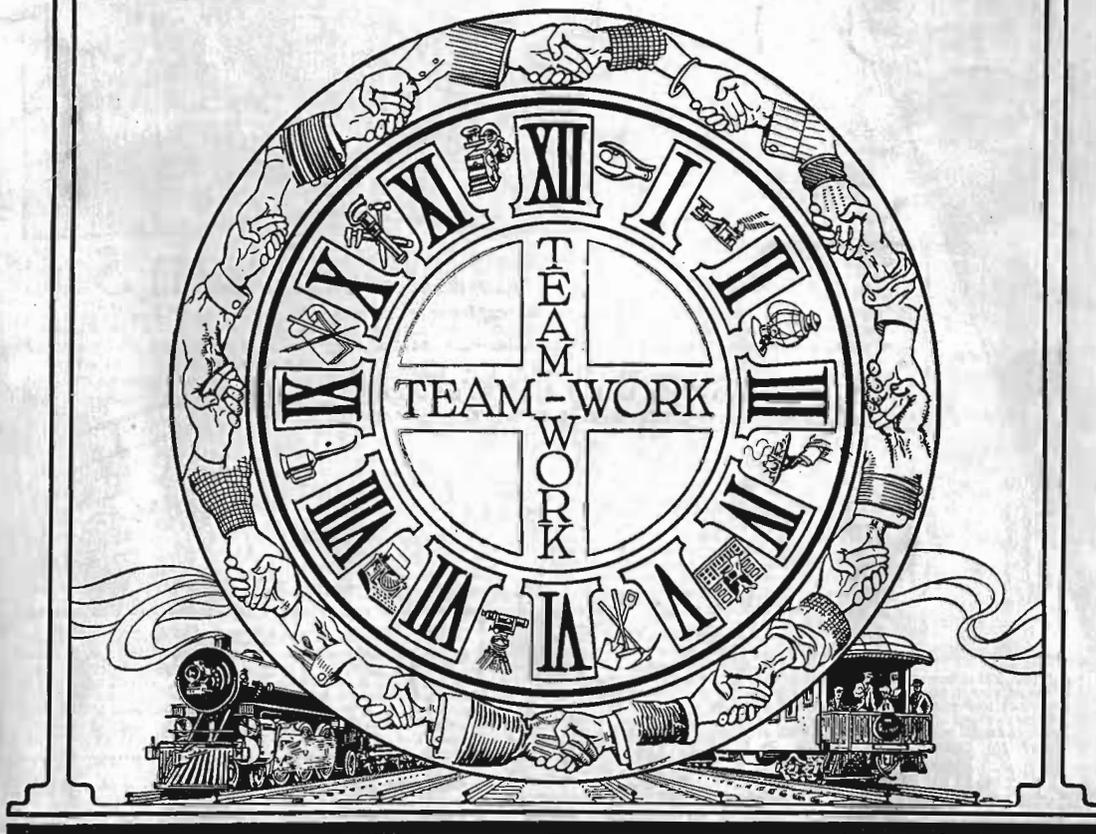


THE MILWAUKEE EMPLOYEES MAGAZINE

September

1920



VOLUME 8

NUMBER 6



Brings This 42-Piece Aluminum Set

This splendid, complete, 42-piece Aluminum Set sent for only \$1 down; balance of low bargain price on HARTMAN'S famous long-time credit terms. **Lasts for Years**
How can any woman resist this sensational offer—the greatest ever made on aluminum kitchenware?

Complete Outfit, Only \$16.89

If you don't find this set everything we claim, send it back after 30 days' use and we will refund your dollar and pay transportation

both ways. A full year to pay. This remarkable 42-piece "Longware" Aluminum Set is made from heavy gauge pressed steel aluminum. Absolutely seamless. Guaranteed to be a very serviceable set of aluminum ware. Will not crack, corrode, chip or peel. Set consists of: Nine-piece combination double roaster with 2 outer shells; inside pudding pan; 5 custard cups with perforated pan holder. (Two outer shells make an excellent roaster for chicken, steaks or other meats. Using perforated inset and small pudding pan, it is a combination cooker and steamer. The 3 pans are also used separately over the fire as a cake pan, bake dish, pudding pan, or for any purpose where open pans are used.) 7-cup coffee percolator with inset (2 pieces); 6-quart preserving kettle; 2 bread pans; 2 pie plates; 1-quart and 2-quart lipped sauce pans; 1 ladle; 2 jelly cake pans with loose bottoms (4 pieces); 1 castor set; salt and pepper shakers; toothpick holder and frame (4 pieces); 1 measuring cup; 1 combination funnel (6 pieces); 3 measuring spoons; 1 strainer; 1 sugar shaker; 1 grater; 1 cake turner; 1 lemon juice extractor. Shipped from Chicago warehouse.

Order by No. 415BBMA15. Price, complete set of 42 pieces, \$16.89. Send \$1 now. Balance \$1.75 monthly.

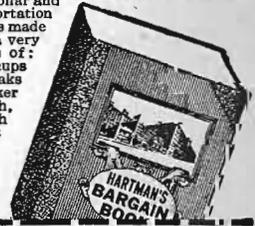
FREE Bargain Catalog

432 pages—mail us a postal for this great book—it will save you many dollars. Filled from cover to cover with stunning bargains in furniture, rugs, linoleum, stoves, ranges, watches, silverware, dishes, washing machines, sewing machines, photographs, gas engines and cream separators, etc. Hundreds of articles to select from—30 days' trial. This wonderful bargain catalog is FREE. Don't buy until you get your copy. Post card or letter brings it to you.

HARTMAN FURNITURE & CARPET CO.
3913 Wentworth Ave. Dept. 2850 Chicago, Ill.
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HARTMAN Furniture & Carpet Co.
3913 Wentworth Ave., Dept. 2850, Chicago, Illinois
Enclosed is \$1.00. Send the 42-piece Aluminum Set No. 415BBMA15. I am to have 30 days' trial. If not satisfied, I will ship it back and you will refund my \$1.00 and pay transportation both ways. If I keep it I will pay \$1.75 per month until price, \$16.89, is paid.

Name.....
Address.....
City..... State.....



DONT SEND A PENNY

The shoes offered here are such wonderful values that we gladly send them, **no money down**. You will find them so well made and so stylish and such big money-saving bargains that you will surely keep them. So don't hesitate—just fill out and mail the coupon and we will send you a pair of your size. No need for you to pay higher prices when you can buy direct from us—and no need sending money in advance before receiving the shoes. Why pay out \$6.00, \$8.00 or more for shoes not nearly so good? Act now. Mail the coupon today while this special offer holds good. Pay only when shoes arrive.

Work Shoe Offer



Order Work Shoe by No. AX18068

Be sure to give size or sizes wanted.

We can't tell you enough about these shoes. This shoe is built to meet the demand for an outdoor city workers' shoe and for the modern farmer. Send and see for yourself. Built on stylish lace blucher last. This special tanning process makes the leather proof against the acids in milk, manure, soil, gasoline, etc. They outwear three ordinary pairs of shoes. Most comfortable work shoe ever made. Very soft and easy on the feet. Made by a special process that leaves all the "life" in the leather and gives it wonderful wear-resisting quality. Double leather soles and heels. Dirt and waterproof tongue. Heavy chrome leather tops. Just slip them on and see if they are not the most wonderful wearing shoe you ever wore. Pay only **\$3.98** for shoes on arrival. If you don't find them all you expect, send them back and we will return money. Mark X in the by No. AX18068.

Smartest Style LADIES' Hi-Cut Boots

These splendid shoes are made of beautiful black glazed kid finish leather, and are modeled on the most fashionable last. The elegant lines shown in the picture tell the smartness of the style. The fancy stitching also adds a touch of elegance. The soles are medium weight, very comfortable and give splendid wear. The heel is the popular Cuban model. Sizes 2 1/4 to 8.

Just compare with shoes at \$7.50 and \$8.00, and then you will realize what an unparalleled offering this is at our bargain price of only \$3.98. No money. Pay the special price, **\$3.98**, for the shoes on arrival. Examine them, try them on, and if not as elegant as you expect, if not just what you want, return them and we will refund your money.

Men's Stylish Dress Shoe

Special bargain to close out a limited stock of these smart Dress Shoes. Act quickly if you want a pair. Made in classy lace blucher style. Splendid quality calf uppers. Splendid solid leather soles and heels. Come in black only. At our price these shoes challenge competition. Make your own decision after you examine and try them on. Sent absolutely on approval. You must see them to appreciate the fine quality of material, workmanship and astonishing bargain value. No money with order. Pay only **\$3.98** on arrival. And that returned if you don't keep the shoes. Mark an X in by No. AX15106 in coupon. Be sure to give size wanted.

NOW is the Time to Order

Of course there will be a flood of orders from this ad. The stock will not last long. No wise buyer is going to hesitate on this offer. So make this selection now. Remember, no risk to you. We send the shoes on approval—so you have nothing to lose. Get your order into the mail today sure. You don't risk the loss of one penny in dealing with us. Send coupon and mark in square what shoe you want.



Send Coupon Today

Leonard-Morton & Co.

Dept. 7197 Chicago, Ill.

Send at once shoes which I have marked in below. I will pay price for shoes on arrival with the understanding that if I do not want to keep them I can send them back and you will refund my money.

- Work Shoes. No. AX18068 - \$3.98
- Hi-Cut Shoes. No. AX999 - \$3.98
- Dress Shoes. No. AX15106 - \$3.98



Mark X in the by No. AX999 in coupon.

Pay only \$3.98 for shoes on arrival. If not satisfactory send them back and we will refund money.

Send Coupon Keep your money until shoes come. Not a cent to pay now. Sent direct to your home on approval. Then let the shoes themselves convince you of their great bargain value or return them and get your money back. This is the modern, sensible way to buy—the way thousands are buying their shoes today direct from us—getting satisfaction—saving money. Fill out the coupon and send it now—today. Mark X in the to show which shoe to send. Give your size.

Leonard-Morton & Co.
Dept. 7197 Chicago, Illinois

Size.....
Name.....
Address.....

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14K. Solid Gold



14K. Solid Gold



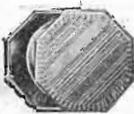
10K. Solid Gold



10K. Solid Gold
Mother of Pearl
Center with genu-
ine Oriental
Pearl Insert.



14K. Gold Top



10K Gold Top



Gold Filled



Sterling Silver
Mother of Pearl
Center



Here's the button for your soft cuffs

Good-bye old style link
and stiff-post buttons-
today Kum-a-parts button
the nations cuffs - - -

Click-and it's open
permitting the easy rolling up of sleeves,
avoiding the forcing of hands thru but-
toned cuffs when dressing - - -

Snap-and it's closed
holding the soft cuff snugly in graceful
lines about the wrist; adding the final touch
of beauty and convenience to your com-
fortable soft cuffs - - -

*In hundreds of patterns and qualities up to
\$30 the pair at Jewelers and Haberdashers*

The Baer & Wilde Co.
IN THE CITY OF ATTLEBORO STATE OF MASSACHUSETTS.

Send for Booklet - A Snap to Button

KUMA-PART

TRADE MARK REGISTERED
UFF BUTTON

- a snap to button.

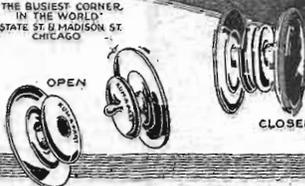


TRADE MARK REG

U.S. PAT. OFF.



"THE BUSIEST CORNER,
IN THE WORLD"
STATE ST. & MADISON ST.
CHICAGO



OPEN

CLOSED

INSIST ON SEEING THE NAME KUM-A-PART ON THE BACK OF THE BUTTONS YOU BUY. IT'S YOUR PROTECTION AGAINST IMITATIONS.

Swear Off Tobacco



Tobacco Tells on Nervous System



Tobacco Ruins Digestion



Tobacco Stunts Boy's Growth



Tobacco Robs Man of Virility



Tobacco Steals from You the Pleasures, Comforts, Luxuries of Life

Tobacco Habit Banished In 48 to 72 Hours

Immediate Results

Trying to quit the tobacco habit unaided is a losing fight against heavy odds, and means a serious shock to your nervous system. So don't try it! Make the tobacco habit quit you. It will quit you if you will just take **Tobacco Redeemer** according to directions.

It doesn't make a particle of difference whether you've been a user of tobacco for a single month or 50 years, or how much you use, or in what form you use it. Whether you smoke cigars, cigarettes, pipe, chew plug or fine cut or use snuff—**Tobacco Redeemer** will positively remove all craving for tobacco in any form in from 48 to 72 hours. Your tobacco craving will begin to decrease after the very first dose—there's no long waiting for results.

Tobacco Redeemer contains no habit-forming drugs of any kind and is the most marvelously quick, absolutely scientific and thoroughly reliable remedy for the tobacco habit.

Not a Substitute

Tobacco Redeemer is in no sense a substitute for tobacco, but is a radical, efficient treatment. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It quiets the nerves, and will make you feel better in every way.

If you really want to quit the tobacco habit—get rid of it so completely that when you see others using it, it will not awaken the slightest desire in you—you should at once begin a course of **Tobacco Redeemer** treatment for the habit.

Results Absolutely Guaranteed

A single trial will convince the most skeptical. Our legal, binding, money-back guarantee goes with each full treatment. If **Tobacco Redeemer** fails to banish the tobacco habit when taken according to the plain and easy directions, your money will be cheerfully refunded upon demand.

Let Us Send You Convincing Proof

If you're a slave of the tobacco habit and want to find a sure, quick way of quitting "for keeps" you owe it to yourself and to your family to mail the coupon below or send your name and address on a postal and receive our free booklet on the deadly effect of tobacco on the human system, and positive proof that **Tobacco Redeemer** will quickly free you from the habit.

Newell Pharmacal Company
Dept. 601 St. Louis, Mo.

Smoked for 25 Years

Tennessee, 1915
I am 37 years old, smoked cigarettes and pipe since I was about 12 or 14 years old. I did not think I could quit smoking; I would get up in the night out of bed to smoke, was spending at least \$2.00 per month for tobacco and matches—\$24.00 per year and now have no desire for tobacco and even hate to see or smell smoke. I have gained 15 pounds in weight and I am unable to explain the full benefit **Tobacco Redeemer** has done for me but it is worth, in my opinion, thousands of dollars. I would not take anything for my benefit I got out of **Tobacco Redeemer**.
T. J. LAUTHNER, Conductor Southern Ry. Co., Stanton Division No. 133.

Free Book Coupon

NEWELL PHARMACAL CO.,
Dept. 601 St. Louis, Mo.

Please send, without obligating me in any way your free booklet regarding the tobacco habit and proof that **Tobacco Redeemer** will positively free me from the tobacco habit.

Name.....

Street and No.....

Town..... State.....

THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

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VOLUME VIII

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NUMBER 6

ARE YOU TRYING TO CLIMB?

Are you trying to climb where the chosen are,
Where the feet of men are few?
Do you long for "a job that is worth one's while"?
Well, here's a thought for you—
The pots of gold at the rainbow's end
Are sought by the teeming mob,
But the fairies who guard them choose as friend
The man who loves his job.

No matter what grip of hand he has,
How poor or strong his brain,
There's always a place for the man who loves
His work with might and main.
Does he dig a ditch, or blaze a trail,
Where the dreams of men may run?
No clod of earth shall shoulder him
From his place out in the sun.

It isn't the kick, it's not the pull,
That brings the strong man out;
But it's long-time work, and it's all-time will,
And the cheerful heart and shout!
Have you faith in yourself? Do you want to win?
Is your heart for success athrob?
There's just one thing that can bring you in
With the winners—love your job!

—Author Unknown.

Office of Vice President

Chicago, August 17, 1920.

TO EMPLOYEES:

There are some 67,000 employes of the Chicago, Milwaukee & St. Paul Railway Company and we recognize the fact that the individual employe on our system is just as efficient, energetic and intelligent as in any body of employes in any organization, and are constantly on the lookout for men in the ranks to pick out for promotion to official positions; to help guide and educate the general body of employes and build up our efficiency on the theory that every man would rather work for an efficient and successful company than for one which was not so looked upon by the public. Our entire official list now is made up of men who have come up from the ranks and started as track laborers, telegraph operators, machinists, boilermakers, brakemen, switchmen, engineers, office men, in fact, practically all branches of the service are represented and it should be understood that this policy of choosing men on the basis of merit and capacity from any and all branches of the service will be continued. There is not a man in our employ who may not at some time become president of this railroad through his own individual efforts and ability.

In recognition of the principle outlined above, and in order to give individual employes greater opportunity to develop and express opinions as to the company's practices, and to take away from us in Chicago, who have always felt called upon to say just what material we should use and how we should use it, committees have been appointed from local offices as follows:

Committee on Motive Power Standards—
Consisting of

Mr. C. H. Bilty, Mechanical Engineer, Milwaukee.

(To Act as Chairman)

Messrs: G. Lamberg, Shop Superintendent, Minneapolis;

A. Pentacost, General Locomotive Foreman, Minneapolis;

M. W. Young, General Boiler Inspector, Dubuque;

F. J. O'Connor, Asst. General Storekeeper, Milwaukee;

C. H. Marshall, Superintendent, Marion, Iowa.

Committee on Car Standards—Consisting of

Mr. M. Parkinson, District General Car Foreman, Dubuque.

(To Act as Chairman)

Messrs: J. A. Deppe, General Supervisor Freight Car Repairs, Milwaukee;

L. B. Jenson, General Supervisor Passenger Car Repairs, Milwaukee;

Clyde Medley, General Car Foreman, Seattle;

D. C. Curtis, General Storekeeper, Milwaukee;

D. E. Rossiter, Superintendent, Minneapolis.

Committee on Maintenance of Way Standards—Consisting of

Mr. M. Nicholson, General Manager, Seattle.

(To Act as Chairman)

Messrs: W. H. Penfield, Engineer Track Maintenance, Chicago;

R. J. Middleton, Asst. Chief Engineer, Seattle;

A. G. Holt, Asst. Chief Engineer, Chicago;

H. S. Sackett, Asst. Purchasing Agent, Chicago;

R. W. Anderson, Supt. Motive Power, Milwaukee.

The above committee will keep in touch with the general practice on other roads and the performance on our own road and recommend for our consideration any changes and make suggestions for betterments.

Members of these committees will be subject to call for meeting at the request of the chairmen, but it is hoped that they will immediately convene for the purpose of organization and to determine upon regular meetings, at which attendance of the members will receive preference over other business.

These committees will report and recommend to the **GENERAL COMMITTEE ON STANDARDS**, consisting of:

Mr. J. W. Taylor, Assistant to President, Chicago.

(To Act as Chairman)

Messrs: H. B. Earling, Vice President, Seattle;

J. T. Gillick, General Manager, Chicago;

L. K. Sillcox, General Superintendent Motive Power, Chicago;

C. F. Loweth, Chief Engineer, Chicago;

W. W. K. Sparrow, Asst. to President, Chicago.

It is understood by these committees that they will receive and consider suggestions and recommendations from any employe on any subject having to do with the railroad and in line with good order and discipline.

The personnel of these committees

may be changed at any time and the number may be added to or decreased, as need develops. It is not the intention to restrict membership on the committee to officers, any employe displaying interest and capacity being eligible to appointment.

In the meantime, every employe should feel perfectly free to address these committees either through the chairmen or any of the members and the undersigned will gladly receive letters on subjects which are not clear, as properly coming before the committees that have been formed.



Vice President.

A Ninety-Third Birthday Greeting

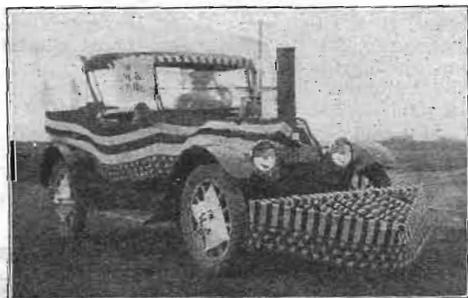
Upon the 93d birthday of our oldest and honored veteran employe, John C. Fox of Janesville, Wis., the occasion was remembered in the following letter from President Byram. Mr. Fox has kindly permitted the Magazine to publish this letter because he feels that his many friends on the railroad will share his pleasure at being thus remembered by our chief executive:

My Dear Mr. Fox: July 21, 1920.
I have read with interest your letter published in the July Employees' Magazine, and learn from some of your old acquaintances that you will be 93 years old on the 29th day of this month, making you the oldest employe and the oldest member of the Veterans' Association.

It is a fine thing to have lived such a long and useful life and to maintain your interest in current affairs and to be conscious of the respect and good will of those with whom you have been associated so many years. It is the loyal and efficient service of such men as you that has made the Chicago, Milwaukee & St. Paul Railway Company the great institution that it is today, and you have reason to feel proud of the part you have taken in its development.

Yours very truly,
(Signed) H. E. BYRAM,
President.

Mr. John C. Fox,
Care Agent, C., M. & St. P. Ry. Co.,
Janesville, Wisconsin.



L. L. Brundage, Our Agent at Mott, N. D., Driving C. M. & St. P. Float in Fourth of July Parade

The Rate Increase and Wage Award

On July 31 the Interstate Commerce Commission permitted the railroads a substantial increase in both freight and passenger rates, for the purpose of meeting the increased costs of materials and maintenance and the advance in wages granted by the Labor Board.

During the federal administration of railroads, rates were advanced somewhat to meet the increase in wages allowed by the Director General, but no action was taken toward meeting the deficit that was bound to occur in operating expenses due to war costs and expenses. To cover this, the federal administration paid something like nine hundred millions of dollars, representing the deficiency between earnings and expenses. With the return of the railroads to their owners, application was made for increased rates to cover such deficit after the government guarantee expired. The first application to the Interstate Commerce Commission for increased rates, therefore, was for the purpose specified, but after the Wage Board handed down its decision adding approximately \$600,000,000 to operating expenses, the Interstate Commerce Commission decided to apply a further increase in freight rates and to add something to passenger rates because it seemed that the passenger service ought to bear its share of the increased costs. It was the decision to make the increase 35 per cent on freight on railroads in western territory, up to the Montana line; 25 per cent west thereof, and 33-1/3 per cent on inter-territory business, and 20 per cent on passenger fares throughout the country, with a surtax of 50 per cent on sleeping car fares.

It will be seen therefore that while the railroads had applied for a certain percentage of increase in rates to take care of the deficit for which the government had previously advanced the \$900,000,000 and which was caused by advancing costs due to war conditions, no application had been made to cover the probable increase in wages, and that after the wage award had been handed down, a further increase in rates was granted to cover this item.

The foregoing statement of fact is made because of an impression which seems to have gotten abroad among some railroad employes that the entire increase of rates was intended to apply to the wage advance, which is incorrect.



The Croaker

T. M. Rooney

There lived a man, you know him well,
All o'er the universe he'll dwell,
Whose one great pleasure seems to be
In saddening humanity.

He always deals with tales of grief,
And never does he make them brief;
The more with him you disagree,
The worse he gets, it seems to me.

You meet him on the street, and say,
"Lo Joe, it sure is one fine day."
"It looks like rain," is his reply,
"Tis clouding badly in the sky."

A plan yours truly will suggest
To rid the world of this old pest;
Just chuck him on a mermaid isle,
And there, perchance, he'll learn to smile.

Achievement, Success—Through Loyalty of the Officers, Trainmen and Switchmen of the St. Paul Railroad System

John W. Stewart

The recent Yardmen's strike has brought out the true metal and makeup of the management of the various railway systems; their prompt and effective methods, placing the roads back to normal conditions. Officials of the different unions were called into conference to devise ways and means to keep the yards from becoming congested; to do anything and everything deemed advisable for the purpose of inculcating and fostering a spirit of interest and to uphold their contract with the railroads.

It makes very little difference whether a man be known as an organizer, a promoter, an enterpriser, a captain of industry, an administrator, an executive, or as manager, the fact remains that the various committees of workers who have an important part in the management of a railroad system are conducted in an extremely progressive manner.

It is sometimes assumed that progress comes rapidly. We talk about the industrial revolution as if it had fallen upon us over night. We act as if changes took place automatically, but, of course, this is not the case; to undertake to keep the railway system run on some individual's initiative. Railways move ahead very slowly, because energy, ambition and insight are limited. Railroads must not make mistakes, for they will be fatal. When a plumber makes a mistake he charges twice for it. When a butcher makes a mistake, he cuts it out. When a doctor makes a mistake, he buries it. When a judge makes a mistake, it becomes a law of the land. When a preacher makes a mistake, nobody knows the difference. When a lawyer makes a mistake, he has a chance to try the case all over. But when an officer, trainman or switchman makes a mistake—GOOD NIGHT!

The untiring loyalty, stick-to-itiveness, bull dog tenacity and having-at-heart-to-perfect-the-work spirit, as in normal times, required almost superhuman will-power and strength, and the simplicity of greatness has surely been exemplified by the following officers and their staff, to-wit: C. F. Christoffer, Supt. of Terminals; G. E. Harper, Assistant; L. J. Benson, Dist. Special Agent, and Staff; Russell Williams, Gen. Yardmaster; H. P. Gallagher, Gen. Chairman; H. S. Meyers, Vice-Chairman, and C. P. Munson, Local Chairman, Brotherhood of Railroad Trainmen, and the Trainmen, Directors of Yards, Freight Agents, Dispatchers and Switchmen, etc.

Greatness is not in elevations, but in perception. The top of the mountain and the highest rung of the ladder are very good figures of speech, but great men, successful men, or every sort, do not live up there. They stay on a common level with the great mass of mankind. They have a common bond with them, only they see more and feel more of the human pulse. They feel and understand as other men do, but more penetratingly, more clearly. They know the

value of ordinary things in a way ordinary men do not, and it is this simplicity, this open-minded interest in everything from the bottom up, which has furnished the inspiration for their success. They have been able to see and use all sorts of material; and understanding men, have been able to organize and use them, too. Of course, there are exceptions, seemingly; very proud, haughty overbearing men at the head of great railway institutions and enterprises.

