we know that wherever he lands there will be 150 solid cubic feet of electric energy. While we are on the subject, let us also mention Peter Berg, late of the side table at LaCrosse, who has enlisted in the same service. If Uncle Sam hasn't already found it out, we want to say right here that in Pete he gets an operator that knows the business. Thus they go, one from here, one from there. Don't see how we are going to keep the old railroad running if this keeps up.

We were going to mention the move of Engineer H. Campbell to Madison, S. D., but Brother Malone has scooped us.

L. Schmidt has come back to the division from Montgomery, Minn., to take the position of cashier at Wells. Tell you, he is the boy with the goods alright, and we are glad to welcome him. Backman, the former cashier, is now clerk for Chief Carpenter E. J. Auge, in the place vacated by Ted Hartz, who has become chief clerk for Dist. Carpenter F. E. Rice at Minneapolis.

A. O. Allen is again connected with the B. & B. department, having begun his duties about October 1st. Pleased to meet him.

Painters are busy putting new suits of paint on several of the depots along the line. The station signs, etc., are also getting spruced up.

Well, we saw the President's special go by, anyhow. The party spent about two days on our division. Superintendent Thurber met them at Woonsocket and accompanied them to LaCrosse.

Here's another oldtimer come back to the second division of the S. M. "How's 93."

A. Eggen, agent at Rushford, has just returned from a vacation of several weeks. In an interview he stated that he had made the most of his time, resting and taking delightful little motor trips viewing the scenery in and about those charming little towns down in the valley. E. Rowlee, who, by the way, is now a full-fledged telegrapher, took care of the station.

The above mentioned Mr. Rowlee is at present working a trick at Spring Valley and says that he never thought that so much business could gather all in one place. Ain't it a fright?

Mr. McCarthy (we call him this so that he won't know we are talking about him) has taken off that nobby brass-buttoned uniform and gone to work in real earnest as yardmaster at Mankato. That is to say, that, having piloted No. 122 to Wells in the morning he goes back to Mankato as No. 171, where he looks after the switching at that point. This arrangement allows him to be at home more than when under the old schedule. Conductor Jas. Rickard, by the same token, in charge of Nos. 193 and 162, has more time at Wells, where he resides.

**They'll never let you know you've got em on**



So free and easy, no grip on shoulders, no pull on buttons; and great for wear—the best possible suspender value at any price—3 million pairs sold last year.

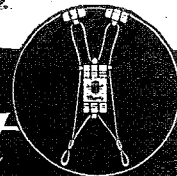
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Railroad Department H. C. CONLEY, Supt.

Conductor J. Olson has returned to duty after a fortnight's vacation visiting the Twin Cities and other points.

Dennis O'Mara, who has been making it lively for the weeds along the line while in charge of the weed burner, has now taken hold on the switch engine, which has been installed to handle the yard work at Wells and Albert Lea. John Downs, the wizard of the switch list, and Brake-man Evenson form the crew.

"Cy" Hubbard has gone back to Austin after having been conductor on trains 193 and 122 nearly all summer. Mrs. Hubbard came up from Austin to attend a music recital given at Mankato by Florence McBeth, the well-known singer.

We feel it our duty to mention that the agent at Mapleton deserves credit for a neatly kept freight house. The goods in there were carefully piled, the floor nice and clean, giving it an air of order and system.

Agent Tuttle of St. Clair took a little jaunt over to Mankato last week by auto, returning by train via Wells and Albert Lea.

Agent G. A. Wright of Easton has been working second trick at Wells since Operator Mikkelsen left.

#### An Ode to Nora B. (Apologies to College Songs.)

A person who has plenty of tubs of water and giveth his neighbor none,  
He shan't have any of our tubs of water when his tubs of water are gone.

#### Prairie Breezes from the H. & D. C. R. Craft.

H. H. Hunkins, traveling passenger agent from Cincinnati, and Tom Morken of St. Paul, were in our fair city on September 22d while accompanying troop trains from this territory to Sioux City. Mr. Morken was also here again on the same errand on October 6th.

O. F. Waller, division freight and passenger agent, was a business caller at Chicago on October 2d.

Secretary of the Treasury McAdoo spoke in Aberdeen the evening of October 5th in the interest of Liberty Bonds. He came in on the Olympian on this date as he was here to speak at the Aberdeen Harvest Festival. Also to create a little more excitement, and, as an advertising "stunt," "Louie" brought his Glacier Park band along.

Frank Falkingham, for a number of years assistant chief clerk in the superintendent's office here, has been promoted to chief clerk to Superintendent Mott Sawyer at Mason City. Frank departed on October 9th for his new field of labor, and we wish him success and good luck. Joe Carpenter succeeds to the position vacated by Mr. Falkingham.

Operator Peterman, on third trick at Milbank, has resigned to enter other business. Miss Ida Holmquist taking "Pete's" place until regular operator is appointed.

Relief Agent E. L. Churchill is acting as agent at Webster while regular agent W. F. Harris is spending a vacation visiting relatives in Missouri.

Harold Murphy of the general foreman's office made a short trip to Minneapolis recently, visiting relatives and friends.

George Zimmerman of the superintendent's office is making regular trips to the duck country east of Bristol these Sundays. We can just guess the "pintails" and "spoonbills" think Kaiser Bill is after them with one of those 52 centimeters when George opens up on them with that "cannon" he carries around with him on these trips.

Miss Pearl Kruger has accepted a position in the superintendent's office as clerk. They have two "Pearls" in that office now.

R. O. Sahin, formerly agent at Java, has resigned. Relief agent Alderson now in charge.

Wish some one would loosen up and give me some news some of these days. It would be some surprise. Try it.

#### Idaho Division. Sted.

It is delicious to indulge in a nice, long siesta. If you are a doubter, ask Mr. Spring next April. We are just awakening from a quiet siesta, just arriving at the yawning and stretching stage. "Ain't it a grand and glorious feeling?"

When Uncle Sammie wants to fight, why that's another matter, but now they've forced him in the ring you'll see those Germans scatter.

There are always bits of sunshine breaking through the clouds these dark days. One of the sunny spots that brightened our pathway last month was a short train-side visit with Editor Sampson, wife and son of the LaCrosse division. They had been visiting relatives in western Washington.

This is a trifle late, nevertheless we hasten to extend congratulations to Dispatcher Riley Beal and wife of Spokane. They announced the arrival of a daughter August 15th.

Assistant timekeeper Wm. W. Sheire of the Spokane office has moved from Hillyard to Spokane proper. They now reside at 21 East Second Ave., and Will is eating three hot meals a day.

Another bright ray of sunshine was a timely visit from our Editor, Mrs. Kendall, the early part of October. We are not in the least superstitious, but somehow we feel that she awoke us from our slumbers. Wonder when we can go to sleep again.

(In twenty years or so, Sted.—Editor.)

Every office should have a queen. Anyway, the Spokane office has in the person of Miss Ethel Ronald, chief clerk to chief dispatcher H. L. Wiltrout.

It is the world's old story in the world's new way, with Zeps. and subs, and planes galore, to hasten on the fray. But the Germans soon will realize they're not yet up to date, when Uncle Sammie's Railroad Boys begin to haul the freight. The tonnage may be heavy and the grade a slippery trail, but you'll find them cool and cautious when the bullets fall like hail you will find them on the Main Line when the starting hour draws near, for your Uncle Sammie's Railroad Boys will buck that Main Line clear. On the side tracks you'll find Germans—they were set out there last night—when your Uncle Sammie's Time Freight rushed ahead with speed and might, and what those Germans mutter is not hard for one to tell, when they see the Railroad Soldier they just mumble: "Vat d' 'ell!"

Relay operator Walter Morrison of the Spokane office is now a soldier boy. He is serving in the Signal Corps.

We acknowledge receipt of a card from E. W. D. telling of the death of former superintendent Dennis Flanagan, who formerly lived at Savanna.

Assistant material clerk Jimmie Kearnes has resigned. He accepted a position with the G. N.

James Howard is the latest stenographer. He hails from Osterhout, Penn., and is a likeable lad.

We recently had the pleasure of visiting with chief dispatcher Welch of Deer Lodge. Mike was on his way to Seattle and we were coming home from a fishing trip. Mike was dressed up and we were not. Nevertheless we had a bully visit about old days in Savanna. Do not know what Mike caught in Seattle, but we had a nice mess of trout, didn't we, Mike? Darn it, Mike, say "yes."

The coalman and miller are raising a row, the high cost of living they charge to the plow; the farmyard and hen house, the manger and mow—I wonder, I wonder, who's milking the cow?

Vacation days are over. The vacationers are all back at their desks feeling refreshed, rejuvenated and some hilarious. The members of the Spokane office spent their leisure moments in the following pastimes:

H. L. Wiltrout—In Spokane. Says he was keeping up with Lizzie. Don't know whether Lizzie is an automobile or a hired girl.

G. L. Rossbach and wife—In California. Report a delightful trip.

Riley Beal—In Spokane. Explanatory local elsewhere.

Plen Hays and wife—In Montana. Dell says he had a nice trip, but that story about the old oaken bucket is to the bad. Says he prefers the sanitary drinking fountain.

H. E. Moody—In Spokane. Automobiling around its outskirts. Am sure he used the prefix. Anyway, it sounded like outskirts. This may be debatable.

Tom Hughes—In Spokane. House hunting. Delightful diversion.

Alfred Janosky—At Lost Creek. Fighting forest fire near his ranch. Evidently hot sport.

**E. K. Stedman—**Camping at Herrick. Sounds like a future fishing story. It is easy to catch fish in a story.

**Miss Alice Campbell,** daughter of trainmaster Campbell and wife of St. Maries, is now enrolled as student at the Washington State University in Seattle.

**Train baggageman E. M. Christie** is back on his run after an extended vacation spent with relatives and friends in Michigan. He wound up with a short flier in Portland.

**Passenger brakeman F. H. Walters** and wife announce the arrival of a daughter. Congratulations are extended.

**Miss Gladys McFarlane,** daughter of traveling engineer Thomas McFarlane and wife, of Spokane has secured the position as musical instructor in the public schools at Cheney, Wash. Miss McFarlane is an accomplished musician.

Hello, Nora—did Peggie peg out?

**Cashier W. L. Rambo** of Spokane and family have returned from an extended visit with relatives and friends in Des Moines, Ia.

**E. A. McCarthy** is the new stenographer in Mr. Clemons' office. He hails from Stillwater, Minn., and takes the place of Mr. Howard, who is now assistant material clerk. Jimmie Kearnes is to blame for all these changes. He forsook us and went galloping with the G. N. Ry.

**Conductor Chas. F. Boyer** is visiting the old home at Decorah, Ia.

**Passenger brakeman L. Michels** and wife spent the latter part of October with friends at Plains, Mont.

**Conductor Ed McSorley** is again at work after a long siege in the hospital and administrations of the surgeon's knife. Ed says he is feeling lots better and we hope this feeling will continue to grow as long as he lives.

**Correspondent V. P. Ross** of the Pend O'Reille line has resigned his position and is now giving instructions to the officials of the O. W. R. & N. They know where to seek for good men.

**Mrs. A. L. Meeks,** wife of Conductor Meeks of Spirit Lake, was a recent Spokane visitor.

**Operator D. Wilson** and wife of Plummer were brief visitors in Spokane during October.

**Wm. Chipman,** general yardmaster at Savanna, took in the opening game of the World's Series at Chicago. Did you go to the Galena Fair this season, Chip?

**Mrs. Harry Hook,** wife of Conductor Hook of the Pend O'Reille line, was visiting in Spokane a few weeks ago.

**Mrs. Patrick Costello,** wife of the yard foreman at Spokane, has returned from an extended visit with friends in Wisconsin.

**Mrs. J. L. Forward,** wife of the O. S. & D. clerk in the Spokane freight office, has returned from a visit in the east.

**Nora,** again: If you will stretch your arms westward next time, instead of towards the east, I will come on a special. I cannot understand why you were so careless in picking out the points of the compass.

**Mrs. J. B. Sheppard,** wife of Conductor Sheppard of Spokane, visited friends in Ellensburg.

**Lula and Leatha Maddex,** children of Foreman Maddex of Lind, were visiting in Spokane.

**Mrs. F. E. Stewart** and daughter, Frances, family of engine foreman Stewart of Spokane, were visiting in Ione.

**Section foreman Frank Liberty** of the Columbia Division has transferred to the Idaho Division. His headquarters are at Plummer.

I saw **Billie Jones** the other day and he promised to send in a few items for the December number.

**Frank Kinney** has been appointed station agent at Malden.

**Conductor Frank Beal** has returned from his ranching operations in Dakota and is again punching fac—I mean tickets between Spokane and Seattle. Frank says the rancher's life is the dope when some one else does the work and you can stand around and be boss. He also says he personally considers himself an up-to-date boss, but is very reticent on the ranching proposition.

#### Chicago Terminal News.

*Catherine M. Bartel.*

**George P. Leatherby,** the "Onion King" of Newland, Indiana, formerly a switchman at Division street, blew into the superintendent's

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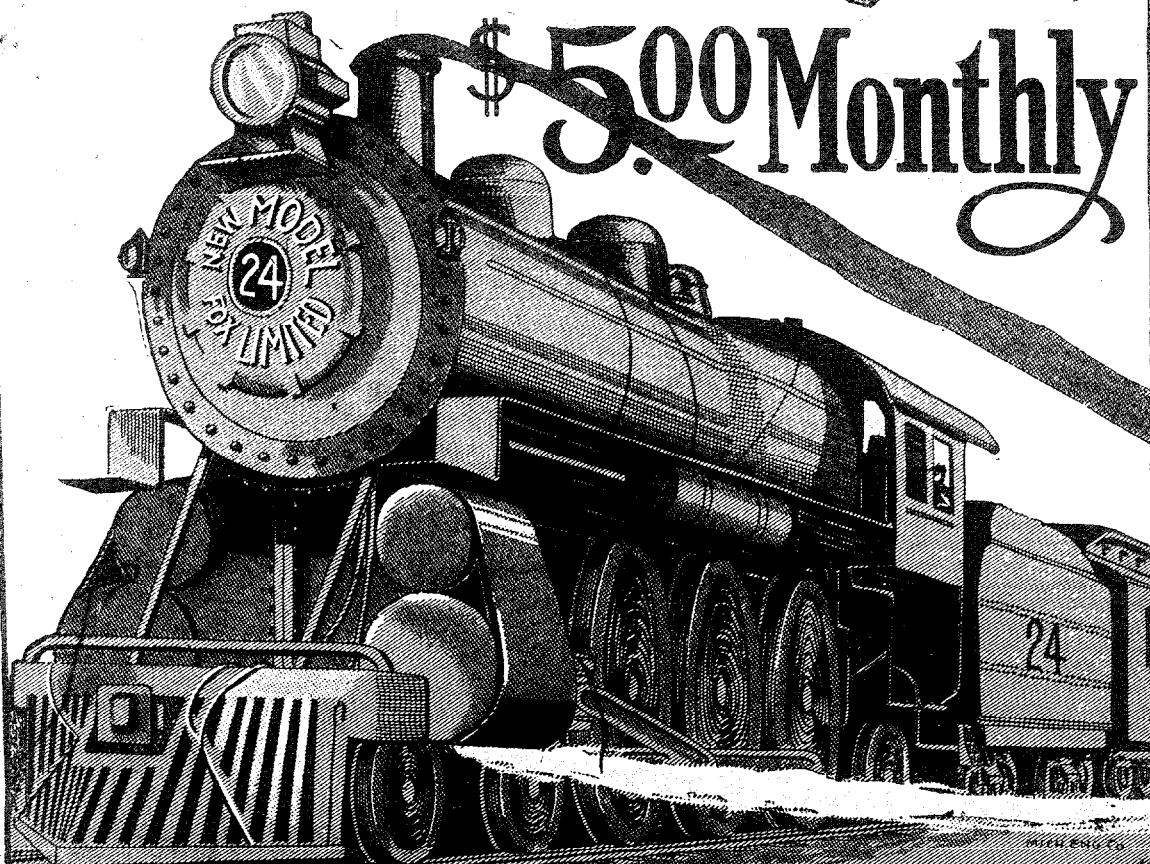
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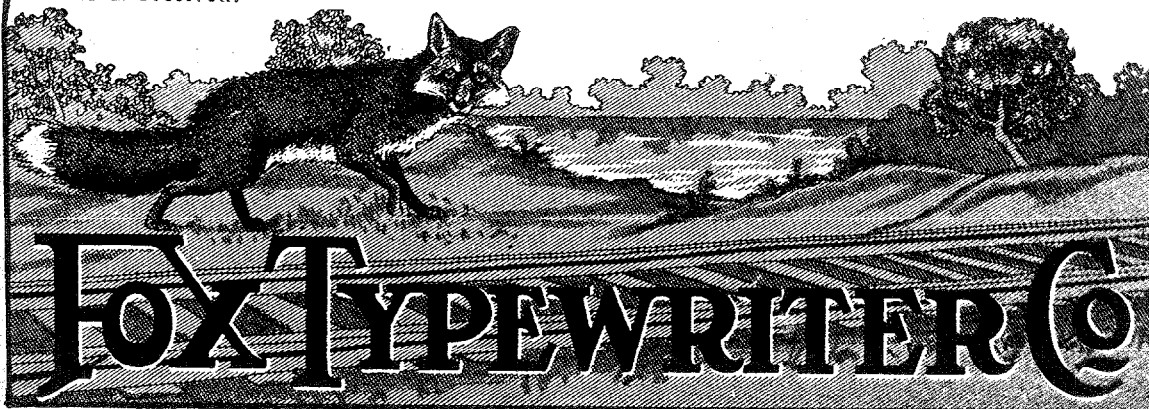
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office on October 12th, for an extension of his leave of absence. He reports "onions doing nicely."

Mrs. Hazel Tanning, wife of switchman Tanning now in the army at Houston, Texas, is visiting her husband at that point. Mr. Tanning enlisted shortly after war was declared.

Switchman C. A. Broderson and wife are spending a few weeks at Arcadia, Florida.

Switchman W. J. Ryan is now with Company L, 344th Infantry, Camp Grant, Rockford, where he is becoming a real soldier.

It is with sadness and yet gladness that the boys at Division street see Andy Hecksweiler leave their ranks. Andy received a rather enticing offer from one of the industries in the vicinity and like a bashful maid, accepted. Simply another successful graduate of the "Island Traffic School."

Some more publicity for the Island Quartette. Mr. Le Gros, car order clerk having somewhat a weakness for good music, invited, or rather requested, the song birds to dine at his home, and incidentally a few "odl timers."

Harry Griepke, for several years clerk at Division street is now at Rockford. His smiling face is surely missed by the old and young on the Island, also his many friends along the C. & B. "pike." If Harry performs his new duties as well as those of the past we can predict nothing but the best for him. With the departure of "Grip" the once famous Goose Island quartette is no more. Never again will those harmonic melodies invade the peaceful haunts of Gander Bay.

On October 11th, about 9:30 a. m. fire was discovered in C. R. I. & P. coach No. 451 while standing on the storage track in Western avenue coach yard. Engineer Walter Jackson and Fireman N. Weidl were preparing an engine for one of our most important runs at the roundhouse when they discovered the end of coach on fire from an overheated stove. Their quick presence of mind called them into volunteer service and they formed a bucket brigade under the supervision of Chief Dispatcher H. Schroeder and one of his trusty lieutenants, Emil Lantz. They passed buckets of water from tender of engine to Engineer Jackson who was on top of the coach. The fire was soon put out, but Engineer Jackson suffered quite a wetting also a little singeing of his beautiful black mustache which was greatly admired by the female sex from far and near. He is a very modest man and he desired that no mention be made of his heroism and bravery, as he stated it was an instinct born in him and would die with him to always protect the company's property.

#### Scraps from the West End.

I. A. B.

Girls, have you selected your soldier? If not, and you are having any trouble in this regard, apply to Superintendent Richards, Tacoma, who promises his personal aid.

Of course everyone has been over to the cantonment at American Lake. No? It is one of the sights worth seeing. No one should miss it. Ye, big (in authority only, and not in size) editor, was in the west recently, and of course she had to go to American Lake, and equally of course, I had to go with her. Agent Alleman of Tacoma (everybody knows Mr. Alleman) took us in his machine and if I ever made fun of a Ford I apologize. Yes, sir, it rambled right along there and back without a murmur.

People who have never visited a modern military training camp imagine it is a small village with a few soldiers marching up and down, swinging their guns and looking handsome, and are liable to give you messages to deliver, such as "If you see my boy Bill, ask him if he got the cake I sent him and why he don't write." The people of Tacoma know better. My friends, do you realize there are 70,000 acres in that cantonment? You drive up and down streets lined with long buildings, each one large enough to hold in the neighborhood of 185 men. You can't even think in terms of one. Two hundred and fifty Bills, Johns, Joes, etc., may be seen marching along the large drill ground and they hardly make a blot on the landscape. The sandy prairie, the clustering buildings and the constant stream of men, men and more men, moving here and

there after the manner of that much quoted, but still meritorious ant, give you such an idea of size that it takes your breath away. There were at the time of our visit something like 38,000 men encamped there and it filters through the back of your brain, "If one woman knits one-third of a sleeveless sweater a day, how long would it take the women of Seattle to supply the army post?"—and you give it up, and stop to admire the yard of one of the buildings which has been ornamented by the company inhabiting it with a border of stones and small fir trees. You visit the Y. M. C. A. camp, comment favorably upon the K. C. ball and think the building for the entertainment of women and girls visiting their soldier relatives and friends is a fine thing. You would like to see the men you know whose company and regiment you are not familiar with, but ye gods, how would you find them?

There are, no doubt, many unpleasant things about camp life, but as a whole you are impressed with the healthy appearance of the boys. Above all is the feeling of wonderment that such a complicated machine could be set in motion in such a short time and you go away with an added respect for the efficiency of your government.

Upon my word! Well, I want to know. What is the meaning of that crowd around the car service door? Oh! Lawrence Augustus West, Jr., September 28th, 8½ pounds. Mother and son doing fine, but Law, Senior, about "all in." Between bites of candy we endeavor to form words of welcome to Law, Jr., and hope he will be President and everything else when he grows up.

This also reminds us that H. J. Whatmore of the engineering office has been the fond possessor of a new son for some six weeks. They haven't been able to decide on a name yet. Maybe my readers will have some suggestions to offer. As both sons, West and Whatmore, are so near of an age, we don't know how this Presidential matter will be settled in the future, but may the best man win.

Rushing back to the car service, we announce the prodigal son has returned, or speaking English, Val Spies is once more holding down a desk in that office. The only thing conspicuous by its absence in the joyful reunion, is the fatted calf. On account of the high price of beef and the appeal to conserve the live stock of the nation, they refuse to slaughter one in his honor. Presume this is O. K. with the calf, anyhow.

Once again rushing down the corridor, we bump into the engineers' office and learn Mr. Reeder is in Ashville, North Carolina, called there by the illness of his sister.

To save further steps, we pick up the information that Miss Bates has moved into town and taken an apartment for the winter, and that Miss Braun, while she makes no rash promises and will not commit herself in anyway, thinks she is going to begin to knit for the soldiers soon.

H. P. French of the claim office is back from a trip to Chicago. He says there is too much money in that windy city. What do you think of that? How about it general office employees of the lines East? Where do you get it and what do you do with it? Let us in on the secret.

And now in the presence of these witness, K. L. Boetsch of the general freight office and Miss Minnie B. Nilson were on September 15th, joined in the holy bonds of matrimony. The office force watched carefully but after a period of two weeks, decided friend wife must be a good cook and the biscuits agreed. Congratulations Mr. Boetsch and the best of good wishes to you both.

James Spencer Eccles called the other day and stayed just long enough to get his picture taken as a part of the general superintendent's office force. He says the Cowlitz, Chehalis and Cascade runs through an extensive farming and dairy country and he expects to handle a lot more freight than the Milwaukee if you give him time. He cordially urges everyone to come and visit him, offering as a special inducement a long ride over a corduroy road. If the victim survives this treatment he is sure to be benefited, and it is recommended as a certain cure for a grouch.



Miss Wing of the purchasing department, packed up her typewriter supplies and flitted to Tacoma to accept a position with the Durham Colliery Company at quite some increase in salary.

E. Hanson of former football fame when the Milwaukee "Giants" used to win every game, is now chief clerk for A. J. Hillman. Simply a case of hitting the ball.

I think I'll join it. Join what? The First Mistake Club. I'll have so much company around the general offices and it is such an alibi. All its members have to say is "That's the first mistake I ever made." This order is unusually popular among chief clerks, but anyone is eligible who can conscientiously make that statement.

She's in town, Nora B. A diminutive person burst into the office announcing she was "Peggy" and wouldn't I please let her have the September Magazine quick so she could see what Nora B. had said about her? Says to tell you she is awfully sorry you didn't get a bath, but better luck next time.

#### La Crosse Division Doings. Guy E. Sampson.

Well, we have returned from our vacation, which was spent on the Pacific Coast. We had the pleasure of meeting our correspondent McAvoy at Mobridge and Peggy at Deer Lodge, on our westward trip, but on our return trip was unable to locate either of them. Were informed that Peggy had taken a vacation, but we are only hoping that she has not been stolen by any single man or captured by any other corporation for we will sure miss her items should she never return. We also met the correspondent from Tacoma (not yet a member of the M. N. G., but soon will be) and had the pleasure of a long visit as she returned as far as Minneapolis on the same train we were on. We called upon Mr. Garrison, district passenger agent for the Milwaukee at Portland, Oregon, and found himself and his staff of able clerks busy as bees handing out the correct dope about the famous Milwaukee route. We can recommend that office as one of the places our readers should visit when in Portland. Also met the conductor, George Davenport, at Avery, Idaho, and engineer Charlie Davis at Deer Lodge, both former La Crosse Division employees. Through the kindness of officials and employees we were permitted to ride in one of the famous electric engines, and we can now realize what Nora B. means by "motoring up and down the hill." While we were not able to see Nora, we did inquire if there was a water car at her station yet. Also met "Sted" at Spokane and had a five minute visit with him. Altogether we had about the best six weeks we have ever had the pleasure of enjoying.

Upon our return we found business booming on our division and everybody working hard to keep it moving. Business that had been temporarily run over other divisions on account of the congestion at Milwaukee has been put back the direct route and is sure making the best of time to its destination.

The summer passenger business being over, our extra passenger conductors Daniels, Shaffer, Morehouse, Larkin and Lynam have folded their uniforms and carefully laid them away for the winter and donned overalls and woolen shirts and are jogging along behind 85 box cars.

Passenger brakeman Frank Harrington, better known as "Sport Harrington" on account of his great love for fishing and hunting, and the unexcelled success he has every time he takes his string of fine dogs and his gun out, will spend a few weeks at Minneapolis soon, taking in some of the fine shooting around the lakes near that city. Just right, "Sport," go after the ducks, but don't bother the chickens.