There are a few of that sort—a very few. And most of them have become soured self-worshippers since arriving, not before; else they would not have arrived. It is noteworthy that the great men we have loved—statesmen, artists, scientists, writers—have had, for the most part, almost a child's simplicity and modesty. They know their worth, some of them were even egotistical in one way or another, but in their spirits they were very modest and very accessible. Getting to the top is a very hard job,—getting anywhere is. A man needs every help he can get. He needs, above all, the active, sympathetic interest of those around him. He needs a clear vision to help him miss some of the false steps. He needs an abundance of warm enthusiasm and a lasting appreciation of the things that count. All these make it necessary for him to have a universal understanding and sympathy, which will give him directness and simplicity. He is never fenced in by tortuous manners; nor are his views obscured by circumlocution of phrases. He meets men and ideas and circumstances face to face—smiles if they are friendly and sets his jaw if they are not. But, whether friend or foe, he makes no assumption of arrogant superiority. It is merely a matter of man to man; his work, his environment, his health, may modify the customs and habits of the man at the top; but eight times out of ten, at heart he is the simplest, friendliest, most approachable, most open-minded, most direct man in the whole railway department. For this is the kind of a man who will reach the top, and remain there, irrespective of those that are trying to imitate him. The C. M. & St. P. Ry. should feel proud of their working force, in emphasizing promptness and efficiency in the execution of their orders.

Don't Undo the Other Fellow's Work

Say, I took a little trip last week—you know, if you sit around in one spot too long you get rusty and that "What was good enough for Washington is good enough for me" feeling gets a pretty strong hold on you.

So I says to Ma, "Guess I will take a little trip out and see what is doing," and do you know that I found conditions very bad, and I am going to write to the Milwaukee Hospital Association that if they have the interest of the Company at heart they should add to their staff of operators in the shape of a lot of these "fellers" who jump on your back and ride you "bug-hunting" until you find that you have real joints in your backbone which allow you to bend over, for honest-to-goodness, I watched for several days

and I did not see a single man working on that local freight train who had any joints in their back and it is a shame, too, 'cause they look like real, healthy, strong men, and it is our duty as brother workers to see that this deformity is attended to. You see, it results this way—when a man so afflicted takes a sack of flour, for instance, from the car door and then lets it drop "bang" on the platform and it splits open, or a box of dried fruit and the side of the box flies open and spills the contents all over, by gosh I feel bad, as I hear the brakeman say, "that's too bad". You know he has that disease of his back and can't bend down to ease the shock, and as a result there are three or four pounds good flour or raisins lost. It occurs to me right at that time, I wondered why it costs so much to live after the grain has been gathered, sacked, hauled to the elevator, loaded into a car, shipped to flour mill, re-shipped to a jobber and again to wholesaler, from there to the retailer and it has moved along fine and dandy until—oh, yes, until it is right in the consumer's hands when bingo, it gets into the hands of some one suffering with Ankylosis of the back and the work of the harvester, elevator man, mill man, jobber, wholesaler, is wasted in one little move. Now the man who eats what is left of that flour has got to pay for the labor cost on the flour which was wasted, which will be added to the cost of the sack as the retailer receives it—maybe the company will have to pay a little, too, as a damage, and the poor fellow with the stiff back is wondering where his pay check goes, and is "hollering for more".

RUBE.

Tribute from the Secretary of the Interior

The following letter, received by our chief counsel, Mr. Burton Hanson, from Judge John Barton Payne, Secretary of the Interior, after his recent trip to Alaska, when he went to Seattle on "The Olympian," is a tribute to Milwaukee enterprise and high praise for our electrification system:

Dear Mr. Hanson: 4 August, 1920.
I am sorry not to have seen you on my way west to tell you how I appreciate your kindness in looking out for me so carefully and well.

Enjoyed the trip over the CM&StP to Seattle very much. I rode the electric engine a very large part of the way over the electrified line. I was so impressed that when I got to Seattle I gave out a statement emphasizing the far-sightedness of the St. Paul officials as evidenced by that great work. The country does not realize how much credit is due to these men. It not only demonstrated that electricity as a motive power was feasible and that water power can be substituted for coal,—but they have also demonstrated this can be done economically.

I am glad, indeed, to have had the personal touch which this trip gave me.

My kindest regards.

Cordially yours,
John Barton Payne.

Mr. Burton Hanson,
Chicago, Illinois.

Milwaukee Magazine Made the Line

It's considered an achievement to get yourself into B. L. T.'s Colyum and the magazine "achieved" without trying, too. Greatness thrust upon us, as it were.

The Pioneers at Seattle

The reunion of the Pioneers' Club, held in Seattle August 19th and 20th, in point of numbers, was a small gathering; but in the variety and quality of entertainment which the committee in charge had provided, it was a "big meet." It seemed a pity that after the committee had taken so much time and thought to planning and executing a program like that arranged for the Seattle meeting, that the club members should not have turned out in greater force. There were less than a hundred from outside points in attendance.—but the Seattle members were loyal to their town and when the doors of the banquet hall were opened for the annual dinner, on the evening of the 19th, six long tables were filled, making something like one hundred and thirty present.

This is the fifth get-together of the club, and the first once since the 1916 meeting, which was held at Miles City, the long interval being due to the war and its demands on railroad people and railroad equipment. The club was organized in 1913, under the title of The Puget Sound Pioneers' Club, its membership consisting of those who were engaged in construction work on the Coast Extension prior to 1909. Its object was to perpetuate by annual gatherings the memories of those strenuous days when the great tug-of-war was to get the railroad through from the Missouri River to Puget Sound water in record time; those days, when men thought and worked with might and main to accomplish the big task; a task, the like of which in point of time, considering the magnitude and character of the work, had never before, in the annals of railroad building, been put over; those days when intimate association and a common goal cemented friendships that are to last through life, and which it was desired to commemorate in the formation of this club.

It was the intention of this club to hold a meeting every year, and in song and story and memories recalled, live over together the days of wonderful achievement, of loyalty to the cause, loyalty to the men who had enlisted them in that cause, and loyalty to the friendships that had grown out of the great game they had played through to a successful finale. The club attained a membership of over six hundred. Its first meeting was held in Deer Lodge in 1913, and the three subsequent reunions were in Seattle, Spokane and Miles City.

The program of the 1920 reunion commenced on the afternoon of the 19th, with a business meeting in which the subject of changing the club Constitution and enlarging the scope of the club activities was discussed. The war period, the forward-looking spirit of the day and the great work ahead for railroad folk seem to recommend the broadening of the purpose of the Pioneers' Club, making it an institution of constructive ideals

and an active agent in the big upbuilding which confronts the railroad world. Expansion of that character necessarily entails getting away from the close communion idea of a strictly pioneers' association and changing the Constitution to admit new members. This was the subject under discussion at the opening meeting, but action was deferred until the regular business meeting held on the morning of the 20th. During the afternoon visiting members of the club were treated to an automobile ride about the city and its environs, by resident members and officials of the railroad.

The evening feature was the banquet, which was given in the rooms of the Masonic Club. Good eats were accompanied by good music rendered by an orchestra, and after the cigars and candy boxes had been passed around there was an impressive service in memory of the thirty-four members who had passed over. The service was introduced by President Quinn, who read the following verses, written for the occasion by "Sted":

The bonds that call us here today
Were welded on the line,
A flood of friendship here holds sway
With thoughts that are divine.

With memory for those who now
Are on God's Main Line,
Our prayers we raise with solemn vow
For the friends of Auld Lang Syne.

The Dead March in Saul was played by the orchestra, while members of the club carrying a table on which were 34 lighted candles marched into the room. Placing the table at the head of the room, the master of ceremonies, with his assistants, took their stations beside it. Then as the name of each deceased member was called one of the celebrants of the service stepped forward and blew out a candle, while back of a screen the orchestra and a quartette played and sang softly. It was a touching and beautiful tribute to the memory of the absent ones.

At the conclusion of this ceremony, President Quinn introduced Toastmaster George Hibbard who is past master in the art of after dinner enjoyment. He has a fund of thought and humor specially cut to fit each occasion and his stories are unending and unequalled. Mr. Hibbard referred to the meeting at Spokane, which was the largest in the history of the club, and at which he presided in a similar capacity; he spoke of the work of the Pioneers in the days when the line was known as, "The Extension;" of the days after it had graduated into the ranks of a big railroad, with an identity of its own, and finally of the work in hand now that it is the great feeding artery of the "biggest and best railroad in the world." In passing, the toastmaster dwelt on the desirability of the club increasing its useful-

ness by expansion, and by its work and usefulness, continuing its life for all time.

Mr. Hibbard, who is general agent of this company at Vancouver, B. C., referred to himself as "the only representative of the Chicago, Milwaukee & St. Paul Railway in a foreign land," and dwelt upon the great work ahead for railroad men. He called attention to the circular letter from President Byram which appeared on the opening page of the August Magazine, and characterized it "one of the biggest things a railroad official had ever given out." He said he had shown this letter to an official of one of the Canadian Railways, who remarked after he had read it, "you ought to be proud that you can work for a railroad whose executive is as big and broad as that would indicate yours to be." Continuing, Mr. Hibbard pointed out that railroad men are standing at the door of Opportunity, and that if they developed vision in proportion to the bigness of the problems they would be called upon to help work out, the future success of transportation in this country was assured. To emphasize this point he read the little poem printed on page 5 of this issue.

The pioneers were reminded that their work in the re-construction of transportation was equal in importance to that which they accomplished in construction. These are the days to "stand-by" with all the old Milwaukee Spirit and put the thing over even as the record construction was put over back in 1906 and 1909.

Mr. Hibbard then introduced Mr. H. R. Williams, the real pioneer of them all,—the man who headed the construction army and who was on the scene of operations long before the construction forces took the field.

Mr. Williams spoke briefly on the great achievement of building the Milwaukee's Line across the continent to the Pacific Coast, and went back to the days when such a Line was only in contemplation, giving a little history of its inception and his expressed wish to come to the western country, should the decision to build be reached. He spoke of the splendid response when volunteers for construction work were called for from "the old line" and concluded,—saying that if those volunteers, who were now the pioneers gave in the future, as they did in the past, their untiring, loyal, intelligent effort, the Milwaukee Railway would continue to maintain its place as the leading railroad of the United States.

Vice-President H. B. Earling followed Mr. Williams, and the ovation which he received when he rose to speak was the mark of love and high respect in which he is held by the organization.

The cordiality of his reception was acknowledged by Mr. Earling, with much feeling, in his greeting to those present. He said many things had happened since they last met,—things they would all gladly forget if possible; the war in which so many employes had taken part, and had acquitted themselves with credit, had made records and

sacrifices that made him, personally proud of them all. Aside from the war, he continued, railroads had passed through a period that he hoped never to see again in this country. Federal operation had been difficult for all concerned, but especially so for the management—the outstanding features of which had been lack of care, general apathy and inefficiency. While poor service prevailed very generally, on all railroads, Mr. Earling said he had always taken pride in the fact that the old Milwaukee feeling had always found expression in efforts to give better service and to create and preserve a better relation between our employes and the public; and in this feeling, which might be designated "The Milwaukee Spirit," this road had an asset that other roads did not possess. As an illustration Mr. Earling cited the letter of appreciation and acknowledgement of supreme courtesy, written by Mr. Beck, Manager of the Bon Marche store in Seattle, which was printed in the April Magazine. Now that Federal control of railroads was about to definitely close on September 1st, the Wage Board and the Inter State Commission had made awards which it was hoped would meet the requirements of private control in the matter of expenses, there would necessarily follow a period of keen competition, and the railroad which would succeed best would be the railroad with the best organization, the greatest efficiency and strongest co-operation between the management and the employes, and between the employes themselves. In this particular, the speaker said, the Milwaukee would have a big start because of that "Milwaukee Spirit" already referred to. In every detail it is of the utmost consequence that employes go along with the management and that the management act with the employes in "pushing the cars in the same direction." Harmonious co-operation, full support and friendship between management and employes were dwelt upon at length, and he said he felt safe in predicting that the Milwaukee would put the thing over. Our service is the best, our spirit the finest and results cannot fail of giving satisfaction.

Mr. Earling was followed by General Manager Macy Nicholson, who prefaced his talk with the observation that he found every day something new to admire and wonder at in the Milwaukee railroad men,—the latest being the fact of so many good speakers, and he was afraid he was training with the wrong crowd. He then proceeded to show that he was some speaker himself. He said he was on the railroad to help, he wanted to get better acquainted with all of the men, and to become "one of the family." He spoke of the work accomplished by the builders of the Puget Sound Lines, and said that he had been a pioneer in western railroad work himself and felt that he could appreciate their achievement. He touched upon the "Milwaukee Spirit" as being something known beyond the lines of our own organization, and that it was con-

sidered as an asset of importance by other roads.

Mr. Nicholason bespoke for the critical times ahead, the continued manifestation of that spirit, and said that the Pioneers could be of inestimable assistance by maintaining the high standard of co-operation set in the past; and by their example, could help the younger members toward the same end. Great expenditures must be met, in rehabilitating the railroads, and the line which gave the best service would of course earn the greatest revenue,—the vital necessity of the present and the future; and it wasn't necessary to remind them that the best equality of service was dependent, in a great degree, on the men themselves. Everyone must help "take up the slack capacity and lend a further hand in making for success."

Mr. John M. Horan, the oldest employe in active service, today, was present and added his word for the "Milwaukee Spirit" assuring the management that it could be relied on to steer the boat safely,—that the old timers had never failed and not one would fail, now, to do his full duty.

The speaking was interspersed with a musical program and the evening closed with "America" sung by the entire company.

The regular business meeting took place the following morning, the minutes of the proceedings and the treasurer's report will be ready for publication in the October magazine.

The afternoon of the 20th was taken up with a boat ride on Puget Sound in the steamer "Washington," and the Reunion ended up with a dance in which everybody waltzed and trotted and two-stepped until the wee sma' hours. It is interesting to note that the "old boys" shook as mean a foot on the dancing floor as any of the boys and girls who were present "to show Dad."

Pursuant to a resolution, the following telegram was sent to President Byram, assuring our chief executive of the club's earnest co-operation with the management in every effort which makes for good and efficient service:

Seattle, August 19.

H. E. Byram, President,
Chicago.

Pioneers' Club, lines west, in annual meeting tonight, express unanimous approval of your message of July 21, published in *Employees' Magazine*, and wish to assure you of their loyal support in operation of the Milwaukee Railway.

(Signed) E. H. Foster, Secretary.

To which Mr. Byram replied:

New York, August 24.

Mr. E. H. Foster,
Pioneers' Club,

Dear Sir:—I have received your telegram of August 19 and appreciate very much the endorsement of the Pioneers' Club of my message of July 21, published in *Employees' Magazine*. If the thought contained in that message is followed by all of our employes, as it will be by the Pioneers' Club, I am sure

the results will be satisfactory.

Please express to your members my appreciation of the interest your club has taken in this matter.

Yours truly,

(Signed) H. E. Byram,
President.

Officers elected for the ensuing year were:

President—A. J. Kroha, Tacoma, Wash.
First Vice-President—J. E. Brady, Tacoma, Wash.
Second Vice-President—Fred Wilder, Spokane, Wash.
Third Vice-President—A. M. Foreman, Malden, Wash.
Fourth Vice-President—J. Kressell, Mobridge, South Dakota.
Fifth Vice-President—George Cobb, Miles City, Mont.
Sixth Vice-President—Paul Zelke, Alberton, Mont.
Secretary-Treasurer—E. H. Foster, Deer Lodge, Mont.

A New National Park and Resort Service

Although most Milwaukee employes go to California in the winter time, when her most wonderful "wonders" in the High Sierras are closed by snow, those who do take the trip in the summer-time will find an interesting and added attraction in the new route between Lake Tahoe and Yosemite, by the way of the Tioga Road over Tioga Pass, ten thousand feet high and one of the most magnificent long-distance drives in the world. A twice-weekly service has been inaugurated between Tahoe and Yosemite, with the following itinerary:

Tahoe Tavern to Yosemite Valley

Leave Tahoe Tavern at noon, Wednesdays and Sundays.

Stop at Minden, Nevada, over night, Wednesdays and Sundays.

Stop at Lake Tenaya Lodge over night, Thursdays and Mondays.

Arrive Yosemite Valley at noon, Fridays and Tuesdays.

Yosemite Valley to Tahoe Tavern

Leave Yosemite Valley at noon, Mondays and Fridays.

Stop at Lake Tenaya Lodge over night, Mondays and Fridays.

Stop at Minden, Nevada, over night, Tuesdays and Saturdays.

Arrive Tahoe Tavern at noon, Wednesdays and Sundays.

Auto stages connect at Tahoe Tavern with Lake Tahoe Railway, operating to Truckee, California, on the Southern Pacific, and at Yosemite Valley, with auto stages to El Portal, California, the terminus of the Yosemite Valley R. R.

Lake Tahoe is Paradise to the weary traveler. Its broad expanse of sapphire water glistens under the golden sunshine, far up in heights of the Sierras. Its banks are the sheer mountain walls, topped with snow, and its havens of rest are sandy, green glens and placid bays, where nature is loveliest. Words cannot describe Yosemite—the only way to know that place at all, is to go and see. The new route lies through the rolling timbered mountains that surround Tahoe and along the eastern base of the Sierras, via Minden, Bridgeport, Mono Lake and Leevining Creek Canyon to Tioga Pass, thence over the Tioga Road through Yosemite National Park, via Tuolumne Meadows, Lake Tenaya and the Yuolumne Grove of Big Trees to Yosemite Valley. The distance is 226 miles.

Clean, Soft Water for Milwaukee Locomotives

C. H. Koyl, *Engineer Water Service*

The Editor of the Magazine has asked me to tell the other employes what the Water Service is doing for the Railway.

The value of a railroad to a community depends on the kind of service it renders, but the value of a railroad to its owners and, therefore, ultimately to its employes, depends on the ratio of its income to its expenses. If the income is greater than the outgo, there is money to spend on improvements in roadways, depots, cars, locomotives and working facilities for the employes; and if the difference is such that the road can also pay a dividend to its stockholders, then the stock can be sold and the road can get money for enlargement and beautification.

We all like to think that the people along the line hail us as we go by, and we all like to think that our railroad is doing well enough to pay its way and to have the respect of other roads. But we all know that on some of our lines the community does not get good service, and that the service they do get costs more than it ought because of scarcity of water at critical times and because of the leaking and foaming of boilers.

Good water and enough of it is just as necessary to a steam railroad as good coal and enough of it; and the men who run a locomotive are as much entitled to good tools as the men who built the locomotive. Every man takes pleasure in work when the tools are good, but it's mighty exasperating to try to run a foaming boiler or to try to keep steam with water squirting on the fires.

Partly to make life worth living in a locomotive, partly to save money and partly to enable the railroad to handle the traffic, the Water Service is adding water supplies at critical points and is inaugurating the work of changing all the various kinds of hard, alkaline and dirty waters into clean, neutral, soft water for all the locomotives. Because the worst thing that can happen to a boiler is to get two or more different kinds of water on a run, we are not picking out spots here and there, but are cleaning up as we go, taking one engine district at a time and aiming to give the locomotives of that district the same kind of water from start to finish.

On the Milwaukee, speaking broadly, the bad boiler waters are from the Mississippi west to Harlowton. There are a few bad ones east of the Mississippi and a very few west of the electrified line. Between the Mississippi and the Missouri they are all bad, and the nearer the Missouri, the worse. Most railroad water east of the Missouri and near it, must be pumped from expensive wells by expensive machinery; and when a little river is found which flows all the year, its water is usually as bad as the deep well water.

Because we have had as much trouble from scarcity of water as from the character of the water, and because water is both most scarce and worst, east, west and south of

Mitchell, we decided to spend this year's energy and money in that territory and are putting down wells and putting up treating plants. When we finish our first summer's work, we hope to have enough water stations for all trains in all weathers between Sanborn and Chamberlain on the I. & D. Division and between Sioux City and Mitchell, including the Platte Line, on the S. C. & D. Division, to have always enough water at each station, and to have that water soft and clean. The water equipment will not be perfect because the delays for material this summer have been so great and so costly that we have been obliged to curtail our program in some respects; but we believe that every locomotive in that territory will get enough water, fairly good and at convenient places. That will make 420 miles of good water railroad, which isn't so bad for the first year's work, and we expect to show such a saving in flues and such general satisfaction as will justify a still greater mileage next year.

Boiler Waters

The materials dissolved in water which make it harmful to boilers, are mostly the limestones—carbonates of lime and magnesia, and sulphates of lime and magnesia. Carbonate limestone is precipitated from water at the comparatively low temperature of water boiling in the air—the scale in a tea-kettle is nearly all carbonate of lime or magnesia—but sulphate limestone comes down only at the temperature of 300 degrees F. and higher. When limestone scale has been deposited on the flues of a boiler the flues must be kept hotter in order to drive the heat through the scale into the water, and if the scale is allowed to accumulate on flues and sheets the iron gets burnt and must be renewed.

On the other hand, as the flues get coated with scale and get hotter they swell tight in the flue sheet, but if alkali water, or plain soft water, or soda ash or anti-scale boiler compound is put into the boiler, the scale is loosened, the flues become clean and less hot, therefore contract in the flue sheet and let water squirt on the fire. This loosening of scale from flue ends is the ordinary cause of leaking.

And this same scale, as it is whipped fine in the boiler, is the cause of foaming. The alkali water which loosens the scale is generally blamed for both leaking and foaming, but there would be no leaking if there had been no previous hard water and also if the alkali water did not itself carry some limestone in solution.

The history of the art of water purification is very interesting, and the history of its adaptation to railroad conditions still more so, but this paper is getting too long and I will tell the story next month.

Veteran Fred Kickbush, one of the babbitt men, died August 11, after only three days' illness. Mr. Kickbush was one of the old-timers from way back.

The Coming Reunion

The plans are completed and arrangements well forward for what promises to be the largest and most successful of the annual reunions of the Veteran Employees' Association, to be held in Milwaukee on the 24th and 25th of this month.

Milwaukee is the home of this railroad, and it is eminently fitting that the old boys should go back there to celebrate their years of service. The Committee on Arrangements, headed by A. J. Earling, is doing everything in its power to make this a glorious home-coming, and every "Vet" and his wife and his mother, and his sister and sweetheart are expected, ample arrangements having been made for their comfort and enjoyment.

The Reunion opens on the morning of the 24th with the arrival of the visitors at the big Auditorium Building on 5th and Wells streets, Milwaukee. Automobiles and members of the Reception Committee will be at the Union Station to meet the incoming trains and see that the guests are transported to the hall of meeting, where registration takes place and each one receives a printed program and badge. Here, also, all who desire hotel accommodations may be directed properly; while those who wish rooms in the homes of the resident veterans, who have kindly consented to entertain a certain number, may get their assignments.

At 2:30 P. M. of the 24th, the annual business meeting is called, for the transaction of necessary business, election of officers, etc. During the time of this meeting, an Entertainment Committee of resident ladies, headed by the Misses Mary Garside and Agnes Hebard, will be on duty to serve the women guests and assist in their entertainment throughout the afternoon.

The annual banquet, which is always the feature of the occasion, will be given in the great hall of the Auditorium, which has sufficient seating capacity for all, at 6:30 P. M., the 24th. Tickets for the dinner will be on sale at the time of registration, and also immediately preceding the dinner. The Auditorium, having been secured for the Veterans' Reunion, during its entire session, will be a meeting place for all, in the hour preceding the banquet. There will be plenty of room and plenty of time for friends to meet and congenial parties to form. The price of the dinner to the Veterans and their guests is \$1.50 per plate. There will be a musical program, the talk fiesta will be conducted by prominent men and good speakers. On the morning of the 25th, there will be an automobile drive about the city and its beautiful environs, and this feature promises to be one of the most interesting on the program because many there are among the veterans who once called Milwaukee "home", who now would scarcely recognize the old town, so great has been its growth, its improvement and beautification. In the afternoon a ride around the terminals by special train.

W. J. Thiele, chairman of the committee on transportation for the Reunion, requests that each member, upon registering, shall

state on what day and train they expect to leave for home, so that sleeping car or coach accommodations may be provided. Also that parties from outside points be grouped so that extra equipment may be provided.

The Milwaukee hotels have accorded the veterans favorable rates, ranging from \$1.25 to \$3.50 for single rooms and \$2.50 to \$6.00 for double.

The Veteran Association of this railroad is the largest organization of its kind in the world, its membership now being over 3,000. Every member has reason to be proud of the fact that he is a veteran in the service of this railroad, for on this railroad more than on any other in this country, has always existed the family feeling, the spirit of co-operation and of loyalty, that has carried the road through times of stress and through complex situations and which will carry on to the ultimate success of this great property. Changing times and changed conditions cannot alter that fact. The high morale of the veteran employes of this railroad is everywhere recognized as one of its great assets, and this spirit is manifest everywhere in the high character of its personnel. "The Old Guard Never Surrenders" and in that spirit of unflinching loyalty lies success, whatever may betide the fortunes and fate of the railroads of this country. Our veterans have heavy responsibilities on their shoulders in the coming days of railroad problems, but the fact that they are eligible to membership in this Association, that they have twenty-five years, at the least, of service with this company to their credit, is assurance enough that they will fully measure up to whatever situations may arise in the reconstruction days.

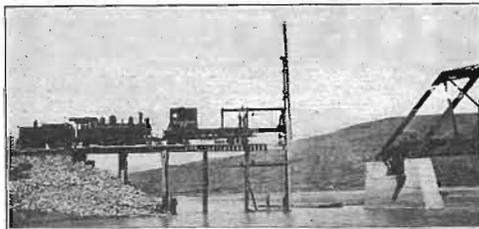
The presence of A. J. Earling at the head of the Committee of Arrangements for this Reunion is pleasing to his thousands of old friends and associates. He has been the enthusiastic leader in all the arrangements for the entertainment of "the old boys" and in the efforts to make this the banner meeting. Every veteran who can get away should make it a duty as well as a pleasure to join this home-coming of the Milwaukee forces.



O. A. Mattice, Traveling Engineer, Aberdeen Division, and T. S. Manchester, Traveling Engineer, H. & D. Division



Handling Passengers Via Section Motor Cars



Closing the Gap, Cheyenne Bridge



Bridge Jacked Up to Grade Elevation

High Water on the I. & D.

During the month of May very severe rainstorms caused considerable damage to the tracks and bridges of all railroads operating in western South Dakota. The C&NWRy, Pierre Line, was out of service for nearly one month; about five miles of their track being washed away.

On the CM&STP the east pier at the Cheyenne River bridge settled 6 feet, and a 70-ft. steel girder was taken out on the west end of this bridge; also six bents washed out of Rapid Creek bridge, near Creston, and twenty-six bents taken out of the Missouri River bridge at Chamberlain by the driftwood and the high water.