Conductor James Usher has gone to Ohio to visit a sister whose health is very poorly. J. P. Moran taking James' place on the Watertown-Madison run.

The switch engine at Watertown now supports two crews and they are some busy bunch, too.

Engineer A. F. Chapman is now the man that handles the engine on the Watertown-Madison. Can't say how long, for they change there as often as Nora changes water cars, or almost.

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Conductor H. B. Stowers and wife were called to Lyndon October 14th account of the death of Mrs. Stowers' mother, who had been sickly for the last year. The sympathy of all co-workers is extended to the bereaved ones.

The terminal bowling team at Madison took a trimming from the La Crosse division team October 13th, and, too, after making the remarks that they could defeat any bunch of "hogheads" with one hand in the pocket. They have now learned that it is best to brag after the game and not before. The score stood 2,499 to 2,246 in favor of the road boys.

A steam shovel has been put in at Portage sand pit and the filling around and over the new concrete subway at that place is now being done. Everybody glad to see the subway ready for use as it will close up two crossings in that yard.

Martie Larkin off a trip or two entertaining relatives from Chicago.

On September 28th, born to Conductor Wm. Colgan and wife a daughter, and on September 30th there was born to Conductor Art Levans and wife a son and two prouder daddies no one ever saw. All doing fine, fathers and mothers happy and the children doing lots of kicking, but not saying a word as yet. Both photos later.

The new string of high power electric lights on the platforms at Camp Douglas and New Lisbon sure fill a long-needed want as they are both heavy transfer points for passenger service.

We have often heard that "All things come to them that wait," so we were not so much surprised to learn upon our return that Conductor Wm. Leslie and Engineers Mike Woolly, George Bethke and Walter Usher had all departed from the ranks of single blessedness and joined the ranks of double usefulness. Yes, every mother's son of them went and took unto himself a wife, and every employee on the Lax Division surely wishes them an abundance of joy in their old age.

We all enjoyed the notes from our boys in France and assure them that we are just as glad to hear from them in the magazine as they are to get our items from Home. Come again, T. P. and all the rest.

Mrs. Stowers, wife of Conductor Stowers, visited at St. Paul this month.

Conductor E. J. Brown had the honor of running the first special train over our division occupied by Mr. Byram, the new president of the Milwaukee.

We are grateful to Mr. Swartz for writing the items for the October magazine. Were also sorry that our September items didn't get to the Editor, for in them we tried to get word to the "Boys in France" just what our division had done towards the "dime fund" and especially the bridge yard employees at Tomah who subscribed to the man, swelling our list to over a half a thousand names.

No doubt we are missing some news this month but being away for nearly two months one doesn't see nor hear it all, and who is going to make it a point to see that the correspondent gets the news? Ask something easier, please.

### East Prairie du Chien Division Notes.

M. Murphy.

Conductor and Mrs. T. Callahan, Milwaukee, announce the marriage of their daughter, Marie, to Claude Michels, at Medicine Hat, Canada.

Engineer T. Dempsey, Waukesha, spent a week at Rochester, Minn. Fireman W. Zunker fired the switch engine while he was absent.

Conductor T. Leahy has returned to work after a pleasant vacation. Conductor Transfelder had charge of his run on trains 21 and 6 during his absence.

Roadmaster and Mrs. J. Murphy, Waukesha, took in the Roadmasters' Convention at Chicago, Ill.

Brakeman Irve Garner and Norbert Barry were called into the army in September. Brakeman Clifford Peffer and Fireman J. Marsh have been drafted and passed the examination, but have not left for training camp yet.

Brakeman and Mrs. Karl Westphal, Milwaukee, have a baby girl. "Congratulations."

Brakeman F. Hardy, who was injured in an accident, is back working again, but still has his nose plastered up. Hope it will be O. K. soon, Frank.

Engineer H. Klatt is back working after a vacation.

The carpenters have done some repair work to the freight house at Waukesha.

Conductor J. Cavaney is back on the job after a five-week vacation.

Engineer J. McCarthy has returned to work after spending his vacation at Eagle Lake.

Conductor Bradford was off duty a few days. Conductor Callahan relieved him.

Engineer D. Slightam laid off for a few days. Engineer Ollis Johnson had charge of his run during his absence.

Baggage man E. Horr, Waukesha, had his foot badly injured in an accident at McGregor.

Conductor E. Wheeler, Madison, was called to Waukesha by the death of his mother. The employees extend their sympathy to Conductor Wheeler.

Conductor and Mrs. C. Rosellen, Waukesha, were visitors at Milwaukee Sunday.

Brakeman Clifford Peffer has returned to work after taking a vacation.

Engineer J. Mills is laying off at present. Engineer J. Durlish has charge of his run.

Conductor J. Cavanaugh, Milwaukee, is taking a vacation. Conductor T. Calahan has charge of his run and Conductor C. Rosellen has charge of the switch run at Waukesha.

Mrs. H. Bensing, wife of Car Inspector H. Bensing, Waukesha, enjoyed a trip to Battle Creek, Mich.

The roundhouse at Waukesha was damaged by fire.

Mr. Hogan from Ladd, Ill., has been appointed roundhouse foreman at Madison.

#### Notes from Office of Auditor of Traffic.

*Irma Ahlbeck.*

L. B. Juneau, application clerk, was overtaken with a paralytic stroke. His return is doubtful, but we hope he will soon be with us.

Sergeant Belzer and B. D. Strumpf have returned from Springfield to their respective places in the office. No doubt their anticipations were shattered in not reaching France.

Miss Kathleen Magee, head stenographer, is going on her vacation to do her Christmas shopping early. Miss Evelyn Coomber will act as head stenographer during her absence.

Of course, you all know that Miss Jessie Balcom is engaged, but she has also had shattered anticipations of marrying a soldier, account of his return from Rockford with an arm broken in two places. Jessie, think of all the advantages you will have.

Talk about doing your bit. You should have seen the office force folding and sending away the large posters on the second liberty bond. It took them just one hour to get rid of 2,000 of these, and, believe me, it was done neatly under the capable direction of Mr. Lewis.

I noticed there were a few brilliant poems and patriotic sayings mentioned as the work went along. One of them I remember was as follows: "Well, here's the second Great Liberty Bond, And I hope purses will open with a cheer, To support Uncle Sam in condemning a hound And make it up by drinking less."

#### Notes from the Ticket Auditor's Office.

*G. M. T.*

Well, the boys of the Home Guard, who were in training camp at Springfield, Ill., about three weeks, have finally arrived home, safe and sound. It does not look like the training has hurt a single one of them, to the contrary, they look finer than ever.

I guess California must be a wonderful place, all right, judging from what May and Clara say and this is also borne out by the fact that Ethel Hutchinson and Cecelia Neifing decided to spend their vacation in the west, going to San Francisco, Los Angeles, Salt Lake and Colorado Springs.

This time we have another wedding announcement to make. On September 26th Agatha Mundelius was married. Mr. and Mrs. Vollmar are spending their honeymoon in the west. So far nobody has heard a word from them, let us hope that they do not forget to come back to Chicago. Just the same, we all extend our congratulations and best wishes for the future to the happy couple.

J. E. WOODARD  
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Vice President

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Some of the girls are getting very industrious with their knitting; while Myrta Given was in Ohio she was taught how to knit a sweater and the other day Marie Kennealy mentioned the fact that she was going to knit wristlets for the soldiers. Good work—keep it up.

Tribby Murfay returned to Chicago a couple of weeks ago, having spent her vacation in Marion, Ohio.

Here's something that might be of interest to you. A few weeks ago Vincent Coughlin, who enlisted in the coast guard has been assigned to the "Tuscora," left for France.

Walter Carrow answered the call to duty and has been assigned to 333rd Machine Gun Corps, stationed at Camp Grant.

Frank Werner has earned deserved promotion from private to sergeant of his company of the New National Army at Camp Grant.

It was too bad that some of the fellows got left in securing tickets for the "World's Series," but cheer up, you were not the only ones.

Last, but not least, a collection was taken up in the office and it is understood that quite a contribution was offered for "smokes for the boys at Camp Grant. Also, a collection was taken up for the benefit of the Chicago Library War Fund.

#### Car Accountant's Office.

*Sis Hopkins.*

Alma Schultz has left us for a while. If it were not for the presence of submarines in the Atlantic, we would say she had gone to Paris for her trousseau.

Our Tatting Club has just initiated a new member. "Pinkie" is some tatter. Are you knot Mary?

Some of our disposition clerks gave a farewell party to Art Rahn, who leaves for Rockford soon. All we know is that Hoy, Doyle, Hanfler and Jones attended the party. Why the secrecy boys?

Our ice man has an understudy. Norman Hansen will be a full fledged ice clerk by next summer.

E. Doyle is exclusive Agent for the new automatic door mats. Anyone wishing one should communicate with him at earliest date.

How Cupid does love to shoot his darts among us. We offer our heartiest congratulations to Mr. Bauer of Mr. Kilgore's office. Take good care of her Paul.

Mrs. "Dr." Gibson is with us again, and judging from the number of patients she has had, everyone was saving their ailments until she returned.

C. Denz spent a day in Rockford recently getting acquainted with the place.

Some people think bald heads are caused from over work of the brain. We know they are caused by the frequent tipping of the hat to the ladies.

#### News Items, Freight Claim Office.

Miss Florence Moland left the Freight Claim Department to accept a political position but changed her mind and is now working in the Purchasing Department.

Miss Agnes Johnson has also resigned and is now employed by a Chicago commercial house. Miss Johnson had been with the Company many years and the office does not seem the same without her smiling face.

Henry Wille made a good record on his test before the Army examining board with the exception of his eyes and they finally decided not to accept him. He is back holding up his corner of the Rate Desk and is having his eyes treated by a prominent Glen View Oculist so that he can get in next time.

George Drakeman has informed his friends that he has solved the problem of procuring a winter overcoat and a new suit of clothes. It seems that the World Champion White Sox had something to do with it.

Charles Wardill who was employed in the office some years ago as correspondence clerk, is back again. He is now investigating Loss and Damage claims and says the C. M. & St. P., is the World's Greatest Railway.

W. C. Sievert is looking for a first-class detective who can locate certain unknown parties. His home was recently ransacked by burglars during the absence of the family and all of their winter clothing stolen.



Miss Mabel Sandvig

#### Coast Division News Items.

*H. F. Love.*

#### "Who's Who and Why."

Yes, boys the above is an excellent likeness of Miss Mabel Sandvig, who is now sojourning near the Twin Cities. She has not left the service of the Milwaukee, but is just taking a much-needed rest from her duties as stenographer to Mr. J. F. Richards, Superintendent Coast Division, and correspondent to the Magazine.

We just received a postal from Miss Mabel, with the first news line reading as follows: "Met G. E. Sampson of the LaCrosse Division— (No, we are not jealous), and the last news line says: "Just had a fine time." Of course, there may be no connection between the two lines mentioned, and we are not going to quote the entire missive, not even for Mr. Sampson's benefit.

It is not necessary to explain just how or when we got the above picture, but we will say that the regular correspondent doesn't know we are sending it in. How do you like her smile, boys? Girls are not required to answer the above question.

Hurry home, Mabel, we await your return with open arms.

Engineer Patrick J. Morrissey made us a visit a few days ago. Pat informed us he wants to go to Russia and run a railroad. He also says he has had twenty years experience, trying to land a wife in this country with no luck, and thinks a strange country might help some. Girls, Pat has a Buick besides other accomplishments.

Engineer Hiram M. Clark, who has hibernated around Cedar Falls the past few years, came to town a few days ago. He has a car (we do not care to advertise the name). It was a perfectly good car for roaming up and down the mountain roads, but refuses to work on pavements. Well, Hi sent his family on to Tacoma via the Interurban, and arrived at 5:00 a. m. with the car.

C. D. MacLennan, demurrage clerk at the local freight office, has made arrangements to fast until pay day. He couldn't pick a winner in the World's Series.

Fred (Pug) Bennett won a dime on the World's Series. We hope he buys a package of Peerless, as it makes us nervous to see him begging all the time.

Miss Annette Clemetson, who is filling our correspondent's place as private secretary to the Superintendent, says we should emphasize the fact that Mabel is taking a "much needed rest." Annette is having some trouble about "Pieces of Eight," etc., but is on the job. We have her word for it that she is an "unclaimed treasure," and we believe it.

Ye Editor, Mrs. Kendall, accompanied by Seattle Society Editor, Miss I. A. Bath, paid Tacoma a flying visit a few days ago. Agent Fred

J. Alleman acted as their guide while in town, and believe me, Fred and his "Lizzie" are some entertainers. Come again, good people.

While we did not have the pleasure of meeting Miss Bath, we feel it our duty to give the boys on the line a few pointers. We overheard her say that she is entirely satisfied with her name, as it is a good "clean" name.

Joe Gengler, of superintendent of motive power office fame, just returned from a visit to his old home, Dubuque, Iowa. Joe has some good stories about the large crowds outside Comiskey's ball park, but can't give any information about the game. Guess he didn't get up early enough.

Secretary of the Treasury McAdoo arrived in Tacoma special via Milwaukee. He took one look at the station, then one glance at the remains of "Old Glory" floating above the imposing station structure and—to save space—we now have a movement on foot to get a new flag, but the same old station is here.

Mrs. Charlotte W. James (no relation to the renowned Jesse) has resigned her position as stenographer in Superintendent Richards' office. She leaves November 1st for her new home in Bremerton, Wash., where her husband is employed by Uncle Sam. As we are advised there aren't any vacant houses in Bremerton, we expect they will live under a tree, but we don't care, we will call on them anyway.