The people at Rapid City, Deadwood and Leeds had no railroad communication in any direction, and in order to get the passengers and mails through to those points arrangements were made to transfer passengers by boat across the Missouri River at Chamberlain, and passengers were handled on section motor cars from the Cheyenne River bridge, five miles west of Scenic, to the Rapid Creek bridge, about one mile west of Creston, a distance of four miles. The passengers and mail were handled in this manner for a period of about seven days and until repairs were made to the bridges.

Chief Carpenter F. E. Smoot and Traveling Engineer W. Johnston were very active in handling the movement of passengers and mail at this point, and inasmuch as this is a rather unique mode of transportation pictures were taken of the motor cars and three push cars coupled together. As high as 110 passengers and seven tons of mail were handled this distance of four miles at a transfer.

A Passenger Conductor.

George Ballard

The first duty of a passenger conductor is to be absolutely certain that his train is perfectly protected and safe; protected against accidents, by being supplied with the proper signals, and in case a train is delayed, to see that the rear man goes back with the necessary danger signals to warn a following train. This is a most important duty and no conductor can be too careful in properly protecting his train, as many accidents have happened by short flagging.

A passenger conductor must know his engineer and men, and keep in touch with them, notifying them of all orders received, and he must know and be familiar with all signals and orders received from the trainmaster or other officials. He must be vigilant and watchful,—careful as to the safety and comfort of his passengers and of the property entrusted to his care—always keeping in mind that he represents the owners and officials of the railway upon which he is employed; and as he is the man who comes directly in contact with the public as the representative of his employers, he must be a good judge of human nature, and be thoughtful and intelligent in the transaction of the company's business. He must be careful not to allow any loss of revenue to occur on any account, while he must always be courteous, gentlemanly and business-like, always endeavoring to avoid giving offense to anyone.

The passenger conductor must also see that the cars are clean and properly heated, are also well ventilated, and at each terminal he must make a correct report of trains and time, returning same to the proper official. Before starting out on a trip he should know that his train has been properly inspected; that he has authority for the movement of all cars in his train; that the air brakes are in proper working order; that he has the proper train order or clearance in his possession to move; that all overdue trains have arrived and departed, and that he has the right of track to proceed before giving the signal which starts his train.

While the train is running, it is his duty to keep a sharp lookout to see if any of the journals are running hot, whether any of the brake-shoes are sticking, etc. Not only does the responsibility for the safety of the train devolve upon the conductor, calling for an everlasting alertness while on the road, but the numerous forms of transportation must be watched and the bulletins and instructions carried out. It is an easy matter for a conductor to involve his company in a lawsuit by improperly handling a passenger who has been sold a ticket to a point at which his particular train does not stop; or of one whose transportation seems questionable.

Many things must be left to the conductor's judgment, as well as emergencies which cannot be covered by instructions. In the collection of transportation, he must be careful not to accept a ticket or a pass the limit of which has expired, or one which has been advertised as lost or stolen. The conductor

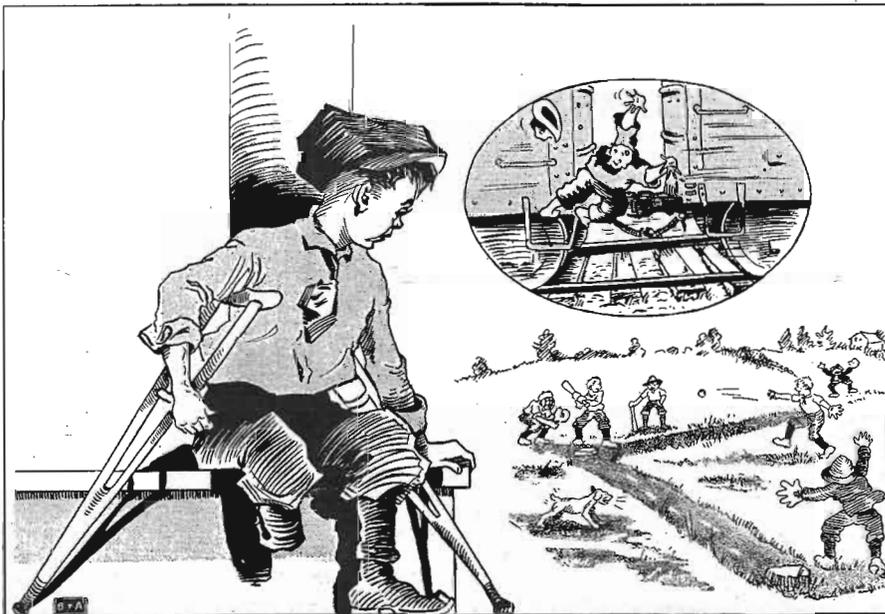
(Concluded on page 20)

SAFETY FIRST

No. 918

Leg Lost Flipping a Train

He can watch the other fellows having fun—but that's all. No baseball, climbing, hunting, or hikes for him. 39,191 Boys and Girls Were Injured or Killed Flipping Trains or Walking on Tracks in 29 Years.



National Safety Council
Chicago

Public Road Service
and its 400,000 members

Additional Copies of This Material May Be Secured at Cost

Safety First

A. W. Smallen, General Chairman

Carelessness

Contributed by W. S. Waller, Aberdeen, S. D.

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

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

I spare no one, I destroy, crush, or maim.

I give nothing but take all.

I am your worst enemy.

I AM CARELESSNESS.

Letting a Little Ray of Sunshine Into the Lives of the Blind

*By R. C. Haven, Manager, Minneapolis Division,
National Safety Council*

Every workday morning seventy stone blind men and women leave their houses in various parts of Minneapolis and, with a prayer to the god of luck, start for their respective places of employment with a cane as their only guide or companion. Carefully and laboriously they pick their way from block to block, their ears taxed with the double duty of hearing and seeing. Some days all seventy reach their place of work and for them there is the same dangerous task of getting home safely after the day's work. Every now and then one is hurled out of the way of a busy world by an automobile, street car or motorcycle. For them there is the pleasure of an extended stay in a quiet hospital—or a longer journey.

These are the most unfortunate of the unfortunate blind. For, not only must they earn their own livelihood, but that without even a child or friend to guide them to and from work. They are to be found in every city. There were 57,000 blind persons in the United States at the close of the 1910 census; thousands of them in the class just described. Within the last decade this number has grown in proportion to the general increase in population. And in addition there is the problem of the blind A. E. F. veteran.

Among these blind are lawyers, teachers, musicians, salesmen, merchants and some skilled workmen. They are worth saving. With that thought I recently met with a number of the blind men and women of Minneapolis to discuss ways and means of reducing the hazards to which they are exposed.

During my very interesting visit with them I learned among other things these facts:

When going about the streets the blind person thinks of two things; first, how the "land lays," so to speak, is the traffic against him or is it safe for him to start across the street?

Secondly, what the other fellow, the auto driver, for instance, has on his mind—how he feels about the blind man crossing in front of him. He is wondering if the driver is expecting him to stand still, thereby giving

the driver a chance to turn out and thus avoid an accident, or does the driver expect the blind man to act like most other people—dodge back and forth?

These, I find, are some of the thoughts that go darting through the blind man's mind every time he crosses one of our streets.

I am told by one of the blind men that these people do not expect any more from the driver of a car than the driver should rightfully expect from them. However, to use this man's own words, "Getting to the job is the hardest part of the day's work," whatever that work may be.

I found that during the past year twelve men and women out of the group of seventy were victims of traffic accidents. Two or three of these accidents were quite serious.

Upon inquiry I found that the majority of these accidents occurred when the blind people were trying to get aboard street cars. One man was struck by an automobile which was "speeding up" to get by car gates before they were opened. Two of the seventy recently suffered nervous breakdowns due to the tremendous strain under which these handicapped people go to and from their work, and it was because of this fact that an appeal was made to the Minneapolis division of the National Safety Council for assistance.

In order to get blind men's point of view, I asked them for suggestions, and here is what I received: First, that there was a great need of the sounding of horns when motorists enter or leave alleys, garages, or filling stations. I was told that this is seldom done.

Another requested that more safety zones be provided, as much less difficulty is experienced where there are safety zones and traffic policemen.

Of course, the first suggestion simply calls to mind what we have been preaching for months, namely, that the motorist should remember that there is a horn on his car which should be used, especially when coming from alleys or garages.

At this meeting it was decided that for the protection of the blind and to relieve the motorist of some of the responsibility, some

Insanitary conditions of streets, river banks, railroad depots, sewerage, etc.

Unsafe conditions of moving picture theatres, railroad crossings, ferries, docks, etc.

Careless public exposure of inflammable material, dangerous fire escapes, etc.

2. Best talks on fire prevention, public health, methods of rescue, and first aid before group of scouts.

3. Best composition of 300 words on "How I Can Best Help in Spreading the Safety First Idea."

Credit should be given for the actual demonstration of accident prevention and points

should be awarded for novelty and effectiveness in safeguarding the home and community against accidents. The methods of making are left to the local court of honor, except that at least 40 per cent shall be given for achievement of services.

No scout should be selected whose school record is not such that the local school authorities will grant permission to the scout to be absent for this purpose. The educational value of the meeting should be impressed upon the local educational authorities—Reprinted from the National Safety News.

List of meetings to be held by the Safety First Committees on the Chicago, Milwaukee and St. Paul Railway during the month of September, 1920.

Date	Location	Division or Shop Committee
September 1st.....	Kansas City, Missouri.....	Kansas City Terminal
September 6th.....	Ottumwa Junction, Iowa.....	Kansas City Division
September 6th.....	Austin, Minnesota.....	South Minnesota Division
September 7th.....	Des Moines, Iowa.....	Des Moines Division
September 7th.....	Tacoma, Washington.....	Coast Division
September 8th.....	Tacoma, Washington.....	Tacoma Shops
September 8th.....	Aberdeen, South Dakota.....	Aberdeen Division
September 9th.....	Chicago, Illinois.....	Chicago Terminal
September 9th.....	Spokane, Washington.....	C. & I. Division
September 10th.....	Spirit Lake, Idaho.....	Spirit Lake Shop
September 11th.....	Minneapolis, Minnesota.....	Twin City Terminal
September 13th.....	Minneapolis, Minnesota.....	River and I. & M. Division
September 14th.....	Sioux City, Iowa.....	S. C. & D. Division
September 14th.....	Green Bay, Wisconsin.....	Green Bay Shops
September 14th.....	Green Bay, Wisconsin.....	Superior Division
September 14th.....	Deer Lodge, Montana.....	Deer Lodge Shops
September 14th.....	Deer Lodge, Montana.....	Rocky Mountain and Missouri
September 14th.....	Minneapolis, Minnesota.....	Minneapolis Locomotive Department
September 15th.....	Beloit, Wisconsin.....	R. & S. W. Division
September 15th.....	Portage, Wisconsin.....	La Crosse Division
September 16th.....	Tomah, Wisconsin.....	Tomah F. & S. Department
September 16th.....	Tomah, Wisconsin.....	Tomah B. & B. Department
September 16th.....	Lewistown, Montana.....	Northern Montana Division
September 21st.....	Perry, Iowa.....	Iowa Division
September 21st.....	Milwaukee, Wisconsin.....	C. & M. & Northern
September 21st.....	Mobridge, South Dakota.....	Trans-Missouri Division
September 21st.....	Mason City, Iowa.....	Iowa & D. Division
September 22nd.....	Dubuque, Iowa.....	Dubuque Locomotive Shops
September 22nd.....	Milwaukee, Wisconsin.....	Milwaukee Terminal
September 22nd.....	Milwaukee, Wisconsin.....	Milwaukee Locomotive Department
September 23rd.....	Dubuque, Iowa.....	Dubuque Division
September 23rd.....	Dubuque, Iowa.....	Dubuque Car Department
September 23rd.....	Madison, Wisconsin.....	Prairie du Chien and Mineral Point
September 23rd.....	Miles City, Montana.....	Musselshell Division
September 23rd.....	Miles City, Montana.....	Miles City Shops
September 24th.....	Milwaukee, Wisconsin.....	Milwaukee Car Department
September 27th.....	Minneapolis, Minnesota.....	Minneapolis Car Department
September 28th.....	Savanna, Illinois.....	Illinois Division
September 28th.....	Wausau, Wisconsin.....	Wisconsin Valley Division
September 28th.....	Montevideo, Minnesota.....	Hastings & D. Division

Milwaukee Shops Items

Fresco Painter Foreman John Baumgaertner has just returned from a two weeks' vacation in Seattle and the mountains. He plans putting some of the latter on some good canvass, for which John is noted. One of the finest landscape painters in the country.

E. J. Mansur, cabinet foreman, is taking his outing at Nagawicka.

The valve in one of the big tanks at the roundhouse took a notion to stay open and gave the tracks and pits a good wash before the valve could be closed.

Draftsman William Durkee of the M. E. office, in the Railway Exchange, did not come to Milwaukee with the bunch, but does the technical work for Mr. Silcox, graphic sheets, etc.

Some very pretty flower spots at the shops. The dry weather has been hard on the growth, but Miss Cox manages to keep the main plot, Monogram, looking fine, even if the sunflowers did wilt.

Michael Reichow, Foreman Tyler's janitor, manages to keep some good looking window boxes in full trim. We tried it over our way but the roundhouse smoke and smudge finished them.

You have seen the announcement of the big VEA meeting and banquet to be held in Milwaukee, September 24 and 25, Friday and Saturday.

Now pick out your best girl and come on. Julius Guenter, the timekeeper, is going to take his whole bunch of girlies and be there with bells on. This clean-up don't leave much for Ed Flood, but Ed will have a bunch there, too.

A horse and buggy drove through the shop grounds the other day, the first seen since the days of "old grey" of the store department wagon.

Where is "East Wind" mile-a-minute of the items located? Most of our east wind has reference to putting the clerks curving the roundhouse homeward bound in bas-relief.

The illustrated write-up of towns is coming this way. Bet two cents Milwaukee and the shops will get it next. Why not?

Why transport such terribly deadly explosives as dynamite and TNT in cars? Why not make it on the spot? Ought not to need many spots for such fearful stuff.

James Connors of Dubuque was at the shops August 13. He was in attendance at Edward Moran's funeral as one of the pallbearers.

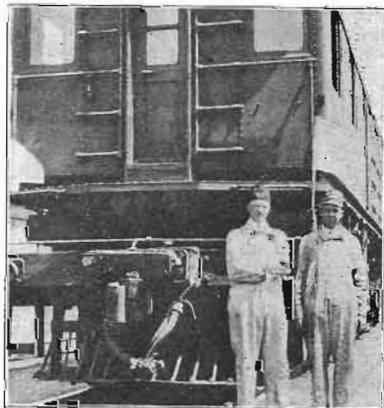
Frederick D. Underwood is at present laying aside Erie presidential duties and taking a two weeks' outing at the old homestead in Wauwatosa. Mr. Underwood has invited some of us old-timers out to see him and you bet we are going.



Andy Jorgensen's "Smile"



All Strictly "Milwaukee"



Engineer Muetz and Fireman Decco
"Happy and Unhappy"

Via Caravan to Portland
N. B. S.

A number of the special trains bound for Portland in June where the 46th session of the Imperial Council of the Mystic Shrine was held were run over the Milwaukee, including three trains from Pennsylvania and two from Michigan. As far as possible the train and engine crews were selected from the Shriners for the specials over the divisions and among those who escorted their

brother Nobles westward on the Rocky Mountain were Engineers Jorgenson, Muetz, Douglass, Shaw, Davis, Wirth and Daniels. Firemen Williams, Decco and Merrill. Conductors, Donner, Dautremont, Moore and Hirst, and Brakemen Kilpatric and Workman.

It happened that one of the powerful electric motors forgot to watch its step on a westward journey and as a result the city of Three Forks was entertained by about six hundred of visiting Nobles for several hours, hence the pictures, and I feel sure no one will object to finding their faces in the magazine.

The ladies in the photographs are all strictly Milwaukee, as everyone will remember Ruth Wilkins, who is now Mrs. Brackney, and although Mrs. Rader and Mrs. Toy are not so well known as their husbands, you now have an opportunity of seeing them. Andy Jorgensen says he thought when he opened that bottle with the foam on it, that it was something, therefore the smile. Engineer Muetz is looking happy because he knows he is going right along out to Portland with that train and perhaps the reason Fireman Decco isn't is because he wishes he had his face washed and his other clothes with him, so he could go, too.

A Passenger Conductor

(Concluded from page 15)

must be familiar with all forms of tickets issued by other roads, and be able to answer all questions intelligently in regard to connections, to leaving time of trains at junction points, etc. In fact, a successful passenger conductor is a walking encyclopedia and time-table; and all of his duties must be done pleasantly, as the popularity of the railroad on which he works depends largely on the way passengers are treated by the employes. On a through run a conductor reports in full uniform, thirty minutes before leaving time, inspects his train and reports any defects he finds to the division superintendent or other proper official; he must see that his trainmen are on duty, also in full uniform and neat and clean; he must ascertain the number of the engine and the names of engineer and fireman; number and names of coaches in his train, and the manner in which the train is made up. He must make out a wheel report to the car accountant, and during the trip he reports the time the train passes certain stations, makes a notation of all detentions and causes for the same, reporting them by wire to the division terminal. He collects the transportation in sleeping cars to destination of the car, and after detaching his coupon encloses this transportation in separate envelopes for each sleeper and turns these over to the connecting conductor at the junction point or the end of his run. Also, at the end of his run he makes out a cash report and mileage report, turning them in, with all collections, to the proper official.

Diplomacy and tact are essential to the passenger conductor, helping him to maintain harmony and in preventing complaints of real or fancied grievances; and in avoiding claims for damages, where conciliation can prevent these. The conductor, being the captain of his train, should endeavor to see that the members of his crew understand the value of efficiency, of deportment, of studiousness in their efforts to practice economy and fidelity to their employers and to the comfort and convenience of the passengers entrusted to their care.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

The Bill of Lading and Its Importance

The first and most important document issued in connection with the transportation of the various commodities by the common carrier, as we all know, is a "bill of lading." How many thousands of these contracts are daily made valid by the endorsement of the consignor and the carrier's agent, without either realizing the strength such endorsements carry? How many have made themselves fully acquainted with the "conditions" as shown on the reverse side of such contract before they append their signatures thereto? How many, especially those who have spent years studying the intrigues of the transportation glossary, realize that those ten sections of "conditions" cover in those few brief phrases the entire rulings that today cover many pages of literature in terms only more elaborated and extended?

A couple hours of study and the application of some real "horse sense" would save millions yearly for all concerned. And we are all concerned.

Owing to the brief space allotted the writer by the editor, will cover only those sections of vital interest to railroad employes who are actually receiving and receipting for freight (agents).

The fourth section makes owner subject to charges for poor coopeage account poor packing. Carrier, however, must bear this expense if done for the purpose of greater convenience of handling. This particular section should be given great study by agents and the old saying of "Well packed and marked, and shipment is half on its way" will be a reality.

The fifth section may somewhat be altered by different state laws. It specifies the removal of freight within 48 hours (exclusive of holidays) after notice of arrival, subject to reasonable storage charges (also governed by the different states) and to carrier's responsibility as warehouseman only. Carrier is not responsible for property unloaded at private sidings.

Section six clearly states that carrier is not liable for shipments of articles of extraordinary value, such as money, jewelry, silverware, etc. Avoid accepting in the first place, then the question of liability will not be raised.

Section seven clearly states that a party shipping explosives or dangerous goods without previously advising carrier's agent of the nature of the consignment is responsible for all loss or damage caused thereby and such commodity may be stored at owner's risk and expense or destroyed without compensation. This section only protects the carrier, if the consignor or consignee is financially situated as to compensate for such loss or damage.

The agent who is on the job will be on the alert and make sure of each and every consignment, and when such as the above are tendered for shipment will accept only when fully covered by rules as shown in specific classification. If in doubt, always refer to proper official for advice, usually your superintendent.

Section ten is a point that holds in all contracts and that is, if an alteration or erasure is made, it must have an endorsement to that effect thereon. This section, if given thought and careful practice, will save the carrier from paying claims sometimes tendered by unscrupulous shippers and consignees, who will take advantage of such discrepancies. The following notation, "Consignee claims should be 2 box Groc 1 box Recd" is a fair example that was taken advantage of, and the claim to which it referred would have been paid were it not for the excellence of a scrutinizing investigator. This notation was made to correspond to what a consignee claimed should have been shipped, whereas he actually received all that his bill of lading called for. The shipper happened upon the freight bill with the just mentioned notation and with a bit of piecing had what at first looked like a valid claim.

Too much attention cannot be given to sections four and seven. It seems to me it would be an easier matter to devote more time in examining a consignment and seeing that it was properly packed in containers that would actually carry the commodity to destination without damage, and properly marked in heavy bold letters to prevent loss or going astray, than it would be to handle files when claim is filed. Besides, it is a duty you owe yourself, consignor, and the company. If I had the least bit of doubt as to the advisability of accepting a consignment, I would refer to a superior and incidently remove all stain of blame. Junction agents who are forced to accept consignments from other roads should show on waybills a notation detailing the actual condition or appearance of a container when same appears somewhat shaky or to have been tampered with. However, if leaking, he should stop leak and make notation as to quantity left in container. Then, in the event of claim, the responsibility can be placed.

As stated in the early part of this brief, a bit of study and common sense will avoid most all grounds for claims. Further, be proud enough of your signature, as to not have it on a bill of lading covering a shipment that later will be costly to your employer.

Agents who are not familiar with the storage rulings of their respective states should address their superintendents for such.

Northern District Claim Prevention Meeting

At the Northern District Claim Prevention meeting held at Minneapolis July 30, J. A. Steele, agent at Lakeville, Minn., delivered a very interesting and instructive address on the subject of "Preparation of Cars for Bulk Loading and Prevention of Leakage of Bulk Grain in Transit."

This is a timely subject. We are getting ready to carry this season's crops and will be forced to use foreign equipment which is not all entirely fit for grain loading. Agents and shippers must exercise considerable discretion in selecting and reconditioning cars to be loaded.

PREPARATION OF CARS FOR BULK GRAIN LOADING AND PREVENTION OF LEAKAGE OF BULK GRAIN IN TRANSIT.

Mr. Chairman and Gentlemen:

It gives me pleasure to submit a short treatise on "The Preparation of Cars for Bulk Grain Loading and the Prevention of Leakage of Bulk Grain in Transit." As you gentlemen are probably well acquainted in advance with the important object of this meeting, kindly allow me, without further preliminary or introduction, to proceed with the subject at issue. You will please notice that there are two entirely different headings, each having a particular bearing on the other and more or less connected, so that although they might be consolidated as one, it would seem to serve our purpose better by having each heading treated separately.

We shall now consider under the first heading, "The Preparation of Cars for Bulk Grain Loading." No doubt the large majority present, if not all, have probably had considerable experience in this matter, and you all realize its vital importance. This is a matter which affects not only the Chicago, Milwaukee and St. Paul Railway Company, but all the railroads more or less, and has been considered from every conceivable angle, if not entirely to eliminate, at least to endeavor to considerably reduce the proportion of losses accruing from grain leakages. It would seem to be the fundamental principle that first of all the preparation of cars for bulk grain loading ought to be of first importance, and to be primarily considered.

In preparation of cars for bulk grain loading, it has been, and to a great extent now is, customary for the shippers, especially at the country elevators, to have cars placed at their elevators and loaded with bulk grain without having been previously rigidly inspected as to their fitness by some responsible person in the service of the railroad company. This may be due to a variety of causes—such as elevator being some distance from the depot, or station agent being busy and temporarily unable to obtain sufficient time from his office duties to personally examine the car, relegating this important duty to the elevator man or his manager and allowing himself to be governed accordingly as to its fitness for grain loading. In the large majority of cases, elevator men are men of integrity, but where there is—or where any doubt could be raised as to a car being fit or unfit, this should be left entirely to the agent's discretion, and car loaded or rejected accordingly. Therefore, first of all, I would kindly and at the same time strongly insist on a personal inspection of the cars placed for loading by the agent himself, or by some car inspector if a car inspector is available, as soon before being loaded with bulk grain, as possible. This is absolutely essential and is therefore of primary importance.

Other reasons may be adduced for cars not being inspected by railway employes before loading, such as an agent having confidence that the elevator men will refuse to load a car if it is not in fit condition, but when cars are as scarce as they are now, the very best of men could easily be tempted to "take a chance" with perhaps disastrous results to the railroad company in the form of a handsome claim. Therefore, it would seem at this present time all the

more reasonable to insist that each and every individual car be thoroughly examined before loading, as we cannot afford to take for granted even the statement of an experienced elevator man not in the service of our company, as to the fitness of the car for loading, but must needs satisfy ourselves without a doubt that the car is in good condition for bulk grain loading.

Each car should be examined thoroughly. Too much stress cannot be laid on this point. The time consumed by any responsible person in this work should not be hurried, but he should do the work as conscientiously as if it were for himself and as if it were his own immediate business and he himself the one who would lose if it developed later that the car was not properly prepared previous to loading. "Working for the company," should be eliminated from his thoughts and "working for himself" as if it were his own particular business, should be so thoroughly instilled that greater interest would be taken by our men, especially in the examination of cars placed for bulk grain loading.

Cars should be particularly examined around the corners and at the door posts especially, as at these places small holes may be seen if looked for carefully. Small cracks should be looked for in the door as well as in the roof. Large holes can easily be seen, but it is the small unlooked-for, and, to a large extent, overlooked ones through which the great majority of losses occur. These hardly noticeable small holes and crevices, I would submit, are responsible for more losses than any other cause.

Where a small hole, not only a nail hole but larger than a nail hole, is found in the floor, at the corners or at the bottom of the inside sheathing, it should be covered over with burlap or strong paper, after being plugged with waste; then, if necessary, a thin piece of wood might be nailed over it. A source of trouble is to be found around the door posts and one cannot be too careful or too minute in his examination.

I would take the liberty of strongly suggesting that all door posts should be plugged with waste where the least crack or space is noticeable, then papered, or a strip of wood nailed on over the waste or paper—waste preferred. So many crevices have been found around door posts which were seemingly all right, but when carefully looked over one could easily see daylight from the inside, that it is not to be wondered at if cars of this nature were left at elevators for loading the best of experienced elevator men could easily be misled and would load the cars. Another source of annoyance is a loose door jam on the outside of car. When a loose door jam is found, the boards on the outside of the car are loose in a great many cases. The door jam should be nailed as well as can be done so that by being firmly nailed it will help materially in preparing the car for grain. All outside boards should be re-nailed if they are found in a loose condition.

Another point not to be overlooked is the item of close-fitting grain doors. Generally nails bent over are found in and around the door posts. In that condition it is impossible to have tight fitting grain doors. This matter ought to be looked into carefully and if there are any protruding nails or nails bent over, they should be drawn out of the door posts so that the grain doors will fit snugly.

The second part to be considered by us is the prevention of leakage of bulk grain in transit. This phase of the question is now altogether out of the hands of the agent who no doubt is glad to see the car gone from his station, and we come to another class of men who are expected to examine all cars, especially at terminals—the car inspectors. As in the case of the agent at the starting point who ought to personally properly inspect the car before loading, so also the car inspector should properly and minutely examine every car of grain that comes in the yard where he is at work and subject every car to a careful and rigid hammer test examination, not merely tapping the sides here and there occasionally and confining his attention mainly to the air tubes and their connection, but giving his strict attention to tapping all around every car containing grain, so that if there is any leakage—which generally shows

itself more plainly when the car is in motion, it is bound to show itself under the hammer test and can be treated in the proper manner there and then.

The most practical manner of stopping a leak after ascertaining its location is by stuffing the aperture, small or large as it may be, with waste. Nailing a piece of board over the waste will stop the leak until car reaches its destination, and when empty it should be turned over to the car repair shops and repaired before again being used. If the leak develops under the sides of the car, which is very often the case, waste should be firmly stuffed up into the hold and the side of the car should be nailed around the place where the waste has been packed. Then at the bottom of car, right underneath where the waste was packed, a strip of board ought to be nailed over where the leak was discovered. This method will prevent any further leakage in transit. As a rule, very few cars indeed have been found by experience to develop a leak in the same place a second time after being properly treated at first in the manner described.

The car inspectors should not allow any car to proceed that shows any noticeable leakage. The car should be switched from the train and placed on the rip track if in the opinion of the car inspectors the repairing of the car would unduly delay the train when repaired while connected with the train, and I would contend that no car of bulk grain in transit that has developed a leak en route when noticed be allowed to proceed in a leaky condition, but the leak should be repaired before allowing car to go forward to destination.

When employes of the railroad company recognize the great usefulness they can be to the company in this respect, by a conscientious performance of their various duties, they cannot but awaken to the fact that they can be of great benefit in a very large measure in assisting to reduce the large amount of money altogether lost to our company by claims arising from leakages of cars of bulk grain in transit, which when totaled at the end of any fiscal year, reaches an almost unheard of sum. Only by careful and thorough inspection by responsible persons of each and every car, both before loading and afterward in transit, can any remedy be expected.

The Monthly Review

The general committee on claim prevention wishes to advise that the loss and damage to freight for June, 1920, as compared to the same month in 1919, is as follows:

	1919	1920
Freight revenue	\$8,862,648.00	\$9,600,959.00
Loss and damage	313,397.00	163,601.68
Ratio of loss and damage to revenue0353	.0170
New Claims Received in the Month of July		
	1919	1920
	No. Claims	Amount
Connecting line	2,687	\$64,738.65
Grain	602	24,181.24
Live stock	320	49,618.39
Loss and damage, Misc.	9,175	228,814.40
	12,784	\$367,332.68
	1920	1920
	No. Claims	Amount
Connecting line	2,187	\$67,838.43
Grain	494	52,954.03
Live stock	400	75,202.10
Loss and damage, Misc.	12,631	554,67.54
	15,712	\$750,672.10

From the present outlook we will probably be called upon to transport one of the largest crops of small grain grown for several years, and on account of the large percentage of foreign boxcar equipment now on this railroad, the question of properly cooping and repairing these cars at the loading station is probably the most important claim prevention subject before us at this time.

J. A. McNulty of the Grain Door Reclamation and Cooperage Bureau has volunteered an article on this subject, which will appear in the current issue of our *Employees Magazine*, and it is expected that every agent at whose station grain is loaded, even though in comparatively small quantities, will read this article carefully and take advantage of the information contained therein.

There will undoubtedly be occasions when cars are furnished you for grain loading that should not be loaded on account of physical defects, and even though the supply of cars is short of your requirements no agent should hesitate to refuse to spot for grain loading a car that is obviously in such condition that it cannot be successfully coopered and made safe for grain loading.

One thing we must consider is that an elevator manager, with his bins full of grain and badly in need of cars to move it, will take chances on loading an unfit car, consequently the question of whether car is fit or not must be left entirely to the elevator man's judgment.

The Claim Prevention Bureau suggests the closest co-operation between our agents and the grain shippers to the end that every car that is fit for grain loading be made use of and that every effort be put forth to guard against any leakage in transit by properly cooping the car and securely placing the grain doors, as even an apparently small leak from a car of grain at present prices means a direct loss to the company of many dollars.

All car department organizations and other employes at stations, and especially terminal stations, should be on the lookout for leaky cars of grain in order that such cars may be given the necessary attention as soon after a leak develops as possible and proper steps taken to prevent further loss in transit.

The necessity for active supervision is greater this season than ever before for the reasons above stated, particularly on account of the great number of foreign cars we will have to use and the difference between what our losses on grain will be this season, if every man connected with the loading and handling of grain in transit watches this closely, and what it would be if the matter is neglected, will be greater than any of us imagine.

This proposition presents an excellent opportunity for every employe who is interested in the company's welfare to do a stroke of work toward claim prevention that should not be overlooked.

Suggestions for Preparation of Cars for Bulk Grain Loading
J. A. McNulty

I would suggest that in so far as it is found practicable, all empty cars arriving at the large grain terminals, and before being sent to country districts or terminal elevators for grain loading be carefully inspected and placed on repair tracks if necessary for the purpose of putting in first class condition, tightening up the truss rods and remedying all defects mentioned, as facilities for doing this work at outlying points are not available, and by establishing this practice considerable delay will be eliminated, finally resulting in reducing claims for loss from

various causes to the minimum. This is a matter which I consider of vast importance in the proper handling and distribution of equipment for the grain trade if we are to profit from the experience of the past in this particular.

I would suggest the following precautions be taken and rules observed for inspection, cleaning and cooping of cars for bulk grain:

1. Inspect car thoroughly inside and outside to ascertain if same is suitable for the transportation of bulk grain and can be made grain tight by proper care in use of cooperage material.

2. Clean car thoroughly before cooping and remove any refuse that may be found lodged behind the car lining.

3. In case of broken and defective places in the linings or missing lining boards such defects should be remedied by nailing boards or grain doors over such openings securely.

4. Reject any car where floor is saturated with oil or containing any noxious odors which may permeate the grain and effect its food value.

5. Look for short floor boards at junction of side braces; for cracks at end of car between end sill and last floor board; for cracks between any two floor boards, and for defects and holes in floor boards and apply paper and nail a board over such defect or opening.

6. Fasten the outside end door or window by locking or cleating on the inside, pad surfaces around end window openings and then board them up completely.

7. Sides and ends of car must be drawn tight to sills by nailing, cement coated nails preferred, if any are found loose, where sill of car is in a decayed condition paper and a nailing strip should be applied under the sill to extend out flush with the sheathing boards, to which nailing strip should be nailed, and if the loose sheathing boards cannot then be drawn up tight against the sill by nailing reject the car.

8. In the event of sheathing boards spread at end and corner posts, the cracks should be calked effectively with waste or paper, likewise any belt rail openings, and further to insure against loss apply paper at end of car to height of belt rail, fastening same at top with a nailing strip, likewise in corners of car, folding paper neatly and loosely and merely tacking the paper loosely to floor to hold in position while grain is being loaded; in this way grain will be prevented from falling down through belt rail opening and becoming lodged in pockets formed by the body braces and lining of car, and which to recover the unloading elevator will rip off the lining boards to do so.

9. Paper should also be applied over any openings found around king bolt and a nailing strip used to hold firmly in place.

10. In applying grain doors to sidedoor openings, first apply folded paper between the grain doors and door posts as a pad or cushion to prevent loss from this source; if the door posts are defective or loosened from side of car and grain doors are long enough, same may be nailed to first body brace adjacent to door; beware of bad openings caused from bulging alongside of door posts where car lining and sheathing boards are so often found pulled away from door posts, and the defects should be filled with waste or paper and board nailed over same; to insure grain-tight joints between grain doors additional doors or boards should be applied over the junction of said doors for reinforcement to prevent leakage and bulging; after being coopered a tie brace should be applied perpendicularly midway the grain doors and a cleat fastened to floor which materially strengthens the grain doors and prevents the possibility of loss caused by bulging.

11. Grain after loaded should be beveled off in car and care exercised to see that sidedoor openings are boarded high enough to avoid loss of grain over the grain doors.

12. Loose or broken floor boards should be repaired on repair track.

Another matter to which I wish to direct your attention is the excessive nailing and spiking of grain doors by shippers, and in order to get a flow of grain from the car the elevators chop the doors in the process of unloading, which practice not only mutilates the grain doors but

causes more or less grain to be scattered along the tracks as a result.

One contributing factor largely responsible for the enormous breakage of grain door material spoken of is due to this nailing system, it being quite a common occurrence on cars of grain loaded at country points reaching these terminals to find that shippers had used from ten to forty nails and spikes in each end of all grain doors in applying them, whereas two 10d nails, or three at most when doors are warped, are sufficient for this purpose, and in prying doors from door posts heavy shrinkage and waste results.

Report of Efficiency Meeting Held at Nahant July 26th, 1920

On Monday, July 26th, at 10:00 A. M., there was an Efficiency Meeting held at the office of the Nahant car department. This was for the purpose of opening up a campaign for the purpose of promoting a better understanding among all concerned and with the intention of bringing the service to a greater degree of efficiency, together with a thought of "Safety First" for both the company and its employees in every sense of the word.

The meeting was called to order by S. La Belle, roundhouse foreman, who acted as chairman. The roll was called, to which the following officials and officers responded:

B. F. Hoehn, superintendent of K. C. Division.
G. W. Taylor, D. M. M. of K. C. Division.
E. E. Cush, R. M. of K. C. Division.
H. S. Calkins, A. G. Y. M. of Davenport.
A. Mallum, freight agent of Davenport.
G. L. Tomlinson, Y. M. at Nahant.
S. La Belle, R. H. F. at Nahant.
C. E. Barrett, C. foreman at Nahant.
H. E. Buckingham, I. H. F. at Nahant.
J. C. Boyle, S. K. at Nahant.
O. G. Marx, inspector at Davenport.
Mrs. Jennie Hicke, R. H. C. at Nahant.

Among the several matters taken up was the car situation, with Mr. Hoehn, Mr. Barrett and the two yardmasters. It was stated that "bad order" cars and empty cars were not being properly handled in order to expedite their movement to other points. Here it was suggested that when there were weak or bad order cars, that the yardmaster should at once be notified and these cars should be marked by the inspector "to be hauled in rear of train." It was also suggested that foreign cars which have no doors should not be sent to Nahant, as there were no doors kept in stock here for these cars, and they would only have to be boarded up and marked "Not fit for merchandise," and again sent out. This point served to show that in both instances there would be both time and money saved.

There was also shown the difference between "bad order" and cars without doors, the latter of which are not necessarily "bad order," as a "bad order" may have doors in good condition while otherwise unfit for service, while a doorless car may be in a splendid condition. The suggestion with regard to the handling of "bad order" and empty cars was accepted and the hearty co-operation of all promised.

The next point brought up for discussion was the coal chute track. Mr. Buckingham suggested that the coal track should be extended at least 100 feet in order to have more room for cars when necessary. As the track is at present, when the coal cars slip down a little distance from the chute they become a menace to the lives of the men as well as being in danger of colliding with cars or engines on the other tracks, as well as a possibility of all being derailed. The suggestion to lengthen track was taken up by Mr. Cush and Mr. Hoehn, who agreed to do all they could to bring about better conditions regarding these tracks.

The question of a shortage of switching tracks is evident from the fact that the outgoing track by the roundhouse is being continually blocked by a line of cars switched there while making up trains, to avoid delays; however, this causes a great deal of extra work in handling the engines in and out of the house and to the pit and coal chute. Mr. Hoehn stated that he would take care of this matter to the best of his ability.

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Mr. La Belle brought up the question that confronts the roundhouse with regard to the handling of switch engines at Davenport and Nahant, as there are not enough engines with which to change off when it becomes necessary to test or wash any of these engines or take them in for repairs. This condition has become quite serious and should have earnest consideration, which Mr. Taylor states it will receive. It was also noted that as a remedy for the delay with switch engine at roundhouse during the noon hour, that yardmaster call roundhouse and notify them about what time the engine would go to roundhouse for fire to be cleaned, for water and coaling. Mr. Tomlinson, the yardmaster, readily agreed to do so.

The subject of icing cars brought about the subject of placing the cars in such a way as to make it more convenient for this work when placing the ice on platforms. Here it was suggested that the yardmaster get a consist list and data as to the time of arrival of cars, as near correct as possible, and telephone this to the ice house foreman, in order that ice may not be placed on platforms too long before arrival of cars, as when this is done the ice remains outside too long and in some cases has had to be replaced, which is a waste of both time and money. Again the yardmaster agreed to co-operate to the best of his ability.

One of the many important things discussed was the condition of the tracks in the yard; it was shown the immediate necessity of improving conditions at once and Mr. Cush advised this would be taken care of at once to the best of his ability.

While the Store Department was well represented, Mr. Boyle had no suggestions to make, but we will probably hear from him at our next meeting.

The meeting closed with a general feeling that not a little had been accomplished toward improving conditions at Nahant, together with a more harmonious understanding and feeling of co-operation existing between all concerned.

The next meeting will be held Monday, August 30, at 10 o'clock a. m., at the office of the Nahant Car Department, and thereafter at 10 o'clock a. m. on the last Monday of each succeeding month.

S. LA BELLE, R. H. F.,
Chairman.

The Complaint of the Narrow Gauge

S. A. Matter

(Store Department, Dubuque Shops, Iowa.)

What's this insult to my honor,
What's all this fun of my fair name?
Who can come to the fore and face me
Like the man and prove the same?

All I hear are cries of derision;
On all sides shouts of disgust,
Even when I'm doing my darndest
"Till my boiler is ready to bust.

Even babes are getting frisky,
Making faces and showing me their back;
While in the arms of their mothers they babble:
"Come on you, get off the track."

All the natives are now against me,
Laughing at me as I rush by;
But wait! I'll sure get even, too,
In the sweet bye and bye.

Tramps and bums, they all now sbun me,
Just because my cars are small;
But the future is sure coming
When I'll fool them one and all.

From Gotham's marts to Frisco's Golden Gate,
Nothing like me you'll ever see;
A wondrous novel creature am I,
There never was the like or ever will be.

From Bellevue's mighty terminus
To Cascade's congested yard,
The acme of industrious perfection am I,
Work to me is a pastime and not hard.

So I hope, dear readers, each and every one,
My status you'll clearly understand,
So come now, all be boosters
And lend me a helping hand.

Orange Sauce

Beat whites of three eggs until stiff and dry, and gradually add one cup of confectioner's sugar, and continue beating; add the juice and grated rind of two oranges, and the juice of one lemon. Beat thoroughly and serve piled on top of baked peaches.



Employees at Pier 6, Seattle

GOOD THINGS TO EAT

Sour Cream Pie

One cupful sour cream, 1 cupful sugar, $\frac{1}{2}$ cupful seeded raisins, chopped fine; yolks of 2 eggs, $\frac{1}{2}$ teaspoonful cloves and cinnamon mixed. Mix a teaspoon of flour with the sugar. When pie is baked, cover with a meringue made of two whites beaten stiff with two tablespoons of sugar. Much better success may be had with meringue if it is just dropped on in spoonfuls and not spread around with spoon, and then set in oven to brown slightly. Be sure that the cream is sour.—DAILY NEWS.

A Pretty Salad

Two cupfuls of string beans cut into inch lengths and boiled until tender; same quantity of cold boiled corn, cut from the cob; a cupful of cold boiled carrots, cut into little dice; two cupfuls of boiled beets cut in the same way; 1 cupful of peas cooked until tender. Let all of these ingredients stay in the refrigerator until thoroughly chilled. Have a dish of suitable size very cold, and make a striped mound of your vegetables as follows: Pile the beets in the center and make a circle around them of the white corn, next the string beans, then the carrots, lastly the peas, and finally pour over all a good French dressing. If quantity is too great for one dish, make two of it. An outside wreath of nasturtiums may be used to make the effect as gay as possible. Sandwiches of thin bread and butter may be passed with pickles or olives.—DAILY NEWS.

Carrots with Mushrooms

Wash, stem, and cut mushrooms into small pieces. Dry on a towel, season with salt, pepper and saute slowly in a small quantity of butter or olive oil. Turn often, and when lightly browned, add an equal quantity of sliced young carrots, previously parboiled. Add more seasoning, turn in a little hot water, cover and let simmer. Serve on beefsteak, buttered toast, or thicken with browned flour, and turn over chopped beef balls to make gravy similar to Hamburger.—DAILY NEWS.

Hickory Cake

Cream $1\frac{1}{2}$ cupfuls of sugar, $\frac{1}{2}$ cupful butter, and $\frac{3}{4}$ cup of sweet milk. Add two cups of sifted flour with 2 teaspoons baking powder. Fold in four well-beaten egg whites, and last, one large cupful of chopped hickory nuts. Bake in a square loaf.

Lemon Cake

Any good layer cake mixture will serve. Filling: Mix 1 cupful sugar with $2\frac{1}{2}$ tablespoons flour; add grated rind of two lemons and the juice of one and a slightly beaten egg. Melt 1 tablespoon of butter in a double boiler, add the lemon mixture and stir until cooked to a smooth paste. Should be served fresh before filling soaks into cake.

Baked Peaches

Select large, firm, ripe peaches for baking. Blanch one minute in boiling water, drain and plunge them into cold water. Peel and cut them in halves and remove the stones. Into each pit cavity place a large seeded raisin, 1 spoonful of sugar, $\frac{1}{2}$ teaspoonful butter, and a sprinkle of mace or nutmeg. Bake in slow oven until peaches are soft. Serve hot on rounds or squares of sponge cake with orange sauce, or cold with sweetened cream.



The Bunch That Kept the Wheels Moving at Savanna During the Yardmen's Strike

CATALOGUE NOTICE

Send 15c in silver or stamps for our UP-TO-DATE FALL and WINTER 1920-1921 CATALOGUE, containing over 500 designs of Ladies' Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (Illustrating 30 of the various, simple stitches) all valuable to the home dressmaker. Address, Miss Hazel M. Merrill, Room 1215 Railway Exchange Building, Chicago, Ill.

The Patterns

3331. Girl's Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require $4\frac{1}{2}$ yards 36-inch material. Price, 10 cents.

3320-3149.—A very attractive costume. Waist 3320 cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3149 cut in 7 sizes: 22, 24, 26, 28, 30, 32 and 34 inches waist measure. The width of the skirt with plaits extended is about $1\frac{1}{2}$ yards. To make this design for a medium size will require $7\frac{1}{2}$ yards of one material 27 inches wide. Two separate patterns 10 cents for each pattern.

3323. Girl's Dress.—Cut in 5 sizes: 2, 4, 6, 8 and 10 years. A 6-year size will require $3\frac{1}{4}$ yards of 27-inch material. Price, 10 cents.

3317. A New Gown.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require $5\frac{1}{4}$ yards of 42-inch material. The width of the skirt at the foot is about $1\frac{3}{4}$ yards. Price, 10 cents.

3352. Junior's Dress.—Cut in 3 sizes: 12, 14 and 16 years. A 14-year size will require 3 yards of 38-inch material. Price, 10 cents.

3333. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. An 18-year size will require $6\frac{1}{2}$ yards of 44-inch material. The width of the skirt at its lower edge is about $1\frac{1}{2}$ yards. Price, 10 cents.

3332. Ladies' Cover All Apron.—Cut in 4 sizes: Small, 32-34; Medium: 36-38; Large: 40-42; and Extra Large, 44-46 inches bust measure. A medium size will require $4\frac{1}{2}$ yards of 36-inch material. Price, 10 cents.

3341. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 6 yards of 36-inch material. Skirt measures about $1\frac{3}{4}$ yards at lower edge. Price, 10 cents.

3354. Girl's Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 12-year size requires $4\frac{1}{2}$ yards of 38-inch material. Price, 10 cents.

3350. Comfortable Undergarment.—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size will require $2\frac{1}{2}$ yards of 36-inch material. Price, 10 cents.

3325. Ladies' House Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 6 yards of 36-inch material. The dress is of comfortable width at the foot. Price, 10 cents.

3337. Child's Play Suit.—Cut in 4 sizes: 2, 4, 6 and 8 years. A 6-year size will require $2\frac{3}{4}$ yards of 27-inch material for the dress and $1\frac{3}{4}$ yards for the bloomers. Price, 10 cents.

Obituary

Ed Moran, one of our oldest veterans, and up to over a year ago machine shop foreman, died at his home in Milwaukee, August 11, at the age of 75 years. Mr. Moran had been failing for sometime. Last Week John M. Horan and Engineer Mitchell took him out for an auto ride, which seemed to brace him up very much, and which he enjoyed greatly. Mr. Moran started with the Milwaukee road in 1860. He came down here with the North Milwaukee bunch when the shops were opened in April, 1880, and did the first lathe work in these shops. The funeral services were held in St. Gall's church, Third and Clarke streets, Friday morning, the 13th. The Veterans' Association and co-workers attended in a body.

Among the pallbearers were F. J. O'Connor, Art Bennett and James Connors.

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SUGAR 4 1/2c Per Lb.

You know how hard it is to get sugar, even when you pay the big price demanded by grocers, and what it means to be able to buy it direct from us at only 4 1/2 cents a pound. Yet sugar is only one of a long list of groceries on which we can save you money. Just in order to prove what a big advantage you have in dealing with us, we list below a trial order which saves you \$1.20. Regular value of these articles is \$3.19—our price only \$1.99. And we guarantee that every item is absolutely pure, fresh, standard high grade—just what you have been paying about twice our wholesale price for. You wouldn't think of going back to the costly old way of buying groceries after you have proved the economy of buying from the Big 4 Grocery Bargain Catalog. Send only \$1.99 with the Trial Order Coupon below, and begin saving money right away.

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Remember that with your first order you get a free copy of our big wholesale catalog which saves you money on all your grocery purchases. Here are just a few catalog specials. Sold in wonderful money-saving combinations.

FLOUR, Per Barrel \$7⁹⁸

SUGAR 100 Lbs. \$4⁵⁰

Uneda Biscuits 12 Packages for . . . 35c

Quaker Oats Large Package . . . 4c

Rush your trial order at once and get our wholesale grocery catalog in which you will find many of the most startling grocery bargains ever offered.

References We are one of the leading Wholesale Grocers in Chicago. Our bank, Foreman Bros. Banking Co., or any mercantile institution in Chicago, can tell you about us.

We Guarantee you absolute satisfaction or your money back. In every instance you get pure, fresh goods of the very highest quality. Send coupon for trial order today.

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1/4 pound pure Cocoa13
1 pound pure Baking Powder45
1 4-oz. bottle Vanilla Flavor Extract	.52
1 box Powdered Bluing (equal to about	
1 gallon average best bluing)29
1 Box Majic Dye Soap Flakes10
Total (You Save \$1.20)	\$1.99

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Our low prices merely indicate what you can now save on all your groceries, a full line of which is listed in our Wholesale Catalog—The Big Money Saver. This catalog sent to customers only. A free copy will be sent with your first order. Send coupon NOW—TODAY.

Trial Order Coupon

Big 4 Company Dept. 1230
112-118 North May St., Chicago, Ill.

Gentlemen:—Enclosed find \$1.99 for which send me at once your Trial Order No. 14, and a copy of your wholesale Grocery Catalog, free. It is understood that if I am not satisfied, I may return the goods at your expense and you will return my money at once.

Name

Address

Express Office

Special Commendation

Section Foreman W. Bacon, Latham Park, Ill., has received special commendation for watchfulness and prompt attention, discovering a dragging brake beam under StL&SF car 86034, as extra 2810 was passing him on July 26. Mr. Bacon succeeded in attracting the attention of the conductor and the train was stopped and further damage averted.

Roundhouse Foreman J. A. Gregg, Racine, Wis., has been commended for the manner in which he handled engine 1172 after the derailment near Washington avenue on August 5. The engine was repaired at Racine and gotten into service the following morning for the regular shift. This was a real demonstration of what can be done by going after the work and the management greatly appreciates such interest, promptness and efficiency.

H. & D. Division Fireman George Raebler has been given credit in the roster on account of discovering a broken arch bar, bolts and oil box on NYC car 232459, three miles east of Appleton on train No. OR, July 24. In order to find the broken truck it was necessary for Fireman Raebler to get down on bottom step of the engine tank, where he discovered the trouble in time to prevent a serious accident.

I&M Division Brakeman L. A. Bardouche has been commended for watchfulness, discovering a broken strap hanger on train No. 766, July 17, near Rose Creek, Minn. He brought the train to a stop and removed the defective part.

Dubuque Division Conductor W. A. Weldner has been specially commended for prompt action while in charge of train No. 303, July 27, when he discovered a lot of shingles on fire in C&O car 2919, while train was moving about four miles east of Waukon.

L. E. Yeager, agent at Bellevue, Iowa, and transfer men at that point have been specially commended for prompt action in extinguishing the fire at Smith's Pit on the afternoon of July 29, which threatened the bad order cars stored on the track there. Such promptness and efficiency are greatly appreciated by the management.

Brakeman V. L. Crain, Kansas City Division, received a credit on his record for discovering a brake beam down on StP 503869 in train 65, when passing through Newtown, and getting stop signal to the train crew, July 4. This watchfulness and prompt action on his part undoubtedly prevented a derailment.

While walking along the track west of Otumwa Junction, E. Kiburz, bridge foreman, Kansas City Division, found an angle iron wedged in the guard rail of the wye switch. This was a very fortunate find, and the interest that he took in the welfare of the company to keep his mind upon the track while walking along it resulted in the discovery of what might have resulted in a serious derailment.

Conductor J. P. Schlater, Kansas City Division, on July 29, discovered fire on bridge 588, three-quarters of a mile east of Lucerne, and instructed conductor on No. 8 to stop and see that the fire was put out. In view of the recent disastrous bridge fire that we had on this division, his watchfulness in discovering this fire and taking the action he did is very much appreciated.