Miss Ruth Phelps, stenographer to Mr. Rusch, has a new automobile (not a Ford). Ruth says she couldn't make a hit without it. Come on, boys, now is your chance.

Miss Eloise Bligh, assistant timekeeper, has a new dress and says she doesn't know whether she likes it or not. Put it on, Eloise, and let us decide for you. We have a national reputation for opinions on skirts.

Mrs. A. H. Clarke is now holding down a position in Superintendent Richards' office. Jo used to be with us before she made the big jump into matrimonial blessedness, and it is just like meeting an old friend to have her with us. Mr. Clarke is an honor man with the Coast Artillery and changes his address about every day. He is now "somewhere," but Jo doesn't know just where.

Someone said that our chief timekeeper, H. F. Love, writes like a lady. We can tell you that he doesn't chew tobacco like a lady, or he doesn't swear like a lady, either.

(Last paragraph not censored.)

#### Around the Railway Exchange. McE.

Since the war we have heard many accounts of the successful climbing of women—God bless 'em—right into the men's vacant business chairs. It is true these women are now "doing a man's work." There are several pleasant feminine faces here and there around the Railway Exchange offices, faces that will in all probability smile for many a long month to come. They are the ones who have succeeded those who are "making the world safe for democracy."

The rearranging of offices at "the front" was completed some time ago. An enjoyable time (?) was had by all when the work was on. For days it looked as though a Zeppelin had visited Michigan avenue and Jackson boulevard. There was debris everywhere.

Joseph Caldwell is talking of a duck hunting expedition, the scene to be "somewhere in Wisconsin." Last year Joe was able to cut the H. C. L. by shouldering his trusty gun and seeking the birds just after the season opened. It is said that Mrs. Caldwell had suspicions that at least a few of the wild ducks were brought down by another hunter, and promptly sold to our friend. But Dame Rumor is not always to be believed, and Caldwell says 'tisn't so.

W. B. Dixon of St. Paul swung through the city a few days ago with the veterans of the civil war, en route to their annual encampment. Some of the old fighters under Sherman and Grant and Lee told of the "kind and considerate attention" shown by Dixon and A. L. Eldemiller, Indianapolis, on the trip.

A. C. Salda was one of the intensive gardeners last summer. It is said that he raised enough fruit and vegetables to supply him for the winter. "I wanted to do the patriotic thing," said Salda. "It was one way I could help and I'm glad of it. Next year I may do better."

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Your business appreciated be it ever so small

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Basin Territory**

WE SOLICIT ACCOUNTS OF THE RAILROAD MEN

## First National Bank of Roundup

ROUNDUP MONTANA

*"The busy bank of the Musselshell Valley"*

Safety Deposit Boxes For Rent  
Railway Pay Checks Cashed Without Discount  
Interest Paid on Time Deposits

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**H. P. LAMBERT**  
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Hoge Building

Seattle, Washington

Capital and Surplus - \$ 800,000

Total Assets over - \$5,100,000

**JAMES D. HOGE**  
President

**N. B. SOLNER**  
Vice President and Trust Officer

We solicit your Northwest business  
We pay interest on saving accounts



Miss Ella Vanderberg spent her vacation around the Twin Cities and Omaha and Kansas City and Excelsior Springs. Her home town, Elgin, where Frank Kirkland, Granger Smith et al. live, saw very little of her. Of course, she likes Elgin, but then—.

H. I. Hipsley has been doing quite a little traveling lately. It is said that he has been flying around in all directions. Oh, yes, he is back at his desk every morning, but you ought to hear what Mrs. Hipsley has to say.

W. J. Kane is one of the enthusiastic Berlin busters at Camp Grant. Bill has been in training for some time. He looks the part. One of these days, perhaps, he will be slipping out for the long journey that leads "over the top," and we know he will give a good account of of himself. Our very best wishes go out for the boys who have been called to the service. The Railway Exchange has lost many, and quite a few are missing from Cal N. Souther's office and the offices in the Marquette building.

Stanley Roberts and Ray McAllister are happy and have been for some time. Well, why not? Noticed the good work done there the past few months? Every shot straight to the target.

"Henry, I'm glad to have been with you, glad to have had the many nice things you prepared for us. Some day I trust we will meet again. Until then, Henry, my very best wishes. You have been very kind. Goodbye." That was the parting when Col. Roosevelt reached out his hand in kindly feeling to Henry Daniels, who had accompanied him on his trip west late in September. Henry Daniels has made more than one extended trip with the Colonel. Let's hope he has many more.

John Phillips of Mr. Caldwell's office is doing the very thing that older men have vainly tried. Ed Swanson says 'tis a thing impossible for at least five years, but lo and behold, the black thing is mounting, mounting, ever mounting. "Camouflage, camouflage," they whisper, those who have seen it.

#### Pebbles from the Musselshell. Grace Hardman.

Mrs. Irena Manghan, mother of C. W. Manghan, dispatcher at Melstone, returned home the last of September from a visit in South Dakota. Trainmaster Ross visits Melstone quite frequently. The boys are always glad to see Mr. Ross.

L. L. Conway visited relatives in Seattle the latter part of September.

Born to Brakeman and Mrs. Jack Montgomery, September 20th, a son.

Brakeman J. B. Hansen and family returned from their visit to Missouri and reported everything looking fine down there.

Private David H. Coey of Company B, 163rd U. S. Infantry, former brakeman of C., M. & St. P., stopped off at Melstone on his way home to Miles City. He expects to leave for Charlotte, N. C., on the 22nd of October.

Engineer Dan Drake and wife have returned from their trip to the coast.

Mrs. A. A. Arnold, wife of Conductor Arnold, is visiting friends and relatives in the east.

Alvin Wirth of Wisconsin moved his family to Melstone the first part of October. Mr. Wirth is working on the "Rip" track.

Mrs. Chas. Long of Malden, Wash., visited with the correspondent the latter part of October.

Brakeman Housman is back at work after a two weeks' lay-off.

Harry Oliver, engineer, is on the switch engine at Melstone for a few days.

H. Spencer, superintendent, was in Melstone one day the forepart of October.

The little daughter of Car Inspector B. E. Knight of Melstone, is reported quite sick.

Conductor Ed. Strible was called to Miles City on account of his little daughter being sick.

Engineer H. Irland is back on Carpenter Creek mine train after working east of Marmouth for the past two or three months.

#### R. & S. W. Division Notes.

H. J. Beamish.

Born to Conductor and Mrs. D. Desmond, October 14, a girl.

# Savings and Health

Are the few dollars saved regularly in the past year going to take you somewhere this summer where "change of scene and ozone" will equip you for a successful year ahead.

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.

Saving brings happiness. Gives you self-confidence. Makes you ready for Opportunity. Keeps the "wolf" away.

We help you save. When you get enough, we help you invest. If you don't have quite enough to invest, we will loan you any fair difference.

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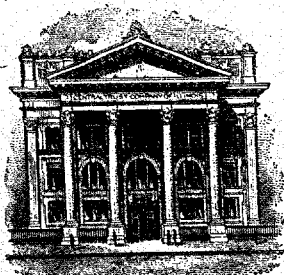
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For Your Savings or Checking Account For the Administration of Your Estate For the Selection of Your Investments For the Protection of Your Valuables  
Capital, \$6,000,000 Surplus and Profits, \$2,500,000 Deposits, \$50,000,000

Engineer Smith and Brakeman Dunlay are on their annual duck shoot.

Rossmiller had Regan's way freight run for a day or two the last of September.

The sympathy of his friends is extended to Conductor Horton. His father died September 18th and a few days later a younger brother fell from a tree and was badly injured.

Chief Dispatcher Hoyer represented "The Office" at the Elkhorn fair this year.

Two cars of ice off the track near Kansasville September 20th put the east end out of commission for several hours.

"Bug" Smith went to Milwaukee the last of September, taking the extra work out of there. He's back on the HGS now on the night switch job.

Chief clerk Chalmers was a business caller at Racine September 27th.

Round house foreman, Gregg, Racine, reported for duty at Battle Creek the last of September but was turned down on defective hearing. If Jack had made as good a soldier as he does an RHF—well they let a general get away.

A bad derailment on the Janesville line caused the detouring of the passenger trains via Corliss, October 12th. Joe Starr and Snively came down and paid us a visit, acting as pilots.

Here's one for C. S. C.—if he reads this dope. Chas. Case dropped in here September 25th and reported to Chicago that he was here. "Good" said Carroll, "I'm glad he's back from that Porter's wreck—he's been there since August 31st."

Conductor Howland is back on 35 and 36, Mattson taking the milk maid and Larkin the red cars.

Conductors McIntyre and Lavin wish it announced that they are in passenger service. They handled the transfer during the derailment at Kansasville, October 1st.

Conductor Carrier had a session with his old friend "Pain" the first of the month. Glad to see him back on the job again.

They tell me that Geo. Passage has the proper way to clear the track of live stock. A pony got in his way, near Rockton, the other day and George climbed out on the pilot, grabbed the pony by the tail and threw it off the track. Bill Hony vouches for the story.

Larkin is relieving Hamer and Regan relieving Thompson on the Janesville line.

Born to Conductor and Mrs. Frank Kennedy, October 9th, a girl.

Conductor Grissinger was off sick several days this month. My, but that Horton is a pest to have around. He took Dave's place. When he wasn't telling how the "Horn Blowers" abused him he wanted to know if "they went out under a tree and chirped when they played cricket."

Oh yes—the "Horn Blowers." As near as we can decide it is a club where assault and battery is encouraged, and murder not frowned on. (That's Horton's version.) The other version is. A quiet social gathering where old rails can assemble and discuss the needs of the company. George Passage is grand master organizer, chief initiator and principal foot. Ted McCarty takes office, shortly, as worshipful grand hornier. The membership is growing rapidly but none but the sturdy should apply. (Just think what the big P would be like, when he really gets good and going.)

Dispatcher M. H. Klugh left October 19th to report to Mr. Foster, at Minneapolis, for service in the Russian expedition. Mr. Klugh has been in the dispatchers office for some years and was one of the best. His friends on the division extend him their heartiest best wishes and hope for his safe return.

Understood when I took this burden that the "division correspondent" would be exempt from slams. Yet, after two years or so, the editor let the Swede hand me that dig in the last issue. Just because his room was a bit mussed up, he got sore. Besides, it was fair week and Saint Peter lays off that week, for fear of having writers cramp.

Relative to that Sylvania derailment:

"We are lost" the captain staggered, as he shouted down the stairs.

But his little brakeman jollied him, and took his icy mitt.

"Aint you afraid?" the captain shouted. And Neils boldly answered—"NIT."

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**CHICAGO**

**RAILWAY TIME SERVICE**

**Tacoma Shop.***J. V. Miller.*

A. C. Beinert, chief timekeeper, is again with us after several months lay off on account of sick lamps. We all hope that he will not wear them out again gazing at the new additions to the office force.

Mrs. Meeker, stenographer, reports a very enjoyable time, which she spent at the Puyallup Fair. She also reports spending thirty five cents on the Merry Go Round.

Phillip Manly, price clerk, is still with us; but he is daily expecting his notice to appear at McNeills' Island for duty.

A general conference of all foreman, storekeepers, and master mechanics on the Puget Sound lines was held at Tacoma during the past month. The visitors were taken to the Army post during their stay and to all the other points of interest around the city of which there are many. They were all loud in their praise for Tacoma and they all agreed that it was the only real city on the Puget Sound Lines. Seattle please note.

Mrs. Carpenter Kendall, editor, spent several hours in Tacoma last month trying to get F. J. Alleman lined up so that he would send in a news item at least twice a year. He promised her that he would try and get time to send in an article on Soya Beans.

It is getting close to the time for Mabel to start our winter series of dances. Brother Bennett, yard clerk, says he is just itching to show them all how he has improved in his dancing since our last dance.

Work is still held up at Tacoma on the new Gondola cars on account of not being able to get the large timbers.

Tacoma shops contributed about fifty dollars to the Greater Flag Fund for Camp Lewis, Tacoma. This is to be the largest flag that can be purchased.

The committee in charge of the entertainment for the visiting foreman wish to thank all those who contributed their automobiles to take the visitors out. They also wish to thank Happy Martin for not getting there on time as there was not enough money left to pay any hospital bills.

Miss Q. T. Rooney submitted samples of some divinity candy some time ago and I immediately placed an order, but up to the present time delivery has not been made. Can it be that there are a number of orders in ahead of mine?

Chester Goiny made a short business trip to Anacortes the first of the month. He reports business good in his ship yard at that point.

L. Johnson, timekeeper, moved into his new office during the past month and he seems to be very well pleased with the arrangements therein.

Harvey Snyder, chief clerk, mechanical department, spent his annual vacation fishing at the narrows. He reports lots of fish; but not biting. This is his usual report.

Roller Inspector Young spent several days in Tacoma during the past month. While here he delivered one of his lectures on the care of boilers to the foreman who were in for conference.

On Friday October 19th our friend Dad Marvin completed 26 years of continuous service with this company and he is now eligible for membership in the Veterans Association. We all hope that Dad will be with us another 26 years as he has always been just one of the boys.

**Notes from Milwaukee.***O'Malley.*

In looking around the terminal we very often see and hear things that are of interest, we hope to readers of the magazine. This time we are going to look around that very busy suburb of Milwaukee, West Allis.

West Allis, a suburban station of the Milwaukee terminals, is now the center of attraction to the manufacturing interests and is rapidly extending its growth to its railroad facilities.