Illinois Division Engineer D. F. Scannell and Fireman A. E. Nelson have received special commendation for their good work given the president's special, July 9, in the nice handling of train and total elimination of black smoke, indicating proper combustion. They have the compliments of the entire party for the good trip over the Illinois Division.

Some time ago, Illinois Division Laborer John Abbas discovered a brake beam dragging under parlor car. He called flagman's attention to it and had beam repaired, averting accident. Special commendation is due Mr. Abbas.

Illinois Division Brakeman Emil Nimtz, on No. 925, August 14, has received special commendation for finding broken rail two miles west of New Lebanon, reporting discovery and section foreman notified.

Section Foreman J. W. Tiernan was commended for the discovery of a dragging brake beam on a car in train No. 93, Torrence, when that train was pulling west from Van Horne, July 23. He and his force helped the train crew in removing the brake beam, one part of which had become lodged between the wheels. This, no doubt, saved an accident.

On July 29, Engineer O. G. Bowman, arriving in Perry on No. 65, reported a switch stand at the cross over on the west yard track either down or out of place. The crew of a train just leaving Perry was given a message to stop and examine the switch. The switch stand was found down, so the crew spiked the switch and called the section men to make repairs. Engineer Bowman given credit for his watchfulness.

On July 31, Car Inspector C. H. Courtwright, while waiting at Haverhill for a train east, noticed a brake beam dragging under Erie 102918 in extra west, H. W. Lee, conductor. Train was stopped and Mr. Courtwright helped the crew remove the defective brake beam before an accident resulted.

Extra east, H. W. Lee, on July 29, had a brake beam dragging while train passed the signal repairmen east of Slater. Maintainer Walter McBride noticed this, stopped the train and assisted in removing the defective brake beam. He was given credit on his record.

Iowa Division Engineer Grover Patterson received credit in his record for his watchfulness on August 6. He was firing engine 8622 on an extra west and noticed an obstruction between the rails on the eastbound track. The matter was reported to the dispatcher, who had an inspection made, and found a portion of a draw bar between the rails.

S. C. & D. Conductor A. R. Moroney and Brakeman William Ponders have been highly commended for their action in avoiding a possible accident and complying with Rule 941. On July 16, they detected the switch points not fitting properly to the rail on account of a loose bolt having worked its way between the switch and stock rail at Charter Oak, Iowa, on an extra east. No. 6 was following this extra on a permissive card, and after the extra had gone into clear, the switch was apparently lined up for the main line, the handle going down in its proper position. Moroney and Ponders noticed this defect in the switch point and immediately flagged No. 6, delaying them but two or three minutes.

Roadmaster A. J. Barbee, Sioux City, has been highly commended for his alertness in detecting a broken truck hanger on train No. 32 at McCook, Iowa, July 30. Mr. Barbee was on the rear of the train, riding coach No. 3516, when this defect was noticed. He pulled the air on the train and after investigating closely found the coach could not be handled in this condition and same was cut out of the train, passengers were transferred and a switch engine sent out from West Yard and brought car repairers to make the repairs so as to get the cars into clear of the main line. Mr. Barbee is noted for being a good snow buckler from the Black Hills, and it will be readily noted he is right on the job and on alert for other trouble.

We met Engineer Dave Slightam downtown the other day, the first time in five or six years. David is an old-timer on the P. du C. Division, but until recently was much under the doctor's care. We are glad to see our old friend looking better and back on the run.

Mr. Hennessey attended the arbitration meeting in Chicago the 4th, which is getting back to where he was a prominent leader, and is yet.

M. C. B. Jottings

To begin with, I forgot to tell somebody to be on the lookout for news items while I was gone, so there won't be much news this time.

J. J. Hennessey, assistant MCB, who has been on the sick list for some time, was in the office and all his friends and associates were very pleased to see him again. Mr. Hennessey attended an arbitration committee meeting at Chicago on August 4 and 5.

Did you notice the new tortoise shell glasses Bernice Kruse is wearing? We were quite surprised. Wonder if she is going to wear them when she goes to Chicago so she can see "him" better.

Catherine Butler spent a Sunday at the Wisconsin Dells recently and enjoyed the outing.

Quite a number from the office have been away on their vacations. As near as I can remember, they are the following:

Lillian Skobis spent her time at Okauchee Lake, and she said she surely did do enough swimming, dancing, etc. Norma Luetzenberger went to Fowler, Mich., "down on the farm." Erwin Poenisch was at Barnett and Horicon, Wis. When he came back to work he had a great big smile on his face. Wonder if he was so tickled to get back to work? Edna Bremser spent a week at Okauchee Lake, and at the present time Albena Wittak is trying her skill at swimming out at that lake. Must be some attraction there. Ye scribe was "way down east," taking in Detroit, Niagara Falls, Buffalo, Boston, New York, Atlantic City, Philadelphia and Pittsburgh.

Mae Berry, our telephone operator, spent a couple of days out of town, at which time she was relieved by our friend, Esther Sovig, who is and has been vacationing for some time.

Gene Kleiner and some of his friends have a "wonderful" cottage out at Crystal Lake, and that is where he is spending all his leisure time.

Edna Powell, formerly of the MCB office, gave a surprise shower for Catherine Butler on July 28. Those present were Mae Berry, Josephine Sweeney, Bernice Kruse, from our office, and Rose Bertram. Catherine was surely surprised,

she having been told that it was "just a bunco party." She received some very pretty gifts from the girls.

At the present time, Edna Bremser is at home sick. She returned from her vacation feeling just fine, but a few days later she was taken ill. We hope that within a very short time Edna will be able to again be at her desk.

Just found out that Bob Shand was on his vacation, too, but he said he didn't go out of town. However, I know he went to Chicago to attend some ball games.

Joe Holub, our chief clerk, is taking his vacation now. From what I hear, he is making good use of his time by painting his house. Tal Hughes of Minneapolis is acting chief clerk during Mr. Holub's absence.

J. M. Bremser was a Chicago caller during the month. Al Barndt also spent a day down there transacting business.

It isn't customary for a correspondent to tell what she did, but I do want to say that while in New York I had the pleasure of seeing and being on the Shamrock IV. Sir Lipton turned his yacht over to New York for inspection. It surely is some boat.

Freight Claim Department

M. E. Mortenson, chief clerk, is away on a trip in the Dakotas to forget about his troubles. Here's to a good and enjoyable trip.

Ed. Cowan has been plugging for a month trying to start a bowling league in our department. There is nothing like an organization of this kind to promote fellowship, and we hope he gets enough backing to make it a success.

Our esteemed contemporary, Colonel Bauer, is very busy these days shopping in the "loop." Oh, you Beau Brummel.

Traveling Inspector Shannon is now performing similar duties with the "Monon."

Charles Piepho has just returned from an extended trip over the Chippewa Valley and River Divisions checking up stations.

Joseph Eberhart is going on a two weeks' fishing trip. Hope he brings some real ones back.

WHEN BUYING INSURANCE

WHY NOT GET THE BEST OBTAINABLE?

THE "PARAMOUNT" DISABILITY POLICY

ISSUED BY THE

Massachusetts Bonding and Insurance Co.

IS "PARAMOUNT" IN FACT, AS WELL AS IN NAME

IT PAYS

- The Full Principal Sum.....For Accidental Death
The Full Principal Sum.....For Loss of One Limb
Double the Principal Sum.....For Loss of Any Two Members
One-Half the Principal Sum.....For Loss of One Eye

With a 5% Increase Each Year for TEN YEARS

MONTHLY ACCIDENT INDEMNITY

FULL INDEMNITY for total disability—as long as the insured lives.

ONE-HALF INDEMNITY for partial loss of time—limit seven months.

DOUBLE INDEMNITY for hospital confinement—limit two months.

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FULL INDEMNITY for total loss of time by illness (whether confined to the house or not)—limit one year—one-fourth thereafter as long as the insured lives.

NO EXCEPTIONS

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On the Steel Trail

East Wind Mile-a-Minute

It was announced in last month's magazine that the scribe had taken a vacation and left the gathering of newsy bits to his nibs, "Hamlet", which she did, but I am sure that after reading the August issue you will all agree the work was well done. Thanks one and all for your contributions.

Myrtle J. Leibson, oriental freight department, has left on an extensive trip through the East, and will visit many points of interest, including New York, Atlantic City and Boston.

Clare Stewart, general manager's office, has taken a leave of absence and gone on a farm near Salt Lake City. We are sorry the malted milk we told you about did not have the desired effect, but we hope to learn that Clare will gain rapidly and that she will soon be with us again.

Someone gave, as a suggestion, a new title for Mr. Peterson, that of "Supt. of Matrimonial Bureau". We believe if Mr. Peterson would follow up the suggestion, he could work up quite a trade in the Exchange Building. How soon may we expect you to open your new office, Mr. Peterson?

Genevieve Beaver has been with us again for two weeks, relieving in Mr. Whipple's office. We are always glad to have her here and are looking forward to two more weeks in September, which she intends to spend with us.

Mr. Carlton, head of our mail department, is spending his vacation in Scranton, Pa.

Bertha Melchor is spending a week in Michigan. This is her third vacation there this year.

Ringling Bros.-Barnum & Bailey's circus is camping in our front yard. We understand not many of the railroad men are attending on account of the free pasteboards being minus.

All the men in Mr. Whipple's office are checking cars in the yards, Sunday at present. We expect the preference jobs are on the Chicago & Evanston line.

Harry Dickie just came back from the wilds of "Noo Jolsey". We wonder how many letters passed between there and Chicago during his absence.

Elsie Plug is going to be married some time this month. We haven't heard whether she intends to assume her new duties as housewife right away or whether she will remain with the railroad for a while.

Al Eldred has returned to Tower B-17 after helping out in C.G. office a few days.

Charles Herman, of the telegraph office, was away on a fishing trip during the month of August, spending the time at Minocqua. Jim Nolan and Clarence Nelson, also indulged in this pastime—the only thing Jim caught was a coat of tan.

Do you know the story about the green shirt? Ask Harry Johnson. We understand he won that shirt in a "Murphy Race" at an Irish picnic.

Ruth Price, in the passenger rate department, has been taking lunch every noon with a strange gentleman. We think possibly his name is "Long-fellow".

Bill "Hurri" Kane just blew in from Lake Geneva, where he spent two weeks' vacation.

We understand the "Vets" are going to hold their next meeting this month. We all hope that we will at some time be eligible to attend these meetings. However, our office boys don't seem to be working toward that end. They say the first hundred years are the hardest.

Miss Edith Carlson has returned from a leave of absence, and is feeling much improved after her vacation.

Mr. C. F. Loweth is taking a vacation, visiting points of interest in the West.

Our sympathy is extended to Miss Witt, of Mr. Poole's office, who lost her sister during August.

Miss Elizabeth Darch comes to the general manager's office from Springfield, Ill., and at present is working in the A.F.E. department.

Sixteen of the "railway's" fair sex entertained in honor of Miss Dorothy Hart in Stevens' Tea Room on Tuesday, August 17th. Miss Hart is to

be married to Lawrence Gillick, September 1st, and they will make their home in Minneapolis. She was presented with a silver creamer and sugar by the young ladies.

Caroline Burke, of Mr. Cooper's office, is spending her vacation in Saugatuck, Mich.

Clarence Nelson, former chief messenger in the telephone office, is now a full-fledged operator. Possibly those out on the line have noticed the new signature CN. They tell us he is smoking good cigars now, or what have you?

Mabel Whitcomb and Henrietta Hornburg took a trip to Denver, returning August 8th. We do not believe there was any special attraction in Denver except the scenery, as we believe there is oodles of attraction in Chicago. However, the young ladies report a fine trip.

Since some of the girls in the superintendent of transportation's office came back from their vacations, we notice quite a bit of mail coming from Billings, Mont., and Washington, D. C. One of the letters even contained a four-leaf clover, and we all know what that means.

Mildred Litzen, from the general freight office, has left the service of the Company.

A very pretty wedding was solemnized in an Evanston church recently when Frank Lowry and Miss Lela Dill of Evanston, were united in marriage. Mr. Lowry is employed in Mr. Byram's office.

John Phelps has just returned from a three weeks' vacation.

We understand that no attention is being paid to the anti-boxing laws of Illinois around the Railway Exchange. An eight or ten-round battle was staged on the 12th floor, between Albert Fox and Walter Thorbrogger, of the telegraph office recently which ended in a draw.

We understand Western Union 501 has fixed it up downstairs so that he will get all messages for Room 1228.

Florence Walsh, of Mr. Greer's office, has just returned from a wonderful trip to Great Falls, Montana.

We wonder what disturbed Joseph Erickson's choir on the banks of the Mississippi at Davenport?

A new switch stand has been named after Geo. B. Woodworth, inspector of rail, who was largely responsible for its design, as a recognition of his long and faithful service with the C.M.&St.P. Railway Company.

Miss Vaughn, of the engineering department, expects to spend her vacation in Denver, Colorado.

Miss Ella Hamer and Miss Florence Anderson also took trips West, Miss Hamer visiting points of interest in Los Angeles and San Francisco, and Miss Anderson in San Francisco.

Mrs. G. C. Lyon went to New York and points of interest in the East last month.

Among those attending the meeting of the American Society of Civil Engineers in Portland were Mr. Loweth and family, Mr. Yappen and wife, and Mr. A. Daniels, district engineer, Minneapolis.

One might judge from the amount of lavender displayed that lavender had been adopted as the pet color of the general offices. Are you a member of the "Lavender Club"?

"I never dread to take a trip,"

The busy Merchant said,
"I plan to ride the old Milwaukee,
And I'm sure of a comfy bed."

"If business takes me toward the North,

The Pioneer Lim I board,
And there I find a wonderful meal,
That anyone can afford."

"If Kansas City is where I go,
The Southwest comes in handy;
For on that train is service found,
That certainly is dandy."

"Omaha often is my lot,
Then No. 7's my train,
And after riding there and back,
I feel I've made a gain.

"Then when vacation time comes 'round,
And I want to take a rest;
The Olympian takes me to the Coast,
And you bet that train's the best.

"You but have to ride on other roads
To appreciate the old St. Paul,
And when your Journey's over,
You'll declare it the best of all."

I. & D. Division
Lo. I. Walter

Chief Dispatcher O. A. Beerman is enjoying a two weeks' vacation fishing on the Mississippi. Dispatcher C. B. Higgins has just returned from a two weeks' vacation. Operator F. J. McDonald relieved him while away.

T. L. Walsh, who has been doing the extra work Mason City Dispatcher's office side wire, has resigned and expects to return to the CGW Ry.

D. M. Lezotte, fourth operator Mason City, recently returned from a short leave of absence, spent in Milwaukee and Chicago.

The mother of Miss Edith Reyner, third operator, Postville, and Miss Emma Reyner, Asst. cashier, Mason City freight office, passed away July 25th. They accompanied the body to Broken Bow, Nebr. We extend our sympathy.

Among those who have recently been away on vacations are A. N. Anderson, agent Clear Lake; H. E. Browman, first operator, Spencer; C. H. Gilbert, agent, Ossian; P. A. McNeff, agent, Monona; R. W. Shore, first, Mason City; J. E. Johnson, third, Charles City; H. A. Delahooke, agent, Beulah, and E. W. Chase, agent, Everly.

T. C. Ovington, agent, Ionia, says he has found a chance to get himself a wife. Hence the lay-off. We are glad to see Engineer A. Swanson is able to be on his run again.

We are very sorry to announce the death of Oscar C. Moerke, fireman, which was the result of an accident on the streets of Mason City, when a young motorcyclist lost control of his machine, which struck Oscar, felling him to the sidewalk in such a manner as to produce concussion of the brain. Oscar was an overseas veteran of the World War in which he accredited himself very favorably. He leaves an aged father and mother, two sisters and one brother, and a host of friends to mourn his untimely end.

Conductor Lou Goddard is running on the way freight, Mason City to Spencer, now. We miss your presence on the O679 Pa., but Ernie is doing fine.

The Mrs. and I, all of the kids, the Chevrolet and the Cat are going up in Minnesota tomorrow morning at 6 A. M. to visit Ma and Pa, and incidentally catch a few fish. Will let you know next month what luck we have "if" we catch any.

Engineer J. Phaffer is visiting relatives in Duluth. We understand he is not coming back until we have a frost, being a victim of hay fever.

In compliance with a suggestion made at the Safety First meeting, a white line has been painted on the various platforms of the Division to warn passengers and employes back from the danger zone. We understand our car foreman at Mason City narrowly escaped a bad fall recently when he stumbled over the one on our platform here.

Engineer Beach is sojourning in California this month.

W. J. Hughes, master mechanic of the Rochelle and South-Western, was in our city a few days ago. He reports everything as lovely on his Division.

A. A. Major, engineer of Mason City, is now running on way freight between Running Water and Marion Junction, having drawn same on bulletin.

Mrs. Amelie Werele, clerk in the yard office at Mitchell, S. D., spent a few days in Mason City and also attended the special dance party given by the Court of Honor at the Idelo dance hall in Clear Lake, July 8th.

Brakeman Johnson also attended the Court of Honor dance at Clear Lake. Everyone certainly reports a good time. Cannot blame them for coming so far.

Ben Holt, engineer, and wife spent a few days at Sioux Falls, S. D., last week.

Send **1** \$ **Get a Stylish Suit or Overcoat** Made to Order

Men—look here! No need for you to wear ready-mades. No need for you to stand for high prices and pay all the money down for made-to-measure clothes. America's big tailor shop will make you a suit or overcoat of fine fabric in latest style to your exact measure, guarantee the fit and send it on approval for \$1 down. Get our big Style Book and see for yourself that we are world beaters on style, quality, reasonable prices and liberal terms. The free Style Book explains our plan and shows how you get the snappiest styles and save money. Cloth samples also sent free.

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Your credit is good here. We trust you. Wear suit or overcoat while paying for it. No risk to you. If not satisfied return the clothes and we refund your \$1.00. That shows that our garments and work must be best—otherwise we could not make such an offer. Could any house be more liberal?

Save \$15 to \$25

Yes, you keep \$15 to \$25 (or more) in your pocket when you order a suit or overcoat from us. See our stunning styles and classy tailoring and learn how to save a lot of money.

Get in on this now and save that cash for yourself. You send only \$1 and your measurements and tell us which cloth you want. We make the suit and ship quick. No delays. Send clothes back if not all or more than you expect.

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Name.....
Address.....
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E. M. Flanders, switchman at Mitchell, spent a few days in Canton last week.

Conductor Wiley is laying off for a month, his run being taken by Conductor Burge, of Mason City, having drawn it on bulletin.

Section Foreman Jim Powers, of No. McGregor, passed over the I&D on his way to Van Tassel, Wyo., to visit his boy, Tom Powers.

C. H. Bradbury has assumed his duties as round house foreman at Sanborn, after a two weeks' vacation.

Ego Rogers, of the signal department in Chicago, was a caller in Sanborn a few days last week. Understand he spent all his evenings visiting one of the ladies of the station agent's force.

Boilermaker Ike Holland has returned to Sanborn after a sojourn through Cuba and the South. Why has Elias Kelroy left the Middle Division and gone East?

J. G. West, of Mason City, is now local storekeeper at Sanborn.

A treating plant is being constructed near Sanborn roundhouse.

Quite a number of the employes in Sanborn roundhouse went to Hesper Wednesday, August 11th, to survey the Omaha wreck in which several lives were lost.

Some class to our Boilermaker Frank Whalen when he drives around in his Regal, which he purchased recently.

Understand wedding bells are soon to ring around Mason City roundhouse. How about it? Ask Paul Hurley.

Tacoma Local Freight Office

Mrs. F. C. Clover

We are now nicely settled in our new office. Mr. Alleman and Mr. Bement each took special care to have the desks and records arranged in a way convenient to all.

July has been a fine month for picnics and camping. Miss Gwen Guslander is camping at American Lake and drives her Ford back and forth each day.

Roy Kidd and wife drove to the Mountain for an over-Sunday stay, July 31.

Miss Sophie Hansen and Keith Williams, with a party of friends, made the trip to Paradise Valley and back July 25.

Mr. and Mrs. J. D. McKay enjoyed an auto trip with friends July 4.

Mr. and Mrs. R. V. Bement and family, Mrs. Hall, Miss Florence Hall and Mrs. Groves spent July 4 at Spring Beach, guests of the Clover family.

Miss Blanch Sandvig was bumped by Miss Coral Frost from dock two. Miss Sandvig is now working at the superintendent's office.

Miss Fannie Conway spent one day at the Mountain and had such a good time it took nearly a week to get rested.

Tom Dolle asks what is the difference between reclaim and per diem. With the high cost of living and Tom's housekeeping, he seems to be mixed up on all sides. Someone ought to help him out.

Mrs. F. J. Alleman and Mrs. R. V. Bement, who were recently operated upon at the Tacoma General Hospital, have returned to their homes and are improving nicely.

Dock No. 1

The office looks rather lonesome these days with Miss Bolander still enjoying the sights of the East, her last report being from Niagara Falls; Miss Dorothy Rau visiting among the prairie dogs in Nebraska; Mrs. Neilson having gone on a vacation trip to Portland, and Miss Florence Hall having transferred to the superintendent's office, leaving Miss Grace Erickson for a few days as the only girl on the dock.

Miss Irene Thiele relieved for a few days as stenographer in the claim department.

Billy Woodard went on a fishing trip to Lake Sutherland near Port Angeles and would have had a very good time if some canned beans had not seriously disagreed with him, so much so that he had to be rushed from the camp to town, where it took a doctor and a stomach pump some considerable time to bring him around. Billy has sworn off on canned goods and will hereafter confine himself to home cooking, having

taken the necessary steps to acquire a cook of his own in the very near future.

Miss Grace Erickson has developed into a full-fledged fisherwoman and can tell you all about every trout stream emptying into Puget Sound. Her total catch to date is said to have consisted of one trout, which was so small that nobody had the heart to eat it. Her fishing trips are reported to be pulled off by means of a fivver; deponent sayeth not whose fivver.

A number of the dock one people joined with others from dock two and the local office in a picnic at Mr. and Mrs. Clover's seaside cottage at Spring Beach, on Vashon Island, Sunday, July 11. They had much to eat and a good time, notwithstanding the chilly atmosphere.

Tom Taylor, who was with us so long as cargo clerk in the Doghouse, is now with the Northern Pacific, working on back-time compilation. He lately underwent an operation, but is quite restored to health now.

We are enjoying candy and cigars these days—same being on Billy Woodard, who decided on July 28 that two could live cheaper than one. After a trip to Victoria, B. C., and Port Angeles, Billy is back at the dock as smiling as ever. Our very best of good wishes are extended to the happy couple.

Dock one would like to know whose shiny red machine it is which brings someone to dock two every morning. Who can enlighten us?

Dock No. 2

Our genial assistant foreman, W. J. Kear, journeyed over the mountains as far as Ellensburg on No. 16, August 1, returning on No. 15 same date. We strongly suspect the motive behind the trip was to test the validity of the new annual.

Miss Coral Frost, who has been employed at dock two for some time, is now at the local freight office. We hope she will soon discover that there is no place like the docks and will decide to return.

Lost—At Point Defiance, July 29, one pan of home-made baked beans. Finder please return same to J. C. Hennessey, warehouse foreman, Milwaukee Docks, and receive liberal reward. No questions asked.

Can anyone explain the reason for "Sadie" Wells' new pink coat?

O. R. Powels, timekeeper, has just returned from an extended vacation in southern California and Chicago. The beaches at California seem to be quite attractive, as Ray is beginning to feel in need of another vacation.

Cupid is again at work at dock one. He has already pierced one heart, and the rumor is that there are to be more. We think he has been informed of our increase in salary.

Mr. McIntee disappeared at noon today and returned shortly afterwards with a quantity of candy and treated the force. What occasion for the treat, Mr. McIntee? We are not used to such pleasant surprises. The news of our increase was about all we could stand.

Ray Powels proudly informs us he has a private secretary, and we note they work overtime as well as journey on picnics together. There is no doubt but what this is all company business.

C. S. Ebbesen declares he is strongly in favor of the discharging of import cargo in dock two. Matting rolls afford an excellent couch for catching a nickel's worth of "shut-eye" during the noon hour.

Sleeping and Dining Car Department

Buddie

Sleeping Car Conductor Samuel Palmer was taken to the West Side Hospital, Chicago, suffering with a cancer. Doctor has hopes of his recovery.

Dining Car Steward Walter Tompkins is being relieved by Steward C. C. Little on account of sickness. We hope the popular Tompkins will soon be with us again.

Inspector William F. Kusch has just returned from a two weeks' vacation to Rainier National Park.

Brother John Jencks is now on The Lazy Man's Job, doing station duty.

Sleeping Car Conductors William Derr and Charles Erwin are off nursing hay fever. They are being relieved by Conductors Ted Talbertson and Sam Tapp.

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Steward Eugene Conley is on his vacation. He hopes to see the big town (New York) before returning. He is being chaperoned by Mrs. Conley.

Congratulations, L. D. Trelder, on the coming event. You will be missed at Bachelors' Hall.

Iowa Division
Ruby Eckman

Agent W. D. Magee of the Perry force, accompanied by Mrs. Magee, went to Rock River, Wyo., the fore part of August to spend ten days visiting with their daughter.

A. N. Jeffers, who has been roundhouse foreman at Perry for over a year, tendered his resignation the fore part of July and was relieved about July 19. Before he left the men in the shop presented him with a beautiful 32 degree Masonic ring. Mr. Jeffers went from here to Idaho to take a better position. F. R. Hoos, who has been a machinist and shop foreman in Perry roundhouse, was made roundhouse foreman to take Mr. Jeffers place.

Fireman J. W. Kirkendall and wife spent the greater part of July in Chicago, Jack being there for committee work.

The master mechanic's office, which has been located at Perry about a year, has again been moved back to Marion. The location of the office at Perry was convenient from an operating standpoint, but it was decided that it would be more convenient to handle the accounting if the office was at the same place the division accountant was stationed, so the move was made. Master Mechanic C. L. Emerson will reside in Marion. That being Chief Clerk Walter Applegate's home, he was glad of the change. Miss Trine, Miss Anderson and Miss Yotish are working at Marion, but come back to their homes in Perry for over Sunday.

G. N. Whipple, one of the oldest agents on the Iowa Division, passed away the fore part of July. Mr. Whipple was agent at Slater for many years until his eyesight failed. He took a leave of absence from his position, but was never able to return to it. The station is now on bulletin, H. W. Marshall having been appointed

temporary agent during Mr. Whipple's leave of absence.