The largest manufacturing industries are located on the Belt Line, owned by the Allis Chalmers Company, with a joint agreement including the C. & N. W. Railway and the Soo Line. The keen competition for the business is a very interesting one to contend with and what service one road is unable to produce, the others

will, in order to receive their proportion of the revenues, and it has always been considered an uphill fight for the railroad representatives in charge.

Through his personality and ability, our agent, Paul C. Dore, manages to remain on top, with a proportion of 75 per cent of the business transacted at this point. Mr. Dore, a very interesting and popular figure as a representative of the Milwaukee Terminals, started his railroad career as a car clerk and has held various positions of responsibility in both the traffic and operating departments, in a clerical capacity, and his past experience has well qualified him for his present position.

The industries of West Allis are many, including the Allis Chalmers Manufacturing Company, the largest in the world, which covers three hundred acres of ground, mostly under cover. The balance of the industries are located on the Belt Line, and with their numerous additions, are not far from reaching their rivals in other districts from a competitive standpoint, which has placed West Allis, among the leading manufacturing localities in the state of Wisconsin.

The products manufactured are many, consisting chiefly of steel and iron, and reach every part of the globe, which keep the office force a very busy family from early morning until late at night.

West Allis also has the Wisconsin state fair in its district, with the most desirable facilities of any fair exhibition the country and through the kind hospitality and prompt service rendered the Stock Exhibitors in the past, by Mr. Dore, the agent, they have never overlooked the opportunity when exhibiting at West Allis, to route their exhibits in care of the Milwaukee road.

Mr. Dore maintains, among his employees, a strict supervision of co-operation with the auditing and claim departments and he feels assured that if every agent will follow his routine in this respect, that is, fully comply with all the requests and requirements desired by these respective departments, each will hold the key to the situation which confronts him, in the performance of his duties.

In consideration of the high cost of living, the West Allis employees have added two acres of potatoes to their surroundings, included in the right of way gardens on the Milwaukee system, and indications point to a bumper crop, which, it is anticipated, will bring West Allis among the prize winners in the garden contest.

This is the first of a series of letters relating to our suburban manufacturing centers, we hope to have one each month, and sincerely hope that they will be of benefit to all employees, and assist in improving the service.

Yardman J. J. Kolley is spending a few days with relatives in Indiana Harbor.

Yardman T. J. Heaton is back on the job again, having been laid up with a sprained ankle for some weeks.

Our usual bunch of fishermen are planning their trips for ducks-deer-fish, etc., etc.; we expect to hear from them later.

The members of lodge No. 863 are as usual doing their "bit;" they are keeping up the dues of all their members who are at the front. Incidentally they are also looking after the needs of the families at home.

Another name from Milwaukee terminals for the roll or honor, Harry E. Olson will report at Battle Creek, Michigan, October 20th.

Yardmaster Art Carlin, just returned from a ten days vacation, seeing the "bright" in Chicago.

Yardman Max Polya was officiating at the "cut-off" during Mr. Carlin's absence, we wonder if that is the reason why Max has the "Camouflage" all over his face.

Theodore Rojeits and A. J. Flammerer spent a few days at Fox Lake, (got this too late for last issue.) They are preparing to go again soon and get some more fish.

Yardman James Burns spent a few days at Watertown recently to view a patriotic parade and buy Liberty Bonds, let us hope that all the boys will follow Jimmies example and buy a Liberty Bond.

Yardman A. A. Lambie and Joe Mess are still on the injured list, we hope to see them out soon again.

**River Division Items.***H. D. Witte*

President H. E. Byram, P. C. Hart, General Manager, J. T. Gillick, Ass't General Manager, J. H. Foster, General Superintendent, A. S. Willoughby, D. F. A., and W. J. Thiele Superintendent on special, were at Wabasha October 9th.

Henry Peterson, yard man, was taken seriously ill on October 12th, and underwent an operation; from all reports he is doing nicely.

A. Dick, car inspector, was among the boys called September 19 for government service, and is now stationed at Camp Dodge, Iowa.

J. C. Houts, car foreman, R. Hansen, car repairer of Wabasha are making an extended visit to the coast. They will visit Seattle, Tacoma, Los Angeles, San Francisco and Portland.

Joseph Schmidt, car inspector attended the Car Men's Convention at Fort Worth, Texas, September, 11th.

Conductor John Hayes is off duty for a few days nursing a sore eye, he is relieved by Conductor H. Young, River Division.

A. M. Brown of Winona, made Wabasha a short visit Monday 15th on his way to St. Paul.

**Kansas City Terminal Items.***C. V. Wood.*

Chief Clerk Vail, superintendent's office, attended meeting of Chief Clerk's in G. J. Bunting's offices, in Chicago, October, 12th and 13th, with reference to revised operating accounts.

Miss Frances Smith, Abstract clerk, Liberty St. Station spent the week end visiting her parents at Joliet, Ill., the early part of October.

Miss Pauline Neher, formerly bill clerk, Liberty Street Station, is now Statistical clerk, in Superintendent Richards office.

John Geary, Bill and Delivery clerk, Baltimore avenue station is spending his vacation this year at Denver, Colo. He is being relieved by Wm. Overstreet.

Miss Lillian Bates has just returned from Portland, Oregon where she has been visiting her parents for the past two weeks. She reports having had a delightful time.

Miss Nell McGraw, bill clerk Liberty Street, was absent from work for a period of four days the early part of the month. While it was rumored that she had gone to France, it was afterwards learned that she was just spending her vacation at Excelsior Springs, Mo.

Those who knew him, will be pleased to learn that D. D. Devoe enlisting as Private in the Kansas Ammunition Train, has been promoted to Corporal. Mr. Devoe, up to the time of enlisting, was freight receiving clerk at Liberty Street Station, a conscientious worker, and well liked by those who knew him.

We are sorry to report that A. E. Rust, formerly Accountant in Cashier Owen's office, has left us, resigning to accept a position in the Union Pacific offices, at Denver, Colo.

It is generally understood that Al M. Linder, Telegraph Operator is getting rich quick account his oil stock. Haven't heard yet what kind of a car he intends buying.

Le Roy W. Leonard, Director of The Navajo Oil, Gas & Refining Co., composed of Railroad employees, reports that they have leased 400 acres of land in Chautauqua Co., Kansas, purchased their own drilling machinery and are at present drilling their first well. A number of our employees are interested in this Company and we all join in wishing them every success.

J. B. Hoverson, assistant bill clerk, spent the week end visiting relatives and friends, at Sabetha, Kansas.

Several changes have occurred in the Coburg Yard district, the last month, Al. Ira having been appointed Inspector, succeeding W. C. Scott, who left us accepting a better position as Inspector, out of Omaha, Neb. Clyde Zane, formerly our night yard clerk, has accepted position as day yard clerk. Harold Austin, who formerly worked for the Company several years ago, is again with us in capacity of night yard clerk.

Melvin Root, switchman, who has been laid up several months with an injured hand, is again on the job. We are all glad to see him back.

George Harris, formerly General Night Yard Master, has resigned his position and gone back to switching, succeeded by E. E. Thelen. Good luck for you, George.

## THE Massachusetts Bonding and Insurance Company

wants to contract with several  
men who are acquainted with

### C. M. & St. P. Employees

We will furnish you with the  
best policies ever sold, will col-  
lect the premiums and will pay  
the claims—all you will have to  
do is to sell the policies.

General Offices—Accident and Health Dept.  
Saginaw, Michigan

## Saint Paul Road Employees

do you realize that it is possible for you to  
have your name on two payrolls—one of  
them that of the railroad for which you work  
and the other the interest payroll of the bank  
where you deposit your savings?

If you live in or near Saint Paul you  
ought to be on the big interest payroll of the  
44-year-old Merchants National Bank.  
Pay day comes four times a year—on the  
first of January, April, July and October.

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

### Merchants National Bank

Capital - - - \$2,000,000  
Surplus and Profits \$2,000,000

Fifth and Robert Streets  
SAINT PAUL, MINN.

The Bank of Personal Service



Miss Martha Brown, first trick operator at Suburban Junction has been off several days the past few weeks account of sickness, but we are glad to report that she is better and will be able to return to work soon. She is being relieved by operator, J. D. McCarthy.

Messrs Jones, Stewart and Wright, switchmen, spent a few days, hunting in the Dawn bottoms last week. Stewart reports they did fairly well but could have done much better had they been able to keep Jones still long enough.

Mrs. J. O. Parks, wife of first trick operator, at Coburg, visited in Laredo last week.

John Mayfield of the Car Department made a flying trip to Laredo one evening last month.

For the information of those who are still in doubt, Harry F. Studt, Assistant Claim Clerk, Liberty Street Station, is not yet married, but from recent announcement in the papers, it is understood that he will be this time next month. He expects to spend his honeymoon in California. We all join in wishing them much joy, and a very successful married life.

#### C. & M. Notes.

*B. J. Simen.*

On October the 9th, a baby boy weighing eleven pounds was born to fireman William Stubner and wife of Chicago.

On October 19th dispatcher Charles E. Shaft left for Minneapolis, he will spend a few days there at a mobilization camp and then will start for Russia where he will be engaged in military railway service. C. E. S., our best wishes go with you and we are ever ready to welcome you home.

Charles Ferrio who has had charge of an extra gang this summer has returned to his section at Watworth.

William Monahan, who has been one of our section foremen on the Janesville Line since the line was built, has resigned and accepted a position with the Rock County Sugar Company of Janesville.

Frank C. Appley, cashier at the old station Libertyville, with his wife spent a couple of weeks vacation visiting relatives at Washington and also Waterloo, Ia.

Conductor J. J. Corbett and wife made a visit of a few days with relatives at Appleton Wis.

Conductor W. W. Hill of Libertyville has not been able to stay with his family for the last few weeks on account of his eighteen months old baby having infantile paralysis and his home being quarantined. The child is getting along nicely and they hope to be out of quarantine within another week or two.

Engineer W. G. Mann, on the Deerfield local, met with a painful accident a few days ago. He had an engine, new from the shops with the reverse lever working hard; and in some manner it jumped to the front of the quadrant and pinched his hand against the boiler head cutting off the end of a finger or two. Engineer George Karch happened to be on the train and brought it through to Chicago. According to last report Wallie's hand is getting along as well as could be expected.

Brakeman John Schmidt is now regular on the Libertyville local taking the place of Brakeman Mick who has taken a regular run on the main line.

Conductor Arthur Slade and family have just returned from a couple of weeks trip visiting in Kansas City and Kansas and Nebraska points. Art is the regular man on the Libertyville local having been displaced from the Fox Lake run by Conductor Kirby.

Conductor "Dad" Strong is pretty strong yet, he has been on one of the Deerfield runs for several weeks and also back on his old freight run, we also see him occasionally doing a little extra passenger work, week-ends in the Fox Lake country.

Engine Dispatcher Joe Jelly of Galewood whose home is in Libertyville, left for Camp Grant a few weeks ago; is now at Hoboken, N. J., and expects to be on his way to France at anytime. We wish all our boys, Godspeed, and hope for their safe and early return.

Brakeman William Barbour, of the Libertyville switch run, is off for a few days. He was called to Indianapolis, Ind., on account of the illness of his wife who is visiting her parents in that city.

The spur track at St. Marys crossing east of Libertyville, and serving the farm formerly owned by Vice President Hilland, has been taken up.

Several track changes have been made to the tracks serving the Rock County Sugar Company at Janesville, Wis. One track of 1300 feet has been taken up, several tracks extended and some new tracks built.

Engineer Frank G. Cleveland and wife are still visiting on the Coast. Frank has not seen his father for many years and is enjoying his visit with the old gentleman at Oak Ridge, Oregon.

Engineer Hiram Robbins is tooting the whistle on the Chicago-Madison runs while Frank Cleveland is laying off.

There has been several changes in signal maintainers on the main line during the last month. C. Laney is now in charge of Rondout, Clayton Lucas at Wadsworth, Emil Wilkomm on section No. 2 and J. A. Munhoff at Ranney. Anton Mattes has been transferred to territory south of Rondout.

Brakeman Walter Griffin, on train No. 146, a few days ago was presented with a fine turtle at Edgerton. Walter is very fond of turtle soup and had invited the train crew, Conductor A. P. Cordes and Baggage man W. J. Shadden, to the big feast when the soup was to be served. The turtle was put into a bag, the bag securely tied and placed in the baggage car in the care of Bill Shedden. While No. 146 was coming into Janesville, Shedden opened the baggage car door, the turtle did a few acrobatic stunts in the sack and the precious package fell from the car into the Rock River. "Muck" arrived just in time to see sack, turtle and all go floating down the river. I didn't think Shedden would do a trick like that, did you?

Miss Caroline and Miss Frances Burke, daughters of Roadmaster M. Burke, of the Chicago Terminals, visited over Sunday with Libertyville friends.

W. C. Geissner is appointed second trick operator at Tower A-68, R. B. Thompson third trick at Tower A-69, J. P. Hanna, agent at Fox Lake, and B. M. Smith 2nd trick at Rock River Tower.

The following is from George E. Campbell, formerly operator at Libertyville old station.

Somewhere in France, August 31st.

Dear Ben:

Just a line to let you know everything is O. K. Am not working yet, but was selected with 30 others to study the operation of the French railroads. Am now at a little station, camping out beside the depot. Fifteen of us are here and we are having a fine time. We have two good cooks and have plenty of grub, our supplies are brought out by motor trucks once a day. The only thing lacking is some good, old American tobacco, we can't buy it in this country for love or money. The French tobacco is rotten. I am not begging but if any of the boys around there have any Prince Albert, Tuxedo or Bull Durham they don't know what to do with, tell 'em to ship it across for I know quite a bunch of boys here who could make good use of it.