Conductor E. A. Rumley was off duty some in July and August on account of his wife being in the King's Daughters' hospital at Perry for an operation. She is gradually regaining her strength.

Friends of Engineer L. F. Johnson were shocked to learn of the death of Mrs. Johnson, which occurred at the family home on August 12 in Perry. Mrs. Johnson had had a surgical operation at a hospital in Des Moines several weeks previous and was thought to be gaining nicely when she took a turn for the worse and lived but a few days.

Conductor H. J. Fuller and family spent their annual vacation at the lakes in Northern Iowa during July.

Claim Adjuster C. A. Peterson was off duty a week in July to go to St. Paul to meet Lt. Col. A. C. Peterson, who returned July 11 from Russia, where he had been in command of troops since in November, 1917. Mr. Peterson was formerly a superintendent on the Milwaukee before his enlistment.

Car Foreman I. L. Kline has been off duty the greater part of the last three months on account of the serious sickness of his wife. She has been in a hospital in Dubuque and has also been to Rochester to consult the Mayos. Paul Trenkley of North McGregor has been looking after the work at Perry during Mr. Kline's absence.

Calvin Hall, for many years a member of the Perry car department force, has resigned and has gone to Des Moines, where he has taken a position as a special officer.

Elmer Willis of the Perry car department force spent a couple of weeks of July on an auto trip to Wisconsin. His family accompanied him.

Engineer Chas. Ott took his wife to Rochester, Minn., the fore part of August to consult the Mayos.

Engineer Henry Clark made a business trip to Minnesota the latter part of July.

Coal Shed Foreman Alex Borg and family, Engineer Arthur Borg and family and Engineer Joe Kirkwood's family spent their annual sum-

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General Electric Company Gets Big South American Railway Contract

Electrification of First Main Line Road in South America Goes to American Concern for Nearly \$2,000,000

The International General Electric Company has secured a contract amounting to nearly \$2,000,000 for the electrification of the first main-line railway in South America.

The electrification is over the line of the Paulista Railway Company between Jundiahy and Campinas, Brazil, a distance of 45 kilometers, or about 28 miles. But since the road is of double track construction the total mileage, including switches and extra track, amounts to 76 miles.

The equipment to be supplied by the International General Electric Company consists of 12 locomotives, 8 freight and 4 passenger engines, material for the transmission line and sub-station and a 3,000-volt overhead, of the twin-centenary type construction. It is one of the largest railway contracts received since the C. M. & St. P. electrification.

This project anticipates further extensions amounting to 100 additional miles of route which may eventually bring the total electrification up to 128 miles, extend-

ing between Jundiahy and San Carlos.

Power for the operation of the lines will be supplied by the Sao Paulo Light and Power Company at 88,000 volts, 60 cycles.

The locomotives will be of the geared type, 3,000-volt direct current. The freight locomotives will weigh 100 tons each, all weight on driving axles, and the passenger engines, 120 tons, equipped with two axle guiding trucks at each end. They will be built at the Erie Works of the General Electric Company. All of them will be equipped with regenerative breaking apparatus. The design of the new equipment, in fact, will parallel closely the Chicago, Milwaukee and St. Paul electrification, while the locomotives will be almost the duplicates of those used so successfully on the Butte, Anaconda & Pacific Railway, except for slightly increased weight and the addition of regenerative braking.

It is expected that the new line will be in operation in July, 1921.

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mer vacation at the lakes in Northern Iowa in July.

Machinist Helpers Sam Anderson and Jack Hopkins both lost considerable time in July and August account sickness.

Fireman and Mrs. Ed Ryan welcomed a fine baby girl into their home at Perry on August 4.

R. W. Anderson, the new superintendent of motive power, was out on the Iowa Division in August and July getting acquainted with his new territory. There are a number of the men in the Perry force who have worked on other divisions with Mr. Anderson and he was given a hearty welcome.

Frank Colburn, who enlisted from Perry and served in the navy, has just received his discharge and has returned to his home in Perry. Frank, who is the oldest son of Engineer Hiram Colburn, was a machinist apprentice before his enlistment.

Henry Hansposten returned to Perry the latter part of July from a trip down in Missouri and other southern points. Henry was very much surprised upon his return to find that his friends had had occasion to worry considerable about him. About the time he was in Kansas City a man by the name of H. Hansposten had been slugged and robbed. As none of Henry's friends had heard from him during his absence they were much alarmed for fear he was the man mentioned. Superintendent of Terminal J. F. Anderson and the chief of police at Kansas City were pressed into inquiry service and learned that the man in question was not Engineer Hansposten.

Engineer Fred Kennison and wife had a very pleasant auto trip the latter part of July to the northern part of the state.

J. N. Hutchins, who has been working as agent at Yorkshire since Astor station was closed, was off duty several days on account of sickness.

Mrs. W. Schaezle and son of Dubuque were in Perry the latter part of July for a visit with her brother, Otto Pohl.

Master Morris McGovern, who is spending the summer in Perry at the home of his grandfather, Engineer Jack Ahern, was six years old on

July 26, and the date was made one which he will remember, as he had a real birthday party with all the trimmings.

Mabel Spence, yard clerk at Perry yard, has resumed work after several weeks' lay-off, during which time she had a severe operation performed at the Perry hospital.

W. H. Janes, who has been working as a switchman in Kansas City for several weeks, was in Perry the fore part of August attending to some business matters.

There was great rejoicing in the Clothier and Gorman families the latter part of July, when Master John Gorman Clothier, weight, 7 pounds, made his appearance at the home of Engineer and Mrs. Elmer Clothier. It was a hard matter to decide who was proudest, the father or the grandfather.

Switchman Elmer Robbins of the Perry yard force was married in Perry the fore part of August to Grace Franks Young. They will make their home in Perry.

Mrs. Dick Swift and daughter, Mary, who have been visiting with relatives in Perry for several weeks, started August 13 for Wisconsin, where they will make a short visit before returning to their home in Seattle.

The first cowboy roundup ever staged in Perry was held the second week in August. It was like robbing Peter to pay Paul to let all the train and enginemen off that wanted to see the big show.

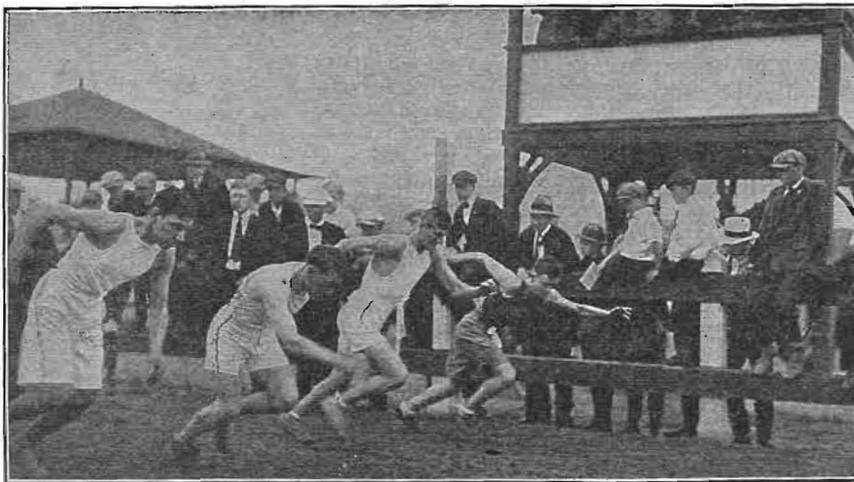
Switchman Paul Rhodes' wife and two children spent a month in Colorado with relatives.

Gossip from the Trans-Missouri

M. F. H.

N. H. Fuller, our former trainmaster, has been promoted to superintendent of this division. Here's hoping that he will continue to meet with the success he has in the past. Although the boys will miss his smiling face along the road as trainmaster, they are all glad that he is sitting in the "big chair," and will always welcome the "yellow caboose" No. 5813. Conductor B. K. Doud has gone to Montivedio,

We All Work, Play and Live Together



Our workers are keen advocates of outdoor sports. Athletic contests are a popular form of amusement at Ideal Park, Endicott, N. Y. A PLAYGROUND FOR ALL THE PEOPLE

ENDICOTT-JOHNSON

Shoes for Workers and Their Boys and Girls

Endicott, N. Y.

Johnson City, N. Y.

Minn., for a few days' vacation. Someone mentioned the fact that they thought he had gone fishing.

Relief Dispatcher Walter Horn and wife are spending their vacation at Seattle, St. Maries and other western points.

Miss Mary Roche, former file clerk in the superintendent's office, has gone to her home at Madison, S. Dak.

Engineer George Hafferman and wife are the proud parents of a baby boy.

Conductor W. C. Fuller, who has been out of service since June, 1919, when he was injured by his caboose falling over an embankment near Trail City, has returned to work. We are all glad to see Mr. Fuller back at work, and his friends all wish him well.

Mrs. Harold Winship and children are spending the summer visiting at Brighton Beach, N. Y.

Car Clerk Dora Anderson is enjoying a visit from her mother, Mrs. A. E. Megne, of New Effington, S. Dak.

Miss Mildred Tait has left the traffic department of the Milwaukee at Butte and is employed in the chief dispatcher's office at Moberidge.

Monty Rogers, formerly stenographer to E. H. Barrett, has accepted a position as stenographer to Superintendent Fuller. We all welcome him and trust that he will like his new work.

Events of the month: On July 24, Lillian D. Perry, stenographer to Superintendent Fuller, and Howard E. Clark were united in marriage. August 14, Mildred H. Ferguson, roundhouse clerk, was married to J. M. Humphries of Sioux Falls, South Dakota. On the same date, Louise Nuebert and Arnold Running were married at Selby. Everyone joins in wishing the newlyweds the best of success and happiness in their married life.

We are very glad to welcome to our division, D. D. Spayde of the Northern Montana Division as our new trainmaster, and hope that he will like us and our part of the country as well as we like him.

Chief Clerk Max Obst, wife and father, spent a few days in Lewiston, Mont., recently.

Frank Williams, cashier at Moberidge, is relief agent at Timber Lake while the regular agent, P. R. Hosely, is taking a vacation on account of ill health.

Mrs. Herbert Halverson and daughter, Anna, are spending a few weeks in Portland, Ore.

We understand that "Molly" McGuire likes doughnuts. Do you, "Molly?"

J. C. Comingore, who has been living in Texas for the past three years, is back switching in the yards at Moberidge.

George M. Hayden is our new chief dispatcher, having been transferred from the R. M. Division. He is looking especially happy today. The reason? Mrs. Hayden is here.

Night Yardmaster O. P. Vachreau has left us for a short time until his hay fever leaves him. E. H. Lester is officiating until his return.

Grace Horrigan, Mildred Tait and Gene Warner spent Saturday and Sunday in Aberdeen. They were street car shy but got back to Moberidge all right.

Mr. and Mrs. A. G. Fuller are spending their vacation on the coast.

Illinois Division

Mabel Johnson

Conductor Fred Greve was off duty for a week, enjoying a camping trip to Wisconsin.

Brakeman R. J. Tubbs had a narrow escape from drowning in the Mississippi at the Savanna bathing beach recently. Brakeman Tubbs had just had his dinner and being a warm day, went in for a swim. He dove in and in doing so lost his breath. Being unable to help himself, he called for help, and one of the boys nearby went to his assistance. Mr. Tubbs is none the worse for his experience, but do not believe he will want to try it again.

Conductor Carl Altenbern, wife and daughter, Blanche, visited in Lena, Ill., over the week-end, August 15.

Chief Clerk John Barry (Savanna yard office) and wife visited their relatives in Rock Island recently.

Fireman Ray Nugent and wife returned from

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YOUR watch must endure strains and stresses, jolts and jars, that are encountered in few other professions. Railroading takes stamina in a watch, and South Bend Watches have proved that they have it in the fullest measure.

Every South Bend Railroad Watch is built with the exact needs of railroad men in mind. It is built to be accurate under all conditions and to stand up in severest service for years and years.

The demand for South Bend Railroad Watches is far in advance of the supply, so if you are to secure one this year you must see your jeweler immediately. Write for free watch book,

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South Bend Watches

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Chicago, where they visited with Mrs. Nugent's sister, who is in a hospital there.

Conductor A. Kramp, wife and son will spend their vacation at Salt Lake City and other points of interest.

Carroll Parker came out from Chicago to spend a few days with his brother, Engineer Clarence Parker, and family at Savanna.

Miss Mary Schunder, clerk, chief dispatcher's office, returned to her desk after a week's vacation in camp at Riverview, Savanna.

Switchman Fred Winston and family left for a trip through the east, where they will visit Mr. Winston's sister.

Brakeman E. C. Allen went to Denver, Colo., recently in the interest of his health, as he is suffering with lung trouble. His friends on the division hope the change in climate will be beneficial to him.

Mrs. Will Tyler (wife of Chief Clerk Tyler, Savanna freight house) and baby will go to Pittsburgh, Pa., to visit her parents. Her sister, Miss Veronica Rattlesdorfer, who has been visiting in Savanna, will accompany them.

Word has been received by Mrs. Dave Mc-Worthy, mother of Brakeman Becker, who has been in the army hospital at Chicago for some time past, and who was sent to Philadelphia for further treatment, that he has returned to the Chicago hospital, and his condition is greatly improved.

Dispatcher and Mrs. George Humphrey of Savanna are enjoying a vacation to Seattle and other points.

Miss Viola Donahue, stenographer, general superintendent's office, who went to Prairie du Chien, Wis., to receive treatment for neuritis, has returned to her duties, and was greatly benefited at the sanitarium at that place.

Engineer and Mrs. Otis Croghan and children of Savanna visited Mrs. Croghan's relatives in Dundee, Ill., for a few days.

Boilermaker Ben Nutt, wife and daughter, went to Rock Island to visit Mr. Nutt's sister, Mrs. John Connors, and family.

Sincere sorrow is expressed to the family of Conductor A. B. Pulford on account of the death

of Mr. Pulford, which occurred July 27, due to multi-neuritis. Conductor Pulford had been ailing for some time and finally went to Excelsior Springs, where he received a little relief, but was suddenly taken worse, from which attack he never rallied. He was brought to Savanna for burial and leaves a wife and eight children to mourn his death.

Mrs. W. Shrunk, wife of Operator Shrunk, Savanna, returned from Battle Creek, Mich., where she attended the funeral of her niece.

Chief Dispatcher Elder and wife of Savanna entertained Dispatcher Woodworth and wife of Milwaukee, Wis., for a few days recently.

Miss Betty Cole, daughter of Dispatcher Cole, Savanna, is the new roadmaster's clerk.

Miss Clara Cush has been appointed payroll clerk in superintendent's office, vice J. T. Hansen, appointed chief clerk.

Miss Iona George, clerk, Savanna roundhouse office, spent her vacation at western points, returning with a "sparkler." That's all we know about it.

Miss Margaret McGrail, chief clerk, D. M. M. office, Savanna, returned from Excelsior Springs, where she spent her vacation, accompanying her sister, Jewel, chief caller, Savanna yard office, to that place, who is much improved by the treatment received.

Scraps
R. W.

J. M. Allen, who was city freight agent for a time, has now been appointed general agent at Dallas, Tex.

P. A. Warrack has succeeded Mr. Allen as city freight agent.

Roy Jackson, chief clerk to A. J. Hillman, has been appointed city freight agent, succeeding E. C. Richmond, who resigned to accept the position of traffic manager of a number of lumber mills in the Willapa harbor district. Mr. Richmond will make his headquarters at Raymond.

W. C. Denison has been appointed chief clerk in the general agent's office, Seattle.

Robert B. Lehman of the purchasing depart-

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Milwaukee Employee Appreciates Good Service of "Railroad Man's Company"

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Yours very truly,

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J. E. ROSELAND, Agent.

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Please send me information in regard to your health and accident protection such as is carried by Henry J. Wendt of Milwaukee and hundreds of my fellow employees.

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- Whistles
- Globe Valves
- Boiler Washers

- Bulls-Eye Lubricators
- Klinger Water Gauges
- Delco Water Gauges
- Coal Sprinklers
- Gauge Cocks
- Angle Valves
- Boiler Testers

707 GREAT NORTHERN BLDG.

CHICAGO, ILLINOIS

ment and Hannah M. Evans were married on July 23. Congratulations, Mr. Lehman.

R. T. Reid of the AEE bureau is now with the account department.

J. M. Gilman is spending a few days in Portland attending the convention of the American Association of Engineers.

The general manager's office has been having a lot of excitement lately over mysterious bouquets of flowers for the young ladies of that office. Evidently somebody believes in "saying it with flowers."

Wonder if J. H. Currie and H. H. Gordon are going to invest their back time in marks?

Mr. and Mrs. A. H. Barkley and little daughter, Barbara, spent a very pleasant week on the beach at Seaview. Went swimming in the Pacific 'n everything.

"Fanny," the only dog in Seattle allowed at large without a license, champion ratter on the waterfront, who for nine years traveled a regular "beat" from the Spokane street dock to the Skinner & Eddy waterfront, is dead—killed by an automobile truck.

Dell Ware, wharfinger at the Milwaukee ocean dock, has joining him in a certain measure of grief every longshoreman, dockworker and customs official in the vicinity.

"Fanny" was a small fox terrier who came on duty at the Milwaukee ocean dock nine years ago. Soon her reputation became known and frequently calls for her services came to Ware, her owner.

"Send Fanny down this morning; we got rats," is a call that came frequently over the telephone. Fewer rats existed on Fanny's beat than at any place on the entire waterfront.

One day the dog catcher saw Fanny without a license. He demanded that one be purchased right away. But, when it was explained by almost the entire waterfront that Fanny was earning her right to live without paying for it, the dog catcher became stone blind when he looked in Fanny's direction. He didn't see the tagless collar. In time Fanny made friends with the dog catcher, and she added to her reputation

of rat catcher—that of being the only privileged unlicensed dog in Seattle.

"She was quick as a flash and had but two purposes in life, to kill rats and make friends," said a customs inspector today. "I wouldn't give 2 cents for the truck driver's good health if the longshoremen and other friends of Fanny had witnessed the accident. The dog was getting old and had lost some of her old-time speed. She stepped from behind one truck into the pathway of another."

Fanny was buried alongside the Milwaukee ocean dock.

Two of the young ladies in the general freight department, Miss Shappee and Miss Grondahl, are planning on leaving for a flying trip through Yellowstone Park as a vacation stunt. They claim they are going bear hunting, but it is the private opinion of the writer that it's "dears" they are after. How about it, girls?

O. P. Kellogg always wants his name in the magazine every month, but he has been so busy attending rate meetings lately that he doesn't stay around the office long enough to get talked about.

Victor Straus, the Beau Brummel of the general freight department, has just returned from a two weeks' vacation. Claims he spent all the days of his vacation sleeping. Wonder what he did with the nights?

Ransom Calkins, who has been holding down a desk in the traffic department during the summer months, expects to quit us cold about the 25th and return to school. Sorry to see you go, Ransom.

Fred Nye says if he ever gets a chance to have a vacation he is going so far away from a typewriter that it will cost \$2.00 to send him a postal card.

Speaking about the general agent's office, wonder if Claire Shappee is doing her filing in that department. Spends a lot of time in there for some reason or other.

The rest of the gang in the Seattle general offices all have the summer fever.

Putting all jokes aside: How many hot cakes does it take to shingle a dog house?

Fairmont

**Ball
Bearing**
6 Horse Power

Roadmaster Reports

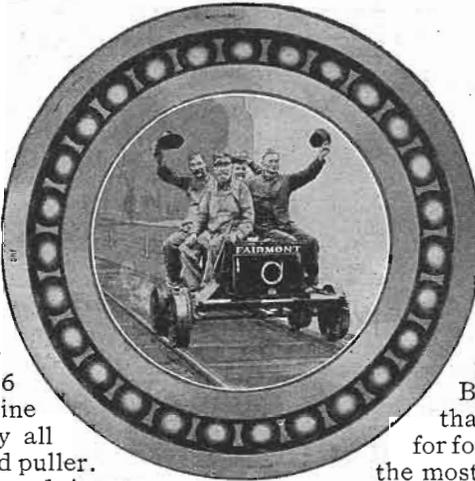
We recently bought of you a 6 horse power engine which is certainly all right. It is a good puller. I pulled a handcar and sixteen men with all their tools up a two and a half percent grade four miles long.

C. M. FRANCIS,
Roadmaster, Rapid City, S. Dak.

Address Dept. M, for Literature and Prices

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FAIRMONT, MINNESOTA



Motors

**Ball
Bearing**
4 Horse Power

Section Fore- man Says

The new 4 horse power BALL BEARING Motor that I have tried out for forty days, is one of the most powerful motor car engines here on the C. C. & O. Ry. Have hauled on a two percent grade push car with twelve men and twenty-five ties at good speed.

A. J. BRYANT,
Foreman, Harris, N. C.

The Minneapolis Accounting Department
Scandal Sheet
"Chuck"

The "swell 400" of the office opened the autumn social season at Mrs. Osterwind's beautiful summer home at Lake Minnetonka on Saturday afternoon, July 31. The inmates were entertained in a manner that only the "400" could possibly attain, and in fact they were so pleased with the sociability of the hostess that they all remained over until Monday morning. A great deal of interest was focused upon Jane Williams, as this was her "debut" in this exclusive society. A grand ball was given in the evening for her honor, and Jane responded with a beautiful and touching song entitled "Oh! How Dry I Am."

Clara Kolstad was quickly chosen as the best diver on account of her graceful leaps and bounds from the shore.

Buck Irwin, who has several medals (some-where) which he won by his extraordinary and wonderful feats in the water, refused to perform for us. However, Buck consented to do some trick stuff and soon had us all gaping in wonder, for Buck was walking on water. Now, Buck wears about size 44 shoes and that was easy for him.

Ray Hollaram was out there, too, but Ray said that the lake was too large for him to swim in, so we found a tub for him and Ray had a great time monkeyin' around.

Lucy Callahan proved to be a sensation in the water and her title of "Our Water Nymph" is worthy.

Elmer Peterson, who has for the past three months pestered us with plans and ideas of a new and up-to-date garage, has finally decided to erect a "wigwam" instead. Indians and gas are Elmer's specialty.

Henry Gray is at last arriving at the age of recklessness, for Henry did on the afternoon of Monday, August 2, 1920, actually cross and crawl over the tracks and cars without the help or able assistance of Emil. I'll bet that Henry had his life insured last month.

Allen Templeton is now enjoying his vacation

meandering about the city in his new "run-about." Hurry back, Allen, as the women all want a ride.

Mike Powers met with a very painful accident last week. Mike was struck by a speeding auto, knocked down and dragged several hundred feet, and outside of being bruised up considerably and a deep cut in his head, Mike is the same as ever. You can't kill an Irishman. Notwithstanding the fact that Mike is bruised up he attempted and was nearly successful in rendering the company a very valued service Monday afternoon. Yes, Mike, the fire was out when you arrived with that hose.

Dorothy Olsen has "yust" returned from a five weeks' tour of the west. "Ole" was all over the mountains in the west "yumping" from peak to peak. Ole succeeded in climbing to the summit of a well known mountain in Washington and then "yust" "yumped" and rolled down. Ole says she "yust" yumped and yumped and yumped for five weeks.

Our "stock of material" has again been added to by the congenial company of Oscar and Gunner Kjellander, the only two relatives in the office.

Miss Hilda Krogh has taken over the duties of Mrs. Thorn, resigned, last month. Hilda is a "bear" for work, she just eats up all the figures we can give her.

Violette Loffert, our efficient A. F. E. clerk, is planning on spending her vacation in Milwaukee.

Henry Gilbert, we all acknowledge, has very good taste, but what gets us is how in the Henry can smoke that old pipe. Henry has just come back from his vacation and reported that he and his wife had a most splendid time at Farmington, Minn. Henry could have a good time anywhere.

Emil Rachner has been reading my mail. He is springin' some good jokes around here, and, worst of all, gettin' away with 'em. How about that pob of yours, "Oof?" You are not watching Henry Gray close enough. He'll get hurt crossing the tracks if you don't.

Mr. Nickey was overheard saying that he would much rather work nights this week, especially when moving comes around.



20	8	9	19
6	15	18	4
1	21	20	15
6	18	5	5

Ford Auto

The letters of the alphabet are numbered: A is 1; B 2; C 3; D 4, and so on. The figures in the little squares to the left represent four words. (20 is the letter "T"). What are the four words? Can you work it out? If so, send your answer quick. Surely you want this fine, new Ford auto. Send no money with solution.

SEND ANSWER TO-DAY

We not only give away this Ford auto, but hundreds of dollars in cash and scores of other valuable prizes. Bicycles, Guns, Watches, Talking Machines, something for everybody. Everyone who answers this can have a prize of some sort. There are no losers. Nothing difficult to do. Everybody wins. Someone gets this new 1919 Ford Auto free. Why not you? Address

FORD WILLSON 141 West Ohio Street, Dept. 75, Chicago, Ill.

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will make your scrap pile pay dividends.

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used on re-cut bolts will absolutely prevent bolted parts from coming loose. Order some to-day.

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140 So. Dearborn St., Chicago, Ill.
Please mail your 32-page free sample booklet of The History of the World, containing photogravures of Napoleon and other great characters in history, and write me full particulars of your special offer to Milwaukee Employees' Magazine readers.

NAME

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Insist on

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COATS OR SLICKERS

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Rainy Day Wear

Two styles of medium length coats especially adapted for railroad men. No. B421 fitted with *Reflex edges* that stop the water from running in at the front, and No. B411 fitted with Brass Clasps and Storm-lap.



TOWER'S
FISH BRAND
Dealers Everywhere
A. J. TOWER CO.
Established 1836
BOSTON, MASS.

Wooden Shoe Doings

Mitch

Northern Division please note! Will Hazel W. please tell us through this column what kind of a horse Claim Agent Tom Plack had hid in the baggage room? We would also like to know where Tom got the grip he carried. On his last trip to Green Bay the grip was stolen from him twice, the thief evidently thinking he carried something else in it besides stationery.

At 2.30 a. m., July 29, the railroad bridge across Fox River was discovered burning. A hurry call from the dispatcher's office to the roundhouse office sent Engine Dispatcher Bill Alyward, R. H. F. Lloyd Gunn and Caller "Rig" Dwyer with an engine and fire chemicals to the scene. Their heroic work helped to prevent the bridge from being completely destroyed.

Miss Ruth Amelia La Luzerene arrived at the home of Machinist Cyril La Luzerene, July 13. Little Miss Ruth weighed 8½ pounds.