I am just the right distance from the front,—just close enough to hear the guns and see the airship battles, but not close enough to get hit; but believe me the St. Paul boys will have some wild tales to tell when we all get back. Our officers are fine and we could not wish any better. I wish we had more enlistments from the C. & M., there are only two that I know of, Pat Campbell, a fireman from Milwaukee and myself. If you were here, Ben, you wouldn't have any trouble getting flowers for the windows. They grow along the right-of-way here, most all kinds, but mostly poppies. We are not far from a village that was destroyed by the Boches. They did not leave much behind them, even cut down pear and plum trees so that it would be a barren country. Regards to all and let's hear from you, soon.

George E. Campbell.  
Company D. 13th Engineers

# **MOTORING ON THE MILWAUKEE.** Up and Down Hill on the Rocky Mountain Division.

Nora B. Still.

This is going to be an "instructive" column this month. Yes, sir. No levity. We feel the need of setting an example in dignified literature on this division, and we understand that being "highbrow" is a serious matter, not in any way connected with that French word—camouflage. Camouflage is right—it means painting up something to look like something else and we've been painting up the lines that ought to be filled by real news sent in by the readers of this magazine so's they would look like a news column. Now we understand it isn't done in the best lit'ry circles and that's our "place in the sun."

Butte Yard Employee: Your real nice letter without any signature was received. Sent it in to the editor, but I don't believe she will use it because she always refuses anonymous contributions. Says if people are afraid to sign their names, what they write may not be true. Of course she couldn't say that about your letter, but she is pretty particular with all us correspondents about wanting the names of the writers and all that,—but your letter was so good, perhaps she'll print it. I sent it in, anyway. If she doesn't use it, this is the only way I can thank you for your interest in the division news column, because I don't know your name; and perhaps she will print this, if she doesn't your letter.

Greetings, Sted. Heard you were "in our midst" again. But where is Peggy? Has she—? Hope not.

Conductor Floyd Sterling is in Seattle part of this month.

Conductor McDougall making one trip on the local, bumped by Conductor Coffin, who in turn was bumped by Conductor Earl Wilson.

Fireman Art Wade is back to work again, after a short lay-off part of the time working in the Piedmont sub-station.

The two operators pulled off at Lennep, sent Miss Peacock to Martinsdale second. Mr. Bothmer is also assigned to third there. Mrs. Chambers is now working third.

Agent Bothmer at Lennep expects to leave soon for Iowa to visit his wife, who is spending the winter at Garnerville, with relatives. Also his new son may have something to do with Mr. Bothmer's haste to leave Montana. Agent Bizer will relieve him.

Operator Callarman and wife, who have been working at Loweth for several months, left the first of October for Virginia, where they will spend the winter.

James Campbell and family are now settled at Willow Creek, where he is agent.

The night office at Selkirk has also been closed and Mr. and Mrs. Weatherly are laying off for awhile.

Bob Nolan and his brother John both left for American Lake the first of October; also Dispatcher Magett and Operator Diheaux from Deer Lodge. Understand there are some others to be called soon, but am unable to learn just who they are.

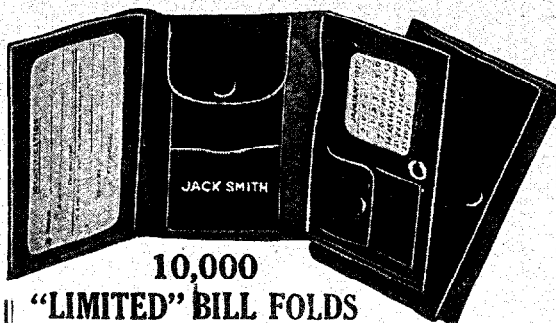
The cafe cars were put back on the trains 34 and 33 again Sunday, September 23rd, and we are all glad to see them on the trains again. Everyone missed these cars and it is a great accommodation now to passengers to be able to get their breakfast and dinner between Butte and Lewistown.

Ralph Hurst, son of Passenger Conductor Hurst, died at his home in Deer Lodge, October 15th. The young man was ill only a short time and his death was very unexpected. He was greatly liked by all who knew him and the sympathy of the division go to his family in their trouble.

The sad news reached us also of the death, at his Deer Lodge home, of Frank Shanley, an old time Milwaukee conductor, on October 15th. He is survived by his wife and three daughters. Mr. Shanley was for many years a passenger conductor on the Rocky Mountain division, and was popular with both the traveling public and his associates.

Dispatcher Otto Linden, off a week moving, was relieved by Dispatcher Thompson. Mr. Drum-

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mond working second and Mr. Schlatz third.

Operator Thompson is now assigned to Cardinal nights.

Operator Fish, who has been working for some time at Sixteen, during the absence of Sam Curn, is now working second at Loweth, with Mr. Gillott on third. The last named operator is a new man here from the N. P.

Editor Kendall was out over the division the first of the month and only saw her "as she passed by" from the rear platform. Better luck next time.

No news notes to help out this month and no way of finding out the "news" without some outside help, so this month's offering is a poor one. Understand there are other correspondents who have the same trouble though, so don't think I am complaining.

### Notes of the Trans-Missouri Division.

Edw. J. McAvoy.

If all railroaders follow the example of the T.M. division, and buy a Liberty Loan Bond, Uncle Sam will have little trouble in raising his three billion dollars, as every one in the offices of the superintendent and B. & B. department at Mobridge bought a Liberty Bond, besides getting subscriptions from many other employees.

Chief Carpenter and Mrs. E. E. Clothier returned home from Fort Snelling and Camp Dodge, where they visited their sons, Clio and Elmer. Clio Clothier, who has been receiving officers' training at Fort Snelling, accompanied them to Camp Dodge and home, having been forced to give up military training, for the present at least, owing to fallen arches developing since he went into the service. Elmer Clothier, who was drafted from Iowa, has received two promotions since going into camp at Des Moines, being now a sergeant in his company.

J. J. Foley, traveling passenger and freight agent of the Milwaukee road, spent a day in Mobridge this month. He has been making a tour of the branch lines and is at Marmarth at the present time.

An unusually heavy passenger traffic is noted on the trains going through Mobridge lately, 250 passengers on No. 17 October 12th, and 248 on No. 16. This was exclusive of any soldiers or recruits going to the training camps.

Engineer S. W. Hull left for De Soto, Mo., where he will join Mrs. Hull, and from there will go to Philadelphia where he will take a position as machinist at the Cramp Shipyards, assisting in the government work of getting ships afloat in the quickest time possible. Mr. Hull has been running out of here since the early part of 1910 and expects to return to this city next year.

Field Engineer R. H. Steel of Miles City spent a few days in the city on company business. He made a trip on the north branch line on inspection.

Secretary of Treasury McAdoo gave a short talk in Mobridge on the Second Liberty Loan, while passing through on his way west. He also spoke in Bowman, N. Dak. Superintendent Hill accompanied him over the division and has just received a letter from Mr. McAdoo, expressing his appreciation of the enthusiastic and hearty manner in which he was received, and many took his suggestion and bought a Liberty Bond.

Engine Inspector W. N. Stevens went to Nebraska points for the winter. Machinist Will Davis will take the position of engine inspector during Mr. Stevens' absence.

Engineer J. O. Beaver resumed his freight run after having a week's lay-off.

Miss Mertie Jackson, clerk in the freight office, spent Sunday in Aberdeen visiting Miss Ruth Denniston and Miss Mildred Howe. Miss Jackson has left for a short trip to Chicago where she will visit with relatives and enjoy the city life.

C. A. Moulding, of the superintendent's office, was in Chicago a few days this month to attend a chief clerks' meeting. He has not had a vacation in four years and was quite joyous over the prospect of being in the city during one of the world series games, but sad to tell he was not permitted to go as the meeting was in session during the entire game. Oh, well, someone is always taking the joy out of life.

The management has issued circulars inquiring as to whether the Magazine is fulfilling its purposes and whether it should be continued or not. The correspondent has received many letters from employees stating that they think the Magazine is fulfilling its purposes and desiring that it not be discontinued.

Head Boilermaker J. L. Morley returned from Miles City, where he spent a few days recently on business.

Brakeman D. H. McGrath is moving his family to New England, having been transferred to the Cannonball branch, leaving Tuesday morning.

Machinist F. J. Burke, of Miles City, arrived in the city with his family, and will take a position here.

H. A. Culver, traveling auditor of the Milwaukee with offices at Chicago, was in the city during the past month on a business mission. He was here about a week.

W. B. Mason, route agent for the Wells Fargo Express Company, was here on a business trip this month.

F. D. Campbell, general car foreman for the Puget Sound Lines, went through Mobridge on No. 17 during the early part of the month, enroute west.

Dolph Arnold, material clerk for the operating department at Mobridge, has made his reappearance at the office after having been confined to the house, quarantined for scarlet fever. It seems good to see him about again and we are sorry to hear that he will leave for Seattle soon to work in the general offices.

Mrs. Dolores Davis, clerk in the superintendent's office, spent a few days in Marmarth during the month visiting at her home.

J. H. McKelvie resumed his duties as machinist at the round house, after a two weeks' vacation in the east.

E. C. Weatherly, operator at McLaughlin, was in the city the other day to see Mrs. Weatherly, who is at the Mobridge hospital.

Mrs. Roberts, who has been in the freight office at Marmarth, was transferred here Tuesday. She has charge of the office nights.

Sidney Dupree, a fireman who has been working on the work train at Dupree, came in Monday and is working on a daylight passenger run out of this city.

H. M. Mosier, train dispatcher at Miles City, stopped over here for a short time on the way to his ranch at Firesteel, where he will spend his vacation.

Martin Hadow of the car department left Tuesday for a two weeks' vacation in the Twin Cities.

Miss Lucile Maricle, stenographer in the superintendent's office, spent a few days in Aberdeen as the guest of friends.

Grover Deal passed the examination at Miles City for engineer. Word of his success was received here a few days ago and we are all glad to hear of it.

H. C. Hackney, who has been relieving the agent at Wakpala for the past three months, is again working at the Mobridge office as a relay operator.

Earl Leighty, the station agent at Wakpala, is back once more on the job after enjoying a three months' vacation.

#### Council Bluffs, Iowa.

*Helga Schmidt-Hackstock.*

The whitewashers are here endeavoring to brighten up things a little.

Also "Nubbins" Wallace, our electrician, is fixing up things in the power house and it sure looks like "just a little bit of heaven." You can almost see the shamrocks growing.

Yard Foreman W. J. Kilgore has resumed his duties after his injury.

Mr. and Mrs. Joe Antonios have returned from a trip to Milwaukee.

The old passenger station at Council Bluffs has been abandoned and we are now occupying the station just across the way jointly with the Chicago, Rock Island and Pacific. The change is much for the better as the depot now in use is a fine modern structure, while the old depot was one of the landmarks in the city. The bridge and building department have been very busy installing the necessary platforms required and making other changes. The old depot will be dismantled soon.



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Assistant Superintendent of Motive Power J. J. Connors had the misfortune to badly sprain his ankle, while here recently, but continued on his trip over the southern district.

We have had calls from President H. E. Byram and party and also from Mr. Alexander and party. They seemed well pleased with the condition of things here and of course that pleases us.

Yard Clerk Howard Rooney has resigned his position at the yard office.

Yard Master M. Gallagher is slightly indisposed these days but we wish him a quick recovery.

Car Foreman Martin P. Schmidt has returned from Excelsior Springs, where he went to recuperate.

Train Electrician Chas. Betz is the happy grandfather of a nice baby girl born to his daughter Ida. Mother and child are both doing fine.

The wife of Stationary Fireman John Anderson is contemplating a trip to Kansas.

Carl Schonberg has returned from a trip to Waterloo and Cedar Falls. He also stopped for a visit with Roundhouse Foreman Graff who took him out to see the future quarters at Atkins.

We were given an increase of some more wig-wags and expect to have our engines looking pretty nice now.

From the demand for coopered cars there must be something doing in the grain line.

Machinist Helper Jim Johnson has been able to leave the hospital after the injury to his eye.

#### Items from I. & M. Division.

*Marcella McShane.*

President Byram and his party passed through Austin Friday, October 12th, on a tour of inspection. They were greeted by all the railroad boys of Austin and a number of the members of the Commercial club.

Yard Master Plum and wife visited their son Frank, who is working in the car shops in Milwaukee, Wis. Frank says no more life in small towns for him.

Brakeman Sorman, mother and sister, returned from a visit at Los Angeles, San Francisco, Seattle and other interesting points of the west.

Mr. Hennessy, assistant roundhouse foreman at Austin, went out to Madison, S. D., to run the roundhouse of that place during the absence of Mr. Opie. He stayed a week and was welcomed back on the job by his many Austin friends.

Yard Foreman Frank Kovaleski returned from a short visit in Minneapolis and at his home at Medford, Minn.

Jim Gallagher and wife have returned from a two weeks' visit at Milwaukee and other points in that vicinity.

Fireman Ole Winjum was down from Faribault to visit friends at Austin a few days last week.

Engineer Charles Leighton has returned from Caledonia, called there to attend the funeral of his niece.

Mrs. John Ober, wife of Engineer Ober, has returned from a three weeks' visit with relatives in Seattle, Wash.

Conductor and Mrs. Gilmartin and daughter Laura of Calmer are visiting Dave and Margaret Cooper, enroute to Minneapolis.