Machinist Helper George Dittmore is enjoying a two weeks' vacation, but no one seems to know where.

Engine Dispatcher George Gavin has returned to work after being laid up with a badly bruised finger for three weeks.

Second Trick Caller Allis Proctor made a trip braking on a circus train recently and claims he had "some" trip.

Machinist Howard Hart has taken a position in the "back shop," and is now trying to wear his shoes out in the 100 block on Webster avenue.

Machinist Joseph Sperl has taken Howard Hart's place on the last shift in the roundhouse. "Boots" Merritt came to work with one black and one tan shoe on July 20th. He claims it was dark in his room and he couldn't see.

Conductor Otto Miller, who was injured about a year ago, has taken the position of chief caller on the last shift.

Conductor Jim Murphy is back on Nos. 9 and 10, after spending four or five weeks trying to keep from picking himself to pieces. He says smallpox is h_____.

Why does Traveling Engineer Bill Hart keep his watch wrapped in tissue paper?

Engineer C. W. Fogle is back on the Menasha switch engine. Carl has been laid up with an injured foot for about three weeks.

Engineer John Desmond has been wearing a large smile for a week or more—the reason for same is that John is the proud father of a big boy, born July 26.

Machinist Louis Hogan has been passing out cigars lately due to the arrival of a big boy July 28.

Des Moines Division

Frenchy

C. O. Bradshaw, assistant general manager, held a staff meeting in Des Moines, July 27, which was attended by all officials of the division. He gave a very interesting talk on efficiency and economy and other matters beneficial to the operation of the railroad.

Brakeman Earl Hartshorn spent his vacation attending the Rockwell City Fair and having a good time generally.

Dispatcher G. R. Dickman spent two weeks in August attending a family reunion at Sumner, Iowa. This is an annual affair and is attended by a large number of the Dickman clan. We trust the rabbits will not suffer too much during his absence.

Conductor W. W. Kelley recently purchased a grocery store and at the present high prices we are expecting him to retire soon and live on the interest of his money.

Conductor W. J. Caskey, who recently underwent an operation, has recovered and is again on his old run.

Conductor J. L. Tidball spent his vacation in the very enjoyable (?) occupation of moving. His position was filled by Conductor H. M. Bellman.

Train Baggage man C. E. Tucker had the misfortune to lose his home by fire recently. The loss was only partially covered by insurance. He has the sympathy of all friends.

Chief Dispatcher F. S. Bauder returned recently from a vacation spent in visiting his mother at Postville, Iowa, and enjoying a much-needed rest at home.

O. P. Washburn is filling the position of E. & F. timekeeper during the absence of J. M. McDermott.

Conductor H. E. Ziebell is enjoying a vacation. Mrs. Sara Horvitz is filling the position of assistant accountant during the absence of Miss Jean Dallas.

Miss Thelma German, road material clerk, spent Sunday, August 8, visiting friends in Boone.

Kansas City Division
Billie

On June 8, while switching at Sewal, Conductor Frank Rouse was crushed between a couple of cars and instantly killed. Frank Rouse was 54 years old and had spent many years in the service of this company. He had a host of friends who were shocked to hear of his sad death.

Harvey McCrum, who has been in Chicago for several months, is back here again as traveling engineer.

A feature of the wreck at Cranston, where six cars of near beer jumped the track, was that it was the first real wreck that Conductor Ed Hagerty has had since he has been running a train.

Ralph Dummler, who has been agent at Sioux City, has been appointed agent at Ottumwa, to succeed T. J. Jacobs, who disappeared some time ago, and was presumably drowned in the Des Moines river. Mr. Dummler got his start in Ottumwa, having worked here before going to Marion as agent and later to Sioux City.

Conductor Maurice Tracy of Ottumwa has purchased a telephone company at Moravia and has taken a leave of absence for several months.

Operator F. J. Rokey, who has been working in Minnesota for several weeks, has returned to the division.

Ola Kinney, night yardmaster at West Yard, is taking his annual vacation of two weeks. He expects to spend most of the time working on some improvements he has started on his place. Herman Bradley is acting night yardmaster.

The coal mine on our lines at Elmira is now producing, and although it doesn't look like it will be a second Mystic, you never can tell.

W. H. Crain, agent at Highland, who has not taken a vacation for about ten years, is off for a month and is relieved by G. W. Koehl, who was agent at Stockdale for some time.

W. C. Wright, a son of W. D. Wright, of Chillicothe is again in the service as a telegrapher and doing extra work.

Conductor John Liebrecht and family of Kansas City passed through Ottumwa on their way to Moline.

Mr. and Mrs. Leo Gremhorst of Ottumwa are the proud parents of a fine boy. Mrs. Gremhorst was Marie Meany, who worked at the Junction for several years.

Dispatcher C. T. Nolan of Ottumwa has returned from his annual vacation, which he spent in Chicago and St. Louis.

On July 31, No. 97 was jogging along at a nice easy gate, between Webster and Sigourney, when Engineer Oryis, looking back along the side of his train, saw a head sticking out of a stock car, and remarked to the fireman he thought we were about to lose a passenger. On looking again he saw a hog jump out of the door of the stock car.

The train was brought to a stop, which disturbed a railroad story that was being told by Doc Santee, who looked at the air gauge, found he had the air and immediately started toward the head end, where, after considerable motioning, he saw the hog in the high grass down a 20-foot hill.

Engineer, fireman, conductor and brakeman loaded the hog into the baggage end of the combination car and proceeded on their way. Santee entertained the hog by giving it several glasses of water. The water, however, was thrown on the floor for the hog to wallow in and he seemed to appreciate it.

On arrival at Sigourney the hog was transferred back to the stock car without any apparent injury. The hog weighed at least 200 pounds and undoubtedly its capture saved the claim department \$35.00 to \$40.00.



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PARK TAILORING COMPANY
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It isn't expected that anyone will say anything about the one hour overtime that was caused by this delay.

Eastern Iowa Division and Calmar Line J. T. Raymond

Mrs. W. R. Barber and daughter, Lucille, visited with relatives and friends in Milwaukee in July.

George Timson, an employee at Atkins, fell as he was alighting from the service train July 26 at Marion, and broke his leg. He is recovering nicely.

Mac Stewart of Oxford Junction has been to Rochester Minnesota for a slight operation. Mac sent us a post card showing a picture of a Universalist church. This may indicate that he has chosen what is known as the broad gauge route; wonder what Mac thinks of the gauge and destination spoken of in St. Matthew, 7th chapter, 13th and 14th verse? No danger of having to be a strap hanger on the latter, and the journey is long.

Mr. and Mrs. J. B. McGuire both of whom are operators at Browns, attended the funeral of their nephew Bernard McGuire at Marion.

Dispatcher R. C. Merrill has been enjoying his two weeks' vacation. Accompanied by Mrs. Merrill, they spent several days in Chicago visiting his daughters, the Misses Hazel and Mary who are both employed in the Milwaukee general offices there.

The writer left Marion the middle of August on a vacation trip to Montana.

The office of Division Master Mechanic has been moved back to Marion, after having been located in Perry for ten months. The change brings Division Master Mechanic C. L. Emerson with his wife and son, Walter H. Applegate, and Misses Edith Trine, Lucille Jopish and Olive Anderson of the clerical force to Marion. This change makes Walter H. Applegate look ten years younger.

Leroy Barber has been clerking in District Carpenter McGuire's office during the absence of Miss Alice McGuire.

Mrs. Clara W. Thompson, wife of Engineer Oliver S. Thompson, passed away Tuesday, July 22nd, at her home in Cedar Rapids after a lingering illness. Besides her husband, Mrs. Thompson leaves a daughter, Mrs. M. Muhlburg of New Castle, Penn. Engineer Oliver Thompson is one of the Veteran Employees of the system. He has been running on the Calmar line for a long number of years. In his great bereavement he has the deepest sympathy of a host of friends among the employees.

Lineman J. E. Tobin and wife visited relatives in Columbus, Wis.

Lumir Lessinger, of the superintendent's office force, is on duty again after being layed up with an operation for appendicitis.

Brakeman A. F. Hutchins and wife spent ten days visiting in Davenport and Chicago.

Brakeman J. A. Neff has resumed work after a six weeks illness with appendicitis.

Superintendent of Transportation G. L. Whipple was in Marion and Cedar Rapids August 12th, on business.

Operator L. E. Brown, of Monticello, went to Aberdeen to visit his brother Charles, who is seriously ill.

Engineer George Green is in the hospital at Monticello undergoing an operation. Engineer E. E. Brokaw is on Mr. Greene's run between Monticello and Davenport.

Agent L. J. Miller, of Springville, was away on a two weeks vacation; G. E. Madsen relieving.

Bernard McGuire, son of Chief Carpenter and Mrs. E. McGuire, passed away Sunday morning August 5th, at a hospital in Anamosa, after a week's illness. The funeral was held at St. Joseph's Catholic church Wednesday, August 11th, and was largely attended by sympathizing friends. Bernard was fifteen years old and was a very manly and likeable boy. His sudden passing away was a great shock to his estimable family. They have the deepest sympathy of all the employees on the division in their bereavement.

Mr. and Mrs. L. K. Owen left Marion early in August for a sixty-day visit with their son and wife Mr. and Mrs. A. B. Owen, near Los Angeles. Engineer W. R. Barber takes Mr. Owen's place on the service train.

The big freight transfer platform was brought to Marion from Atkins July 24, without being torn down. It was loaded on flatcars and the train had to have both tracks in order to clear. Agent Rowe has had a large transfer force at work, but we understand that the volume of this class of work is to be greatly diminished at Marion from now on.

Conductor F. E. Pike is off on leave of absence on account of sickness of relatives, C. L. Tucker relieving.

Conductors Charles N. Dow, C. R. Cornelius and George Van Tassel were away on thirty days leave of absence. Conductors J. F. Briggie, O. E. Torrence and W. A. Brubaker are relieving. Brakeman G. Larkin was away on a week's vacation.

Mr. and Mrs. William Holdorf and two children left Marion July 22 to spend a vacation at Milwaukee and Lake Okauchee.

Mr. and Mrs. Frank J. Cleveland, who spend part of their time at their farm just northwest of Marion, were very happily surprised Thursday evening, July 22, by the ladies of the Dinna Fret Club and their husbands, who motored out. The affair was in honor of their silver wedding anniversary. A picnic supper was served on the lawn, after which a silver fork was presented to them.

Brakeman John Worman has been laid up with a serious illness at his home in Marion for several weeks, but is now improving.

Brakeman C. Wescott and W. E. Webster journeyed to Elk River Junction on a fishing trip.

Black Hills News

J. R. Quass

We are sorry that we omitted to state last month the marriage of Brakeman Louis A. Boyle and Miss Mae Brooke. These young people need no introduction on this division, as they have been known to us all. They will make their home at Murdo. Much happiness and best wishes from all.

Engineer Max Newbowers is taking a couple weeks' vacation this hot weather; relieved by Engineer A. M. Saxer.

Chief Dispatcher T. R. Mienwissen made a trip of inspection and getting acquainted with the boys last of July.

Assistant Superintendent C. F. Urbutt, Trainmaster D. A. Gibson and Roadmaster J. A. Farrell are somewhat busy these days looking after the gravel trains and keeping the three steam shovels going. The shovel at Oacema is turning out the limit of gravel and the shovel at King's Dam has been moved to Reliance and is widening all dumps and shoulders, the same as the Stamford shovel is doing. When this is done it makes a great shoulder for the gravel which is being put under track by three extra gangs under Foreman Cuit, Atkins, Bob Read and Andy Mitchell.

George Livernash, who has been operator at Rapid City the past year, has gone to Mitchell as trick dispatcher. We all join in wishing George success in his promotion.

Conductor T. B. Hughes has drawn 98 and 99, Sunday in Murdo. Some time since we have seen Riley on the east end.

Conductor C. H. Yount was a business caller at Minneapolis, so he says. We wonder if he was, or just took a vacation at the lakes these hot days. Conductor M. G. Carey took his run.

Engineer Ed Smith took a couple of weeks' vacation; relieved by Engineer C. F. Williams.

We have with us now three engineers who were transferred to this division from I. & D. They are Ed. Hilton, Paul Beutell and Engineer Griner.

We all extend congratulations to Fireman Saxer and Miss Anna Polander, who were married the first part of July. They will make their home in Rapid City.

Conductor Ed. Wortman has Conductor C. J. Wilson's run for a few weeks.

Engineer James S. Johnson is back at work after several weeks' vacation.

Brakeman C. T. Grube was off a couple of trips, taking in Masonic lodge work at Deadwood.

Fireman Fred Kemper is back at work after a couple of weeks on the Coast.

First National Bank		
John Doe		
Date		Cts.
7-15-20	50	00
8-15-20	54	00
9-16-20	61	00
10-17-20	64	00
11-16-20	76	00
12-15-20	88	00
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Such a wonderful pants saving as this comes in mighty handy at any time. Even if you don't need them right now, it will pay you to lay in a pair or two anyway, as men's clothes are going up right along. Made of very substantial, closely woven worsted cloth, designed for either work or dress. Double sewed throughout, full sized side, hip and watch pockets, neatly finished and trimmed; loops for belt. Fit, style, material and workmanship absolutely guaranteed. Color, dark gray striped, goes well with any color coat. Size: 30 to 42-in. waist, 30 to 36-in. inseam. Order No. CX735. Be sure to give size.



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G. WOODS, Mgr., 203 Capital Bldg., TOPEKA, KANSAS

Northern Montana Division

A. B. Goff

More of our employes are making camping trips this summer than ever before. This week will commence the vacation of F. E. Wharton, chief clerk to superintendent; also Mrs. Anna Goff, expense clerk in office of freight agent. Mr. Wharton will be accompanied by his wife and the party will also be further enlarged by the addition of Mr. Charles Taylor, a rancher and oil man of Winnett.

The Milwaukee officials who visited Lewistown and Winnett, Monday, left yesterday morning early in different directions. Vice-President H. B. Earling and Frank Rusch, superintendent of motive power, went to Missoula via Harlowton. General Manager M. Nicholson, accompanied by Assistant General Manager E. H. Barrett, went to Butte, via Great Falls. The one thing which impressed all of the men in the party was the splendid condition of the Judith Basin crops.

Engineer Weaver's oldest son recently had the misfortune of breaking a leg, which has now confined him to the Attix clinic for nearly a month, it being a serious one.

Brakeman "Bum" at our picnic won a foot race, second prize, and states if it had not been crowded he could have finished running backward and pulled down the big money.

We do not see Brakeman Christie going back and forth to the hospital quite so often recently. Are you now well, Joe, or has she left the service?

Our popular conductor, Lewis Linbloom, has been up nights since the 18th, and now announces it is all figured and totaled; in fact, states—all spent.

J. C. K. states it doesn't cost much to cut grass here. We agree with you, John—only eight hours at the new rate to train "Lewistown."

Born on July 7, 1920, to Mr. and Mrs. N. B. Lupton, a daughter, named Betty Marie. Both mother and daughter are fine, and Mr Lupton, the proud father of his only girl.

"Train No. 117," "Alura," every other morning. (Nuff sed.)

If Brother Barnes would lay off the Elks a while, or his cornet, and get a little sleep, he would feel better. Anyhow, Peerley Williams says he would.

Al. Raymond thinks Ethel is the only name for a girl.

C. J. Barclay is taking physical culture and has gained three pounds. Says he's going to quit.

P. M. Roselund, alias "Fourth of July Kid," says he is learning to be a timekeeper.

City Ticket Agent Coonrod says his baggage-man won't chain a truck on a platform, nor the expressman either. But, don't you believe him. Come on over and have a look.

H. E. Dorsey, formerly first at Hanover, has taken Lewistown yard. Frank Curtis, who has been supplying there, has gone back on the road.

Miss Josie Jackson and mother spent Sunday in Great Falls. Josie says, "Some town!"

"Lizzie" Eggleston, popular fireman of the Northern Montana Division, and wife returned from their honeymoon in the East. "Lizzie" says, "Some trip, but the high cost of drawing-rooms takes all joy out of life."

W. J. Retallick, rip track foreman for the past six years, has resigned and will take a position on the Coast, where he will raise chickens and fruit between ties. He was succeeded by C. Wood, formerly at Othello, Wash.

Lewistown cannot complain about having a dry Fourth, as old-timers claim it was one of the wettest in thirty years. A cloudburst at the head of Spring creek caused that stream to go on a rampage, washing out several stretches of track. Under the able direction of Roadmasters Kldneigh and Cook, the damage was soon repaired and traffic restored to normal.

Leo B. Kyes, car clerk, returned from the Coast on his vacation and is once more on the job.

Miss Retta Patterson, stenographer, has gone to Ontario, Canada, to visit her parents on her vacation. She was accompanied by her sister, Mrs. J. A. Robbins.

Assistant Engineer Thomas Livingston, with

headquarters at Miles City, went to Roundup, Mont., to be married and then took a honeymoon trip through Utah and Colorado. Congratulations, Tom.

I. & M. Division.
John Schultz

Engineer Henry Miller is now leading the simple life, his wife having gone to Portland, Ore. Oh, yes, she will come back again, when she has finished her visit.

Alex Lauffe is now able to go and see his girl. While he was laid up she came to see him. Fair exchange, I call it.

I understand Ringling Brothers are trying to secure the services of Ed. Blomley as bicycle performer. It seems that Ed was doing a few stunts for the benefit of his numerous girl friends, when an auto came along and missed him by a small margin. Ed, how many times must I tell you that there be times when girls, autos and bikes will not mix?

After a year's layoff, Baggage-man Huinker is back on the job.

Some of the boys have wondered why Conductor Herb Warfield has been so cheery of late. Herb explained matters by stating that he was now grandfather to a bouncing, rolling, crying boy. Mr. and Mrs. August Sommers are the proud parents.

George Hennessy was here recently, visiting old friends.

George Stewart is now running a crew in Austin yards. George is an old-timer, having retired for a time to try his hand at farming, but the old calling was too much and he had to come back.

Motoring on the Milwaukee—Up and Down Hill on the Rocky Mountain.

Nora B. Sill

Anyway, I got some kind of an answer from Ann of the Northern Montana. . . . Which goodness knows I never intended to call the high and windy, or any other such horrid names. However, my dear (there is a woman for you, says the rest of you), that LaCima stuff is high-brow and I'll have to ask about that when I go over. Maybe there might be some truth to that "coil" brand. If I can locate something worth while, I'll advise all concerned—not forgetting yourself, of course.

Miss Neuman and a friend from Butte passed through Three Forks last of July from a trip through Yellowstone Park, reporting a fine time. The lady is a sister of our friend from Mr. Bullwinkle's office, now on the Coast.

Mrs. Tom Young, wife of Brakeman Young, received word of the death of her father in Butte the evening of August 3. Mr. Frank J. Benjamin was a long-time resident of Great Falls and was visiting here only a short time ago and was, at the time of his death, at his daughter's home in Butte. Mrs. Young has the division's sympathy in her loss.

Mrs. Gus Lorch, wife of Brakeman Lorch, left for Loveland, Colo., first of the month, being called thereby the death of a nephew. Shortly after her departure Mr. Lorch fell while working and injured his back.

Two very important events of last month were omitted because the news had gone in a day too soon. One of these was the birth of a son to Mrs. Prograha, wife of Brakeman Prograha, and the other a daughter to Mrs. John Lane, wife of our popular day board foreman, Johnnie Lane.

Conductor Jess Cook was called to South Dakota last of July account illness of his brother. Mrs. Cook and the children are visiting in Washington for the rest of the summer.

Conductor Driscoll has gone to New York to bring Mrs. Driscoll back home again. Every time he gets in on a run he makes a bet with himself whether she is in Montana or New York state.

Conductor Wilson's mother, who is keeping house for him during the absence of his wife, had the misfortune to fall and hurt herself very badly, the first of August, but is up and around and much better now.

Operator Patterson at Donald felt so badly because I didn't know all about it, so he wrote me a note and says her name was Miss Regina

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Electrical appliances are freeing women today from the drudgery of household work and allowing them more time to give to their children and to their own mental and social development. This is bound to react on future generations.

The purchase of electrical household appliances add pleasure, comfort and happiness to any home, so the cost cannot really be computed in dollars and cents but in the discomfort, extra care and physical exhaustion that they eliminate.

Johnson and the great event happened in Helena, June 19. Thank you, Pat, and congratulations and a long and happy life.

Gill don't have to wait until the holidays for his annual trip. He made two of them—one over and one back, twice—without a single mishap except a lot of messages. Now he is done for the year.

Ahem! 'Nother new train detainer. Well, he is going to be over on that branch of Ann's, so we should worry. It's too bad to take such a prince of an operator away from the second trick at Harlowton, though, and put him over there, out of the world. Still, maybe, he will come back again, some day. Let's hope so. The cause of all this raving is the promotion of Mr. Sterling from second trick at Harlowton to extra train dispatcher at Lewistown. Suppose he will go and fall for that oil well talk, too.

Operator Edison of Josephine has departed, forever, he says, for his ranch out in Washington, to raise apples, I suppose, and tall trees and whatever else they raise out there. May the best of luck go with him.

Tommy Thompson at Sixteen is bumped. Sam Curn, after a long absence, is back again as agent there. Anyway, Tommy should worry, for he has a million dollars' worth of wheat coming up.

Slim DuHoux, from the Deer Lodge side table, is gone away from here and is eating fried chicken an' everything in Minnesota with his home folks, where I'll be by the time you are wishing you had some fried chicken from reading this.

Agent Gay of Maudlow is visiting somewhere or other, relieved by Mr. McPherson of the S. C. & D. Division, and Jimmy Campbell of Jefferson Island is back on the job again after a vacation in the East. Mr. Ranck, a new man, relieved him.

Mrs. Cronin, operator on second at Donald, is away for some time on her vacation. Do not know where she is spending all her back time, but Mary Schek (of the sweet voice) is working there in her place and running from the bears on her way home at midnight through the tunnel. I expect the slow orders are now properly observed in this case.

August 4 was a very important day in the Cosgrove family, because William Cosgrove, Jr., arrived in Deer Lodge on that date, and Conductor Cosgrove fully believes he will be President of the United States on the dry ticket some of these days.

Miss May Spohn and Claude Holmes, employes at the Deer Lodge office of Mr. Phalen, were married in Spokane, May 29, and kept it a secret all this time. That is because they went to Portland to live, where Mr. Holmes has a position.

I was very greatly honored when I discovered I was the only reason for our lady editor stopping off here for a night and a day on her way to the Pioneer convention in Seattle next week. She went east on No. 16 on her way to Lewistown, accompanied by Mrs. Wilttrout as far as Ringling.

George Baker, former acting night chief at Deer Lodge, is working in place of Jack Weatherly on second, and I am sure I'm going to get along with him if I stay long enough, because he doesn't holler at me like he used to, and he doesn't say very much when I holler at him. We are all sorry to know that Mr. Weatherly's mother is very ill in Missouri, and both he and Mrs. Shafer at Piedmont were suddenly called home.

Engineer D. P. Elliott and wife, who have been some months in Denver, are back again, and Mr. Elliott is working hard on the front end of the trouble shooter.

Jimmy Campbell, agent at Jefferson Island, is back again on the job from an extended vacation east. He looks fat and sassy as ever.

The passengers from 15 dash madly toward the Vannoy lunch room nowadays, as a certain east end conductor having nothing better to do gets them all excited by shouting as the train stops: "Right this way to the lunch room, everything free." They soon learn this is not true, however.

Do you know the reason they make up a freight train nowadays with every other car an

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empty gondola? Neither did I until Jess Cook told me, and he said he'd never have believed it if he hadn't seen it with his own eyes. It's for the peace and comfort of the student brakemen, because it's just like this: They stand on top of a car and the train starts or stops right now and when they fall off, why, there you are, and have them always with you. Jess says he is going to get a patent on this before some one beats him to it. Dixon says he didn't fall off—that he never got on.

C. & M. Division News.
R. M. C.

Everyone must have followed the straight and narrow this month, for no one seems to have any news. Back pay seems to be the main topic. Ask any one on the line if they have any news for the magazine and the answer always is: "No. When do we get our back pay?"

Mrs. F. L. Tucker, timekeeper, has managed to break away from the daily grind and has gone to Canada for three weeks, accompanied by her daughter, Helen.

Miss Eleanor Bennett has returned from her vacation and reports having had a wonderful time.

The strained appearance on the faces of the occupants of Rooms 12, 13 and 14 disappeared the first week in August and sighs of relief could be heard for several rods down the corridor. Ed Hawtrey and Lowry Dornuf disappeared for a short vacation. Lowry went on an automobile trip through the Wisconsin forests and slept with his purse under his head, but Eddie, the poor fish, lost his in Portage the first night.

Dispatchers Woodworth, Shaft, Larson and Al Erdman went to Pewaukee Lake the other evening on a fishing trip, but all they caught was a "big bunch of weeds." This may sound funny for a fishing trip, but they can tell you how they dance out there.

There is some attraction up at Tomahawk Lake for Howard Bennett, for he takes frequent trips up there. Who is she, Howard?

Harvey Buckholz is spending his vacation at Phantom Lake. We received a card from him the other day and he reports having a good time.

My understanding is that Yardmaster George Dyer is going to return to passenger service and Conductor E. Haddock is going to succeed him as yardmaster at Rondout, Joe Russ taking Conductor Haddock's place on the way freight.

F. E. Devlin, former trainmaster on this division, has been appointed superintendent of the R&SW Division. We all join hands in wishing you success in your new position, Mr. Devlin.

Superintendent Thurber took a motor car trip over the division the other day accompanied by Mr. McNaney, chief train rules examiner; Roadmaster Dougherty and Chief Dispatcher Carroll.

In looking over the marriage licenses the other night, I noticed our assistant chief dispatcher, Bill Hammond, who so far has been enjoying life, has decided to end it all. I also understand that Miss Mable Buffmire, who is employed on the La Crosse Division, has severed her connections with the road, and I think they both know what is going on.

We may have another marriage to report next month, but we will have to wait for developments. How the mighty have fallen!

This will end our items for this month and I sincerely hope that some one out on the line will take pity on us and send in a few items next month. They are always welcome. Come on, boys, a little assistance, please.

"Port of Seattle"
Jaye-Aye

Miss Mary McGuire, assistant to Paul Wilson, has gone to Glacier National Park on a short vacation.