Mrs. Thomas Keating, wife of Conductor Tom Keating, spent a few days with her mother at Adams last week.

D. J. Deneen, who has been in Chicago on grievance work, was compelled to come home because of illness.

Conductor Ole Tolbertson has resumed work on the way freight in the place of Hubbard. He has been running passenger.

R. J. Thornton, conductor on the Mankato line, is very sick. John Peterson has his car.

The following notes taken from a letter from Private Thompson to Yardmaster James Plum. Mr. Thompson was formerly switch foreman in the Austin yards and is now with company "G" at Deming, N. M. "I am feeling fine and hope everyone there is well. The soil here is sandy, days are hot and dusty, but the nights are cold. Suppose it is getting winter up there. There are about thirty or forty-five thousand soldiers here now and more coming. Hoping this finds

you well and happy. Regards to all the boys."

Brakeman Charles Foote takes his first trip out Thursday after six weeks' lay-off because of illness. We all welcome Charles back on duty again.

Mrs. Wendell Barrett and son returned to her home in Minneapolis after an extended visit at the home of her father, Engineer Dan Paine.

Miss Gussie Sprague, clerk to the general foreman, is contemplating a leave of absence in the near future, for a much needed rest. We trust that Miss Sprague will be with us again but these leave of absences look—well, you know the rest.

Charles Lawrence of McIntosh, S. D., visited his brother, Alec Lawrence, roundhouse foreman, a few days last week.

Matt Meddinger is going to Russia to join the engineers. We will miss Matty on the job, as he always keeps things going. Now, Matty, don't let any boilers blow up.

Boilermaker James Nolan has resigned his position in roundhouse at Austin, Minn., and has accepted a position as boilermaker in the shops at Mitchell, S. D.

Superintendent Thiele, Trainmaster Harstad and Mr. Demitt of the mechanical department, Mr. Snell of car department, and Mr. Kurzejka, chief carpenter, made a business trip over the division Thursday.

Charlie Lechmeier of Chicago made a short business trip to Austin. We are always glad to see Charlie, even if his visits are very short.

Miss Lauretina McShane returned to the "U" at Minneapolis to resume her work for the coming year.

Matty, our boilermaker foreman, is going duck hunting. Now don't be like these would-be fishermen, buying their wonders instead of killing them. We all like duck and expect to have it for three meals a day, as Matty is some shot when the "ducks" are big.

Conductor Rushman is enjoying a short lay-off. Meek has his car.

Section Foreman Joe Lorkoski of Adams visited home folks at Owatonna last Sunday.

Yardman M. Burke and wife returned from a short visit with their nephew at Chicago.

E. W. Knoll, engineer of the steam ditcher, has been ditching along the Calmer line this month.

Harry Murphy, from the chief carpenter's office in Minneapolis, spent Sunday with his parents in Austin.

#### Notes of Iowa Division (West).

*Ruby Eckman.*

Conductor C. E. Millard had the misfortune to severely injure his hand the fore part of October while doing some switching.

Engine Foreman Ray Votaw of the Perry yard force, left Perry the latter part of September for a three weeks' trip through the west.

Conductor H. O. Whitlock was off duty on the middle division a couple of weeks in October, on account of a sprained ankle.

Brakeman W. J. Hewitt, who has been employed as yard master and brakeman on the Iowa division for a number of years, has resigned and gone to Chicago to take a position with the E. J. and E. His family moved from Perry the latter part of September.

Fireman Harold Stoner and his sister, Miss Ivy Stoner spent the month of September visiting with relatives and friends in Ohio and Pennsylvania.

Passenger Brakeman E. E. Godwin, who is assigned to the local run between Manilla and Omaha, was called to Camp Dodge for military duty, but on taking the examinations he was rejected.

Fireman Elmer Clothier and Donald Rait, son of Engineer W. D. Rait, who are stationed at Camp Dodge, have been promoted to the rank of corporal.

Brakeman John Searles, who is assigned as third man on the way freights on the middle division, has been unable to work for some time on account of sickness.

A change in roundhouse foremen at Perry was made the fore part of October. Earl Hopp was appointed assistant day roundhouse foreman, and Fred Dollarhide made night roundhouse foreman.

Brakeman C. W. Baker of the western division was off duty a couple of weeks of September and October on account of sickness.

Brakeman E. L. Thomas had an attack of ptomaine poisoning the fore part of October and was in quite a serious condition for several days.

Mrs. J. B. Cartwright, wife of chief caller at Perry, was called to Mason City, Neb., the latter part of September. Mr. Cartwright's sister and her family were in an auto accident and one of the children was killed and the others all seriously injured.

Engineer Ira Hurless' wife and daughter Marjory returned home the fore part of October, from a very pleasant trip through the north and west. While absent they visited with numerous former Perry and Iowa Division people.

E. C. Paul, who is now a train dispatcher on the Pacific Electric Railway in Los Angeles, Calif., was in Perry the fore part of October, visiting his sister and renewing old acquaintances. Mr. Paul started his railroad career as a messenger boy in the present Perry passenger depot when J. M. Bunker was trainmaster. He had the pleasure of meeting many of the old timers who were in train and engine service when he started to work.

Signal Maintainer Richard Baker, who has the territory around Manning, deserted the ranks of the single men and in September was married to Miss Mayer of Manning.

Chief Carpenter E. Collings was in Chicago the fore part of October attending a convention of the chief carpenters.

From the number of letters we have seen with the "OK" of One T. P., the former correspondent of the Magazine is about as busy with his "OK" as when he was working a trick. It must be rather embarrassing, however, for a few of the Perry firemen who are with Company D to hand over their letters which are directed to certain individuals in Perry.

Captain and Mrs. J. E. Banyard left Perry the middle of October for Salt Lake City, where they expect to spend the winter with their son. Both Mr. and Mrs. Banyard have been in poor health for some time and they find that the climate of Utah agrees with them more in the winter than the colds of Iowa, hence the trip.

Mrs. L. M. Rice, wife of engineer, is home from Ohio where she has been spending a few weeks with relatives.

Fireman O. V. Robinson was in the hospital the latter part of October, on account of an operation. He had an acute attack of appendicitis and before an operation could be performed the appendix burst. His condition was very serious for several days.

On Thursday evening, October 19th, the marriage of Mrs. Nannie Cornelius and Frank Overdorf was performed at the home of Conductor Ben Gable at Perry. Mr. Overdorf was for many years a conductor on the Milwaukee on the eastern division, but has recently been working for the C. & N. W. on a switch run out of Chicago. Mrs. Cornelius is the widow of Wm. Cornelius, a former Milwaukee conductor. The ceremony was a very quiet affair, being witnessed only by the family of Conductor Gable and the family of Harry Balsbaugh, who is a cousin of Mr. Overdorf. The bride and groom went at once to their home in Maywood where they will reside.

Conductor Wm. Agnew was off duty the latter part of September on account of an injured hand. He was assisting in unloading some quarters of beef from the way freight, when one of the wooden pins which hold the wrappings of the meat, penetrated his hand.

Operator Charles L. Kinner of the Perry dispatcher's office force has been unable to work for over a month. He was taken sick with what appeared to be an attack of neuritis and later developed into inflammatory rheumatism. His condition was considered serious for some time, but he has now started to improve. Operator H. P. Buswell has been working the side table job in the dispatcher's office during his absence, and Operator A. E. Lambert has been holding first trick at Perry yard.

Conductor Frank Johnson and family visited in Chicago the latter part of September.

John Sheets, a laborer at the Perry roundhouse, had a serious accident the latter part of September, which cost him the loss of an eye. He was

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cleaning a gun when he accidentally discharged it, the shot striking him in the head near the eye. An abscess formed and it was necessary to remove the eye.

A number of new firemen and brakemen have been employed on the Iowa Division the last month on account of the rush of business and the scarcity of men due to those answering the call to the colors.

Firemen Lloyd Keith, Charles Townley and C. Maynard, who have been working on the list out of Marlon, have all moved to Perry.

A gang of men was at work the latter part of September scrapping some of the first engines bought by the Milwaukee company. The engines have long since outlived their usefulness, and at the present time, when scrap iron is bringing such a high price, it was deemed advisable to dispose of them.

Switchman W. W. Lockwood went to Colorado the latter part of September on a business trip.

Engineer and Mrs. O. G. Emerick welcomed a fine baby girl into their home the latter part of September.

On September 30th a ten pound boy came to live at the home of Operator and Mrs. H. H. Dollarhide of Neola. The boy is the first in the family and of course was given a royal welcome.

Brakeman Edward Green's wife was in Rockford, Ill., the latter part of September attending the marriage of her sister to a former Milwaukee machinist.

L. W. Maley, who has been in charge of the train dispatcher's telephone maintenance on the Iowa division for a number of years, has resigned to accept a position as traveling salesman for the Penn Oil Company.

September 1st, Brakeman Bert Carr and Miss Ruth Yocum were married in Des Moines. They will reside in Perry.

Chief Rollermaker Otto Pohl has decided that he will not pay rent any longer and accordingly purchased a fine home in the west part of Perry where he will be close to his work.

James Bradley of the roundhouse force at Savannah was in Perry the fore part of October, visiting with his brother Charles, who is a rollermaker.

Rollermaker W. J. Barth's wife and son have been visiting with relatives and friends in La Crosse for a few weeks.

### Kansas City Division.

#### Billie.

On August 21st, Ross Caster, Dan Carroll, and John J. Burns, all firemen of Ottumwa Junction, left for the national army cantonment, having been called for service. A rousing farewell was given the boys. Several letters have been received from them at camp, and all are enjoying the best of health and state that they are surely having some time. Fireman Ross Caster was married on the eve before his departure to the cantonment.

The following appointments have been made: Second telegrapher, Laredo, to W. A. Kelsey; third telegrapher, Linby, to C. M. Blackman; third telegrapher, Washington, to D. A. Brown; third telegrapher, Williamsburg, to G. L. Ewing; agent, Conroy, temporarily to F. L. Swafford; third telegrapher, temporarily to Maude Sisk; third telegrapher, Laredo, to E. W. McNabb; third telegrapher, Cone, to C. F. Johnson.

Machinist Evan R. Davis received a painful injury to his right arm last week, caused by a valve rolling on bar which struck his forearm. Mr. Davis was laid up for about fifteen days with his injury, but has since returned to work.

Fireman Ed Hookings of Ottumwa Junction, on October 15th took the examination for U. S. aviation corps and successfully passed. He will leave for Houston, Tex., the latter part of this week. We all join in wishing him the best of luck.

There must have been a sale some place, because Dispatchers Jay Upp and T. E. Shick each have new pipes.

The roundhouse has been supplied with a new acetylene welding outfit, and Machinist Richard Kling has been sent in to Dubuque shops to learn the art of handling this machine. This new outfit is considered a great addition to the facilities of this place, and is a machine that has

# **Doctor Says Nuxated Iron Will Increase Strength of Delicate People 100% in Ten Days**

**In many instances—persons have suffered untold agony for years doctoring for nervous weakness, stomach, liver or kidney disease or some other ailment when their real trouble was lack of iron in the blood.—How to tell.**

New York, N. Y.—In a recent discourse Dr. E. Sauer, a Boston physician who has studied widely both in this country and in great European medical institutions, said: "If you were to make an actual blood test on all people who are ill you would probably be greatly astonished at the exceedingly large number who lack iron and who are ill for no other reason than the lack of iron. The moment iron is supplied all their multitude of dangerous symptoms disappear. Without iron the blood at once loses the power to change food into living tissue and therefore nothing you eat does you any good; you don't get the strength out of it. Your food merely passes through your system like corn through a mill with the rollers so wide apart that the mill can't grind. As a result of this continuous blood and nerve starvation, people become generally weakened, nervous and all run down and frequently develop all sorts of conditions. One is too thin; another is burdened with unhealthy fat; some are so weak they can hardly walk; some think they have dyspepsia, kidney or liver trouble; some can't sleep at night, others are sleepy and tired all day; some fussy and irritable; some skinny and bloodless, but all lack physical power and endurance. In such cases, it is worse than foolishness to take stimulating medicines or narcotic drugs, which only whip up your flagging vital powers for the moment, maybe at the expense of your life later on. No matter what any one tells you, if you are not strong and well you owe it to yourself to

make the following test. See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary nuxated iron three times per day after meals for two weeks. Then test your strength again and see for yourself how much you have gained. I have seen dozens of nervous run down people who were ailing all the time double, and even triple their strength and endurance and entirely get rid of their symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form, and this, after they had in some cases been doctoring for months without obtaining any benefit. You can talk as you please about all the wonders wrought by new remedies, but when you come down to hard facts there is nothing like good old iron to put color in your cheeks and good sound, healthy flesh on your bones. It is also a great nerve and stomach strengthener and the best blood builder in the world. The only trouble was that the old forms, of inorganic iron like tincture or iron, iron acetate, etc., often ruined people's teeth, upset their stomachs and were not assimilated and for these reasons they frequently did more harm than good. But with the discovery of the newer forms of organic iron all this has been overcome. Nuxated Iron for example, is pleasant to take, does not injure the teeth and is almost immediately beneficial.

**NOTE**—The manufacturers of Nuxated Iron have such unbounded confidence in its potency that they authorize the announcement that they will forfeit \$100.00 to any Charitable Institution if they cannot take any man or woman under sixty who lacks iron and increase their strength 100 per cent or over in four weeks' time, provided they have no serious organic trouble. Also they will refund your money in any case in which Nuxated Iron does not at least double your strength in ten days' time. It is dispensed by all good druggists.



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long been sought by Mr. Collins and Mr. O'Gar. The receiving of this machine means that a great deal of expense will be saved by being able to make repairs to boilers and other breaks that would otherwise make it necessary to send engines to the shops for repairs.

Mr. Collins has had all new walks put in around the roundhouse, which were badly needed and are a fine improvement.

About a week ago Conductor Wm. Costello, while crossing First avenue, Cedar Rapids, to caboose on north side of avenue, was run into and knocked down by an auto, breaking his left leg between the knee and ankle. He was taken to St. Luke's hospital, Cedar Rapids, where he is reported as getting along nicely.

G. E. Engstrom, assistant engineer, Kansas City division, has been transferred to Chicago. He is succeeded by W. H. Vossburg from North McGregor, and R. R. Lowe, from Wisconsin Northern Division, is instrument man, Kansas City Division.

Engineer Howard Utterback received an injury to his left foot last week, caused by a fuse falling from the box in top of cab and spike of fuse sticking into his foot. He was off three or four days but has returned to work again.

Dad Skinner was off four days last week and had an enjoyable trip to Marshalltown in his son's car. His son lives in Marshalltown and is an engineer on the M. & St. L. Dad says he never had such a time in all his life before and he believes he will buy a Lizzie next spring.

Machinist Joe McCright has been confined to the hospital, seriously ill, for the past four weeks, but is getting along nicely, and it is hoped he will be able to be about soon.

Yardmaster H. E. Cross is receiving congratulations because of the arrival of Joseph Ellsworth Cross to their home September 30th.

Machinist Wm. R. Wilson had one of his eyes injured last week by a piece of babbitt flying into it, while he was planing a cross head shoe. He suffered considerably, but has now returned to work.

Engineer Thos. Kemp was at the roundhouse last week taking snap shots and sure got a peach that should go to the rogue's gallery—excuse me, I mean art gallery, in which the handsome engineers, Lane Ardery, Chas. Lawler and a few more, were the chief objects of admiration. Poor Tom, I'll go half on the new camera. (H. I.)

We almost forgot to mention the great watermelon feed that was held at the roundhouse on August 27th, and some feed. The boys got together and took up a collection, and ordered a wagon load of melons which were delivered at the roundhouse at noon. The boys dug in and as a result we only had six cases of indigestion the next day, Jack Goodrich and Don Calloway being the chief victims. It is thought their cases were due to the fact that they did not eat enough melon, as they only got away with three each, on account of their not caring much for watermelon.

**Facts and Fancies from the SM West.**

*J. W. Malone.*

Engineer John Deveny has returned from his sojourn on the weed burner and taken his regular run on the M. & B. line.

We understand Engineer H. Hanson, who was appointed a first lieutenant and who is now at the officers' training camp at Ft. Snelling, Minn., has been quite ill the past few weeks. We hope he will soon be in perfect health and may rally to our country's aid with his usual thoroughness of duty well done.

Brakeman Frank Angus has been off the past ten days, due to an injury to his left eye. We hope that it is nothing serious.

Agent O. H. Cox, Wentworth, was a pleasant son visitors the past week.

Section Foremen B. Westby, Carl Olson, Flaudreau and Louis Stenson, Edgerton, were Madison visitors the past week.

Dispatcher R. E. Wood, having finished the relief work at Madison, is enjoying a few days' vacation at Lanesbor with home folks.

Agent E. N. Bucklin, Madison, was called to Joplin, Mo., the past week on account of death of an uncle. The sympathy of the division is extended.

On October 7th occurred the death of Mrs. Klaser, mother of Brakeman Klaser, at Sioux Falls. The sympathy of the division is extended.

Mrs. Joseph Rooney, wife of Conductor Rooney, Madison, has been visiting relatives at Council Bluffs the past few days.

Brakemen Frank and Edward Flynn took in the world series at Chicago the past week. Frank was looking for a right hand man to do the pitching for our safety-first team, but reports unable to sign up with any promising material due to the war.

Brakeman Leo Flynn has been laid up the past few days with a sore foot, due to too close contact with a rusty nail. At present writing he is back in the game with his usual cheerful smile.

All the boys are closely pursuing the new book of rules, of which we were all supplied with a copy. Let us hope that we weather the storm, as we have a long, cold, hard winter ahead and we need the "mazuma."

President H. E. Bryam and party were over our division the past week on an inspection trip. That they found everything in tip-top shape is needless to state.

Helper Joseph Enos, Artesian, has been appointed relief agent at Winfred. May he reach the top of the ladder with all the fruits therewith.

Agent G. E. Gillson, Airlie, is taking a few days vacation, relieved by Roy Jones, a new man from the C. & N. W.

Agent G. B. Turner, Fulda, was an Austin visitor recently.

Agent Loesch, Winfred, is taking six months vacation, due to his wife's poor health. We hope that she will return in the best of health.

Conductor M. L. Adkins is laying off on account of sickness. We hope that he will soon be on the road to a rapid recovery.

Brakeman Joseph D. Lawler has been called to the service of his country. May he return to us bearing the shoulder straps of the chief of staff.

Miss Gertrude Franklin, daughter of Engineer James Franklin, has returned to her position at Tacoma, Wash., after a short visit with home folks.

Cashier R. J. Hopkins, Madison, is visiting relatives at Underwood, S. D., for a few days.

Conductor F. L. Winesburg and wife are visiting relatives and friends at Waseca, Ill., the present week.

Mrs. H. H. Willard, wife of roundhouse foreman at Madison, at the present writing is seriously ill. The sympathy of the division is extended. May she soon be on the road to perfect health.

Mrs. Nicholas Klaser, Madison, S. D., and daughter, are visiting relatives and friends at Dysart, Ia., this week.

Born—To Brakeman Chas. Prator, Madison, S. D., a nine pound boy. All parties doing fine. The congratulations of the division are extended.

The little daughter of Yardmaster Martin Mathison, Madison, who has been quite ill, is up and around again, with her usual pleasant smile.

We understand that Car Foreman H. Haroldson has purchased an auto. We hope that as soon as Harry can navigate it with safety to all concerned he will be around to allow us to test its speed qualities.

Foreman W. E. Stump, Madison, has also invested in an auto, and promises to risk our life and limb at the first opportunity. Come on Bill, we carry a good brand of insurance.

#### Wisconsin Valley Division Notes.

W. M. Wilcox.

With due apologies to Engineer A. B. Brasted, for accidentally omitting to mention the honors that were tendered to him and his estimable wife,

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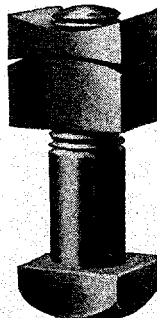
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at Wausau, Sunday evening, August 26th, if it is not too late, would like to make amends at this time. Mr. Brasted, who has been a member of the Brotherhood of Locomotive Engineers for forty years, Valley Division No. 633, B. of L. E., held a banquet at the Eagles' hall in his honor. Mr. Brasted was presented with the honorary service badge for his long connection with the brotherhood. Members of the division from Tomah, New Lisbon, Tomahawk, Minocqua and Merrill, as well as local members, were guests to the number of about fifty. The committee in charge of the banquet were H. M. Gilham, L. E. Wilcox, and Amos Griffith and the wives of Wausau engineers served the dinner at 7:30 o'clock. The general chairman of the grievance committee made the presentation speech and showered great praise upon Mr. Brasted. The latter responded in a very touching manner. It was certainly a very happy affair for both Mr. and Mrs. Brasted.

Engineer "Sandy" Roland, from the S. C. and D. Division, spent a few days on this division with his friend, Bert Boorman, in September. They spent a day or two on Swamp Lake, near Tomahawk, angling for the large "musky" of which Bert is an expert at capturing, and together they brought home some very large specimens. Traveling Engineer "Jack" Little has arranged to spend his vacation next summer on Swamp Lake with Bert, and no doubt will bring home some large fish.

Conductor T. Moran was off a few days in October relieved by Dostader.

Engineer "Bob" Randow was relieved by Engineer Christensen a few days this month. Am unable to say where Bob spent his vacation and he hasn't told any fish stories as yet.

Conductor G. M. Little off one trip in October and attended the grand lodge of the O. E. S. at Milwaukee. Finnerly relieved him.

Conductor F. L. Dostader, while at Star Lake this summer, caught two muskies weighing 28 and 15 pounds, respectively. We have no idea what became of them, but sure that none got down this way.

Porter H. Plumb, who looks after the parlor car passengers on numbers 5 and 6, and who cooks such nice "steaks" for his patrons, took a couple of weeks off and helped the White Sox to win the first two games of the national series in Chicago the first of the month. Unable to say who relieved him.

Conductor Fred Lehrbas, wife and daughter left for a month's trip and vacation on the Puget Sound line, October 9th. They will visit at Spokane, Tacoma, Portland and Seaside Oregon before they return.

Brakeman N. R. Hess purchased a fine pair of shoes at Merrill recently, but lost them en route while coming home on the train. Ray is now watching some of the passenger crews for new shoes.

Brakeman Joe Epstein is taking a two months' vacation and staying at Grand Rapids. It has been rumored that he is going into the house-keeping business but this is not authentic as far as we have been able to learn.

Fireman Wm. Elert was taken sick just before going out on number 5, on October 12th, and was compelled to return to his home in Tomah. Green relieved him.

Conductor Al Neubauer had charge of number 91 recently, while Conductor Finnerly was in passenger service, and arrived at Wausau on time. How about it, Mike?

Louis Hansen has returned from Camp Grant, having failed to pass the physical examination there. Louis says that the boys certainly treated him fine down there and he would like to have stuck for the "big show."

Brother Sampson, of the LaCrosse division, has returned from his western trip, and reports a fine time. He cannot say enough for our co-employees out on the extension, for their seemingly unlimited hospitality and whole-heartedness. Understand that Guy came very near being kidnaped by a movie actress and had it not have been for Mrs. S. being along the Lax. division would have been shy a conductor, and incidentally the Magazine short a correspondent. How about it, Guy?

Mrs. A. L. Hurd, wife of Passenger Brakeman Hurd, was called to Chicago on the 15th of this month on account of the illness of her mother.

Our new president, Mr. H. E. Byram, together

with other Chicago officials, made a trip over the LaCrosse Division Monday, October 8th. They made a short stop at New Lisbon and looked over the new passenger station and grounds.

Mrs. F. H. Scheifelbein, wife of Conductor Schiefelbein, is spending a few days in Milwaukee with her aunt, Mrs. E. B. Wolcott. Her daughter Betty is also with her.

"Heinie" Carlson has given up way freight and taken the yard engine at Grand Rapids. F. H. Schiefelbein taking his place on 91 and 92.

Engineer A. B. Brasted is packing his household goods and has rented his house to Brakeman A. L. Hurd, preparatory to leaving for Miami, Fla. Mr. Brasted has property at Miami, and expects to be gone about two years. They will leave about November 1st.

#### Construction Notes.

##### "Guyline."

Mike Nagle and his crew have finished unloading gravel, sand and brick at Doris, and have moved to Taunton. In consequence of which the population of Taunton is now much larger than it ever was before.

P. G. Ansbaugh has joined the Electrification Dept. forces in the capacity of Substation Inspector and is located at Tacoma.

G. G. Miller, formerly Line Inspector, is now with the National Army at Camp Lewis.

Jack Welch, foreman at Hyak Substation, thinks he has the record for the number of fish caught with a pole and line in a given time. He says he either caught 168 fish in two hours or else he caught the same fish 168 times. They were so small that he had to throw them back in again, wherefore the doubt as to the catch being a record one or not.

Line crews are making splendid progress on the Coast Division and it will not be many months before they will be on the Columbia Division. Pole setting is completed from Cle Elum to Garcia and holes have been dug to Bagley Junction. Poles are being distributed between Seattle and Tacoma. On account of the nature of the country through which the Hi-line over Snoqualmie tunnel passes, the fact that that part of the work is almost completed, is considered a record.

Sure, "Spike," Daddy Lense is still among the living, and so is Bulwinkle and "Heinie" and Jack Jones.

When C. H. Ridout started to drive piling for Tacoma Substation he said he didn't know much about pile driving. Now he claims he can drive anything from a toothpick to a sawlog. Go to it, Charlie!

#### Columbia Division Notes.

##### H. R. Gates.

Machinist E. C. Schuetze and wife have returned from the east where they have been visiting with relatives.

Engineer W. E. Jones back to work again. He has bumped Engineer Scanlon on the log run out of Ste. Maries.

Thos. Cadzow, former night yard clerk in Malden, and now a member of Uncle Sam's navy, spent a few days with his folks in Malden during the past month. Tom is looking fine and the navy life is sure agreeing with him.

Engineer Scanlon bumped Engineer Donovan on way-freight runs Nos. 65 and 66, between St. Maries and Spokane.

T. J. Kenney of Malden has been appointed agent at that point in the place of Agent C. H. Thompson, who is now agent at Marble Creek.

I understand that Machinist McDaniels of Malden, and Miss Violet Lore, also of Malden, were married during the past month. Congratulations.

Bridge Foreman W. H. Dodson of St. Maries is spending a few weeks in Texas, visiting with relatives and eating watermelon.

Jean Morrison, third trick operator at Ste. Maries, has enlisted in the signal corps of the army.

Jake Rajeska, former loco fireman, has resigned his position as loco fireman and is now working on the rip track at Malden. What's the matter Jake, too much coal?

Fireman Fred Krebs, on day switch engine at St. Maries, bumped by Fireman J. E. Houser.

Fireman Fred Krebs is now on way-freight runs Nos. 65 and 66 between St. Maries and Spokane.

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