Miss Jeanette Farrelley left for Skagway, Alaska, where she has accepted a position with the White Pass & Yukon Railway. We wish you all kinds of good luck, Jeanette.

Miss Frances Neuman, in Special Agent Wernick's office, and Miss Martha Prentice, of Mr.

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H. C. CONLEY, Supt.

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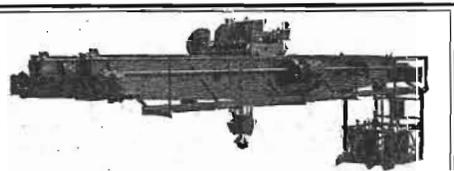
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 NEW YORK

Macklem's office, are taking in Yellowstone Park on their vacation.

Miss Madeline Kerwin is visiting relatives in Portland.

It seems that every time a girl takes a vacation she either comes back with a handful of jewelry or else actually gets married. Our office reminds me of a fruitstand on Yesler Way, with a sign saying "Only a few choice peaches left—they won't last long."

I wonder if Mr. Don knows that every time he signs a girl's pass that he is making life easier for some clergyman. The chances are he doesn't, as it appears to us no one need remain in single blessedness if they will only try this plan. Maybe it isn't blessedness, but if not, the married ones are the only ones who know—and they won't tell.

There are a few of us who have never taken a layoff, either because of forethought or fear. We all have our own opinion on the matter, but it seems to be a pretty sure cinch that if we can't find anyone in Seattle willing to trip it off to the tune of the wedding promenade, we can get a pass to Aberdeen, where they do not know us very well.

Miss Lucie Nevidek is enjoying a few weeks in California.

Miss Myrtle Blackwell has been spending the last few weeks at the O. S. & D. school and has left for her old home in St. Louis, Ill. (That sounds a little better than East St. Louis.)

The special agents have been looking for a sack of sugar alleged to have never reached its destination. Whoever it belonged to, it serves 'em right to lose it, for how could a person be the honest possessor of a whole sackful when the grocer ladles it out like gold dust or potatoes? We've been having dessert since we got the raise.

Wan! put the books in the Walt!

Since last issue of this magazine there have been several changes in C. M. & St. P. Ry. import and export department, hence the reason for no waterfront notes appearing in last issue. However, things are back to normal again and everything is sitting pretty.

P. A. Whaley, Oriental department, ocean dock five, transferred to same department, local freight office. Madeline Feltman, bill clerk, ocean dock, is now residing at the local freight also. F. E. Belg is now wharfinger at pier six. Ocean dock five and pier six now possesses one cashier, one wharfinger each, with one timekeeper for both docks.

T. M. Weigand, Margaret Flynn and Bud Bryan are now at the local freight, handling export as usual.

Charles Brown, our efficient cashier at ocean dock, is enjoying a touch of single life, his better half visiting in the East.

Mrs. Carpenter, of the cashier's department, is enjoying a vacation in Yellowstone Park. By the way, Herb, how did you enjoy the trip to Hood's canal, Sunday?

Ray Jackson, chief clerk to General Agent A. J. Hillman, has been promoted to street solicitor for the C. M. & St. P. Ry, vice E. C. Richmond, resigned to accept position in Raymond, Wash. Mr. Dennison succeeds Roy as chief clerk. Everything that you wish is our wish, Roy.

John Eckles, sparring partner in crime of P. A. Whaley, has a new hay hat. Guess there is something to that rumor of the Red Front being robbed last night.

John Hogan, traveling auditor, is a pleasant visitor at the local freight this week. Talking of ball games, John, where is Seattle at in the series now?

Heard and Seen Around the Waterfront at Pier No. 6, Seattle, Wash.

Mr. Squires, cashier, just returned from a three weeks' vacation.

Miss Marjorie Weilbacher, bill clerk, left for New York City, to be gone about three months, visiting friends and relatives.

Mr. Blackwell, night watchman at pier six, spends most of his hours during the day catching 16-pound salmon off the end of the pier. He is some lucky angler.

R. & S. W. Division
M. J. Cavey

Born, to Mr. and Mrs. Sbrughue, a girl.

M. H. Klugh resumed work July 26. "O! this restless age."

George Lane is on the night chief job, Dispatcher McCann being on vacation.

Conductor Wobig has relieved Conductor McIntyre on the way-freight, and is shouldering the hardships with the worthy brother, Kinney.

Homer Artlip, an active little passenger brakeman on this division, has been looking up many of the different railroads of late, and claims railroading of the present day has a great many wearing effects on the human system, but claims any man that can remain more than sixty days in service on the C. C. & W. should be ranked as a veteran and presented with a large red button. (Homer has a button.)

Chief Dispatcher G. H. Pietsch and Dispatcher M. H. Klugh played a short, snappy game of tennis the other night, which, to our disappointment, was won by G. H. P.

Of course, we all know M. H. K. would have easily been the victor but for a fall in the first round, which not only made him a fit inmate for the old soldiers' home, but also lost the game and ruined a suit of clothes.

After "Stubby" spending every evening that he might have (and should have spent with that newly acquired wife) trying to coach and teach him the finer points of tennis it was a sad disappointment to him. Never mind, old man, we've made application for you to enter the old soldiers' home.

Dispatcher E. J. McCann returned to work Tuesday, after spending his vacation in the east. Dispatcher E. F. Hoye left Wednesday for Denver and other western points on his vacation.

Dispatcher A. C. Morrissey has been suffering from a bad tooth and has been off a few days, C. H. Embeck relieving.

G. H. Pietsch claims to be the best tennis player on the R. & S. W., and challenges all comers any time or place.

Shrugue back on third side table and Stubbs back on second in dispatcher's office.

July 17: "Heine" Funk don't like the U. S., therefore returned to Minnesota for awhile.

Dispatcher W. P. Moran visited with relatives and friends at Rockford recently.

On July 18, the office force at Rockford, with their families to the number of thirty-five, held up the conductor of No. 3218 and amid a continuous bombardment of hot air finally landed at the cool shades of Latham Park, where they held their second annual picnic.

A very enjoyable time was had. The large commercial industries of the country are cultivating a fraternal spirit among their employes by holding picnics, etc. Why not the railroads? What is the matter with a big division picnic?

Among the guests were Trainmaster Connors and family, and in the afternoon Conductors John Cavey and John Regan and Jimmy Hansberry and his sister.

All wish to thank Superintendent Morrison for stopping No. 301 and also Mr. Ruh for the use of his place at Latham Park.

Cashier Nelson won the horseshoe prize and Rose Condon the dill pickle contest.

Home Guard Spur

Several changes in faces are noticeable lately. Engineer Jack Liddle taking the Racine stub run, and Engineer John Dudley the night patrol, while Charlie Burkett is on the ice job.

Percival A. Rogers, ex-yard "con.," and for a short time connected with the traffic department of the J. I. Case Plow Works Company, has resumed his former duties and is now representing the brains on one of the Racine switch engines.

Emil Velgka and John McGrann, switchmen of old, have accepted positions in Savanna yard. Sted. ("Red") Wadmond is taking life easy on 35 and 36 these warm days.

Signal Department Wig-Wags—Lines West.

Funny thing about this writing business—me'n Suds 'n Ring Lardner all have the same trouble. No one will send us any notes.

E. Bouchet has started the crew installing the additional signals at Tacoma Junction. This work will no doubt be finished before another issue of the "Magazine."

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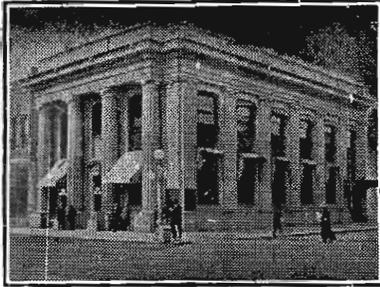
The Present Need of the Railroads

It would be a physical impossibility to produce at once the great number of locomotives and cars required to meet the immediate transportation needs of the country.

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WRITE FOR INFORMATION

First National Bank
Minneapolis

F. M. Applegate is back on his regular job as helper at Renton until some other maintainer takes a vacation.

Leo J. Fay, maintainer at Rockdale, put one over when he took his vacation, sending the announcement of his marriage to Miss Beatrice Petren, July 20, in time to reach us the same day he reported back to work. We all wish you all we can at this time and are glad the "thirteen cents" arrived when it did.

Glen DeGraves, signal material clerk, has his stock just about all ship-shape, only he had to use blue paint instead of the navy white. R. A. Long, on the same job at Deer Lodge, is just about squared away, only he had an awful mess and is still trying to find the doo-dad for a whiz-wad, necessary to make one complete thing-a-ma-gig. Aside from this, he says he is doing fine.

Valuation Engineer Seemuth and a few of his trusty rail hounds are on the Lines West, making a field check of what we have—or haven't—in the signal department.

We have been trailing around, motoring up and down, and otherwise making ourselves useless to Mr. S. E. Gillespie of the U. S. & S. Co., who is trying to find out why the phase won't synchronize with hysteresis, or something like that, of the propulsion bonds so necessary to the signal system. Anyhow, he found the system O. K., the men O. K., and everything else just about O. K. except the bonding of the rails.

George Sypal, maintainer at St. Maries, is off on a vacation, being relieved by Glenn Smith, regular helper at Plummer, whose place is being filled by W. W. Moran.

E. I. Bates is still off, being detained in Iowa by the illness of his daughter. S. Stanley still relieving him.

Bert Olsen, helper at Superior, was off a few days as the result of a motor car derailment.

R. Richards, helper at Missoula, has resigned to accept a position with the P. R. R. at Panama. E. R. Spiegler on in his place.

Glenn Collins, helper at Gold Creek, was off building a "bug." Don't know just what breed it is, but being the first in the department, suppose it is a "transposition bug" or a bond woeval.

Shorty Sautter, helper at Butte, is back on the job after his long illness. He is just as short and smiles just as much as ever, even if he hasn't quite as much hair.

A. Wieberg is working as one of the hands in his old crew, just temporary, between getting his crops in the ground and getting the harvest in the barn.

E. W. Wells, helper at Lennep, is doing the same thing, being back on the job.

Harry McPherson, helper at Josephine, is relieving Agent Kay at Maudlow by way of taking his vacation, being relieved by R. Wenterhalter.

H. W. Newlin, of Mr. Curtis' office, made a trip over the line looking for surplus signal material. He didn't find much but remains of the old Ballard interlocking plant and the material for the new one we didn't put in at Drummond.

James Cookson, helper at Marble Creek, has resigned his place, being filled by D. Snyder.

Supervisor Allen had a lovely time for a few days, taking care of lightning trouble. Oh, yes; they do have lightning on the Coast Division—and when it does, it is a regular job.

Wade and Dill are still experimenting on the Tacoma Junction crossing gates all their spare time. Some of these days—Oh! what's the use; don't believe it can be did, but if they do we sure will get out an extra like this: Tacoma Junction crossing gates work perfectly for twenty-four hours without an auto breaking off the arms and Jack Galovan estimates there were 71,113 autos and trucks passed.

Notice there isn't much mention of the big raise. Will tell you all about it when "us officials" get ours—anyway, you know all about it. But what I'm wondering about is, when can a maintainer on a sixty-mile section get time to spend it?

Track circuit trouble between Cle Elum and Beverly kept Supervisor Allen quite busy the first week in August, but Ed sure does like his "watermelon." Ask Stewart Eiseman—he knows.

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News Items from the Northern Division

Hazel Whitty

It was evening and several callers were chatting in the parlor, when the patter of little feet was heard at the head of the stairs. Mrs. H. raised her hand for silence. "Hush," she said, "hush! The children are going to deliver their good-night message. It always gives me a feeling of reverence to hear them. They are so much nearer the Creator than we are, and they speak the love that is in their little hearts never so fully as when the dark has come. Listen!"

There was a moment of intense silence and then came the message in a shrill whisper, "Mamma, Willie found a bedbug."

Halley Oakes, fireman on the switch engine at Oshkosh, went to Ripon recently to get some blackberries.

Several people have commented on the fine appearance of the lawn at Richfield. This lawn is cared for by Mrs. Walter Schwulst, wife of section foreman at that place. Well kept lawns add a great deal to the appearance of the division.

Mr. and Mrs. Stallman and daughter, Mr. and Mrs. J. Monogue and daughters spent Sunday with Mr. and Mrs. William Schultz recently.

Operator and Mrs. Felix Guandt of Rolling Prairie are rejoicing over the arrival of a little son early in August.

"Say, Billie, what did you get for your birthday?" "Oh, pa he give me a licking and ma she give me a bath."

Not much news this trip. Am going to come down hard on some parties if more news items are not sent in.

Mr. and Mrs. Norgard are planning on moving to Horicon if they can find a house to rent. Here is hoping that they find one.

Mr. Lockwood was seen recently carrying a large cushion. If it had been a brick, it would not have caused such comment, but I will explain and say that he was only going to the Chautauqua.

Very sorry that our write-up is so short, but no more time and furthermore, not one single item sent in. You see, boys, in unity there's strength, and if you want our column to be a great strong line-up, you must send in some items.

River Division Nothings

"Bell"

Hully gee! and here 'tis September, which word brings to mind the picture of fall with its harvests and many preparations for a long cold winter. The farmer picks his apples this month. He puts them in barrels, the runty ones first and on top a few good ones. This kind of a barrel of apples is called a gold brick. A farmer does not always buy gold bricks—he sometimes sells them. Nothing equals dried apples for internal upholstering. Dried apples and water constitute a swell diet. Adam was the first man who ever bit into an apple. He liked it. As soon as he tasted it, he said, "There ain't goin' to be no core." Apple pie was Adam's favorite dish. Hay fever is prevalent this month. Hay fever is something to be sneezed at, and if you have it you will not sneeze at it but to it. If you sneeze, you lose your teeth, if they're the loose kind. It is said that mountains will cure hay fever. Dose—One mountain after each meal. A man without a handkerchief has no business to have hay fever.

I'm at a loss to know whether I should start in now on "The Latest Mode of Fingernail Trimming," or "How to Make the Home Beautiful," but, anyhow, let me tell you about our Cannon Ball Line and Conductor Harrington and his crew:

The "Cannon Ball Line" is our Cannon Falls line, a small branch of the River Division, and which is in reality a short stub line from Red Wing, Minn., into "God's country." I'm sure it must be "God's country," as one never sees anyone along the line to claim it. But then I mustn't forget that said Conductor Harrington and crew deliver a lot of good cheer daily to the nurses and other victims at the sanitarium along the line; that is, of course, Conductor Harrington does when his wife isn't traveling with him.

Keeping Up Steam

The fireman keeps the steam up in the big engine that pulls the freight train across the continent. Industry drives along with the banker on the fireman's seat. Wages put back into industry through savings deposits are part of the "fuel" they use. What you save in the bank helps business — and helps you.

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Saint Paulograms

No. 10

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STRENGTH
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**OVER 3,000,000 PEOPLE
USE IT ANNUALLY**

I had opportunity to get acquainted with Conductor Harrington a short while ago, and he sure is full of pep mixed with a goodly amount of "Tom, Dick and Harry," but, say, what do you think of a man what tells you a lot of good stories starting off thusly: "Now don't put this in the magazine." Kinda mean, don'tcha think? and he was just in the midst of telling me a good one when our train stopped to unload a bunch of passengers, which exodus left the seat next to Mrs. Harrington vacant, and he couldn't finish the story. No, I didn't have the least bit of trouble figuring out who was boss of that family.

Louis T. Rogowski, the brakeman,
He don't want no one to take him;
Yes, awhile at Milwaukee he wants to stay,
He and his new wife haven't finished with play

CHORUS

So to the trainmaster he writes a note,
"Kind sir, I'm on a bubble afloat,
If only my leave you'll please to extend—
Forever after I" be your kind friend.
Interrupt not my WONDERFUL HONEYMOON,
Please sir, don't end my happiness so soon."

All right, Louie, we won't but you better be ready for work when you get back.

"Punch and Judy"—we salute you. You sure are there with the judicial punch in the July number, and we hope the home terminal at Dubuque will keep up the good work. But, say! Lay off my origination of "Nothings," and don't use too many of them hifaultin' words in your write-ups. We haven't all got a superamphibacherous intellectuality.

While walking down Nicollet avenue the other day I overheard two girls behind me speaking, and thusly ran the dialogue: "I wonder what all those banners and decorations are up for?" Second Speaker (reading from one of the penants)—"K. P.—Knights of Columbus." How's that for an interpretation? That girl will get somewhere some day.

Milwaukee Shops Items

H. W. Griggs

The freight car repair shop, "Slaughterhouse," burned July 18, shortly after 6 p. m., making one of the most spectacular fires seen in this part of the country. With it went seventy-three freight cars.

It was only through heroic efforts with both the shops and city fire departments that the other buildings were saved. This was the only wooden building in the main group of the plant. About 2,000 autos lined the bluffs north of the shops.

Our oldest veteran, John C. Fox, of Janesville was the recipient of congratulatory telegrams from General Manager J. T. Gillick and others, and a letter from President Byram on his birthday, July 29. Ninety-three years old, and sixty-eight years with this company is an achievement that but few of us ever attain.

Veterans Ed Moran and J. C. Howard are rather feeble at this writing. Some of his veteran shopmates took Mr. Moran in an automobile outing the other day, which did him a whole lot of good, and plans are under way to do the same with other veterans unable to get about. Later: Veteran Moran died August 11. Notice elsewhere.

The timekeepers are all back to their old respective places, making the handling of the business more direct and quicker.

About all of the clerks and drafting force are taking their turns at a vacation. Assistant Chemist Harry Viergutz is taking his on the old farm slinging hay and other crops. A very good stunt. Makes ones sleep sound, is better than burnt bathing and other hard-working stunts. We envy Harry.

The furniture of Joost's office has not been changed for the last few days. There is room for one more desk; only one; just one.

The west dust and roundhouse smoke the 23rd was good to eat. Anyhow, we ate it. Ninety-seven degrees in the afternoon. Wait until we move over the other side.

Officials Greer, Gillick, Bradshaw and Sillcox were taking a birdseye view of the plant the 22d.

The Curtiss Aerial Photo Company want to make a photo of our entire shop plant. Spec-

mens shown of nearby plants are sharp and clear. Our Roy Anderson of the car department is one of the promoters.

J. J. Hennessey has been out of the hospital over a month, where he was for nearly three months. A little walking exercise around the vicinity of Thirty-second and Sycamore helps him to an extent. We were in hope when he was in the hospital a year or two ago that it would not be necessary to return there again, but it seems otherwise.

Veteran Paul Wimmmler died July 26 at his home, North avenue and Forty-sixth street. Mr. Wimmmler was 66 years old, and had been sick with pneumonia only a week. Paul was one of the bunch that came down with the old North Milwaukee Shops bunch forty years ago. He was, up to a short time ago, gang foreman in the locomotive shops.

Engineer Ray of Sioux City was a caller at the office the 28th.

The general superintendent, M. P. office, in the Railway Exchange, got balled up for a stenographer, and Catherine Hoyne had to go down a couple of days and help them out. We will bet two cents that Catherine goes down there again.

John Horan started for the coast August 8 to visit his daughter and attend the meeting of the Pioneer Club, of which he is a member.

D. C. Curtiss left for the Puget Sound country August 2.

An engineer and fireman and one of the brakemen were killed on one of the locomotives up on the River Division when the boiler of one of the locomotives exploded.

One of the clerks in the SMP office is carrying a bandaged jaw from the effects of a 32-caliber revolver slug. Accidentally discharged while other parties were fooling with the weapon. Pretty close call.

The locomotive department machinists walked out at noon August 3 until some matters were settled, which were later adjusted.

Signal Department Bubbles—Lines East
Suds

Fred Cook, maintainer on the West End, and Mrs. Cook made an extended trip through this part of the country, spending considerable time at Freeport, Ill. While in Milwaukee, Fred came up and got acquainted with some of the boys.

W. F. Seemuth is back from the West End, where he has been the past three weeks in the interest of the valuation department. W. F. claims that it is a wonderful country during July at least, and had many nice things to say about it. One of the incidents he speaks of was an auto ride with L. W. Smith out to Point Defiance, where there seems to be no speed limit and the brakes on the machine must be in first-class condition. Two or three times he knows his hat was riding on the top of his hair, which was standing straight up. W. F. also said he met all the girls in the West End office.

Ernie Barton and Joe Munkhoff are somewhere in the mountains out there also, and expect to be there for a month or more.

We received a card from N. E. Simpson, who is also working for the valuation department on the West End. Neal says he is very much in love with the country. Better look out, Neal, you know that little girl back here has a sort of a far-away look in her eye and seems to be very lonesome.

L. B. Porter took a week's vacation and toured the state with his new auto.

Didn't get any notes in last month, as I was too busy getting prepared to become a benedict. Mrs. H. G. and myself, along with Mr. and Mrs. J. H. Dunn, spent a week at Plum Lake. Had a wonderful time and brought back a small muskie.

Mr. and Mrs. H. W. Chevalier spent the week of July 4 with relatives in Muskegon, Mich., and are now "down-east to New Hampshire" for a week.

T. Rawlings, valuation department, has resigned his position and left the city.

F. D. Morehart has some garden, and prospects look good for some harvest, only his spuds didn't blossom.

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30 DAYS TRIAL

"Tim" gets through the right-of-way will look like a race track.

Conductor John Webber, the oldest conductor on the division, is on a thirty-day leave at Big Stone Lake.

Switchman E. Pike, wife and baby, have returned from a trip visiting at Mapleton, Iowa.

Understand Tob Oxley, night yardmaster at Sioux City, traded his Ford for a "Jeffries." Now the question is, just how does Mrs. Oxley like the Jeffries, Tom?

Switchman Fred Brown, wife and baby, Sioux Falls, visited at Cherokee, Iowa, taking a ten days' leave.

M. Parkinson, district car foreman of Dubuque, and J. T. Clark, general car foreman, Sioux City, spent a day at Sioux Falls in the interest of the company.

E. M. Flanders, switchman, Sioux Falls, has resigned from this division to accept a similar position at Mitchell with the I. & D.

Passenger Brakeman George Murphy has returned from a leave of absence and is now back on his run feeling better than ever.

Conductor J. Blackney and family are enjoying the breezes off Lake Madison. And, the fishing, John?

Conductor Walter Anderson and family are on a motor trip to California, but latest advice from Walt is he got stuck in the Great American desert.

Conductor Arthur Monk and family are away on a little recreation over various parts of the country.

Conductor and Mrs. Reagan have returned from a few days' visit in Chicago.

Agent J. A. Murta, Elk Point, has resigned from the service of the company and we understand Joe will move to Chicago.

First Operator Maron is relieving as agent and Second Operator Ressigue is on first trick.

Conductor Earl A. Murphy, wife and baby, visited at Mitchell over Sunday.

Conductor "Billy" Rands has returned from a trip into Canada. While there he visited his father, whom he has not seen for eighteen years. Billy says he lost ten dollars on a horse race, too.

Conductor Joe Pape, wife and baby, are visiting points on the west coast. In a letter to friends, Joe informs us he visited the Bicknel boys, formerly old employes of this division, but now in the service of this company at Seattle.

Brakeman Homer Post and wife's present address is now the "west coast" for a while at least.

S. B. McCaully, district special agent, attended business matters in Sioux Falls recently.

Night Chief Dispatcher C. L. Jacobs and wife motored to Sigourney, Iowa, where they will visit for two weeks.

Mrs. E. H. Platte, wife of Dispatcher Platte, is visiting home folks in Jamaca.

Engineer A. B. Main, while at Portland, informs us he visited with C. Plumb, formerly agent at Ethan, on this division.

Agent J. Menson, Trent, recently spent the week-end at Sioux Falls.

Sioux Falls yards now present a neat and clean appearance—new ties have replaced the old ones, track raised, new crossings put in, roundhouse white-washed inside and other outbuildings have undergone a coat of paint, which surely has been worth the while.

Leave it to Conductor Dave Stuart and Engineer Hayward to say if trains are displaying "markers." Nuff sed.

Brakeman Clyde Trimble, who was knocked off No. 161 going into Yancton recently, and who suffered severe injuries, is now able to be about.

Norman Capwell, rate clerk, and wife, Sioux Falls, are visiting at Madison, South Dakota, spending the time in a cottage on the lake shore.

Miss Marie Hanson, stenographer, Sioux Falls, is taking her annual vacation and visiting with home folks at Dell Rapids.

On July 31, Bridge Foreman S. E. Hanson and three assistants, E. Hanson, his son; Jack McGiven and L. P. Larson, had a collision with their motor car being struck by an auto on a road crossing just south of Sioux Falls. The three latter named are in the hospital as a result of

the accident. Foreman Hanson escaped by jumping in the nick of time. All are doing as well as can be expected.

Latter part of July, Superintendents C. H. Buford of this division, E. A. Meyers of the S. M., O. N. Harstad of the H. & D., and William Thurber of the I. & D. were in conference with the bankers of the state with the end in view of devising means of expediting the movement of grain and stock. Car shortage, the big question of the day, was discussed with other matters and the meeting was pronounced one of importance and no doubt will have a bearing to bring about the desired results. Meeting was held at Sioux Falls.

C. E. Kohmer relieves Miss Mary Walton in trainmaster's office, Miss Walton having accepted the position as stenographer under Chief Clerk McDonald in superintendent's office.

Ethan gravel pit is surely turning out the material. Conductor Frank Gallant is in charge of the pit with Conductors D. E. Stuart, Harry Talbot, Bert Small and Lou Reams and Engineers A. H. Little, T. H. Thompson, William Bowers and A. T. Kirby assigned to hauling. The record for one day's loading is 106 cars, now graveled to Beardsley, South Dakota.

Watchfulness of trains by station employes might, in many cases, result in saving accidents and it is a habit which should be cultivated. Oftentimes there is a brake beam dragging or other defects which if seen in time would prevent bad accidents, and we should all practice the habit.

H. B. Olsen, wife and daughter, recently spent a week at Storm Lake, Iowa, visiting other points en route.

Miss Ella Evers of Sioux City freight house is wearing a new diamond. Needless to say we will soon be looking for a new comptometer operator.

F. M. Henderson, G. Y. M., Sioux City, with the aid of his chief clerk, the operator, two yard checkers, three call boys and six switchmen, scrubbed out the yard office several days ago. Upon entering one would hardly know the place.

Martin Noonan of the car record desk, Sioux City, is planning a trip to Garretson, South Dakota, in the near future, he says, to hunt ducks. "Well, they may be ducks, but not of the web-footed tribe."

"Fat" Middleton, an old employe of the company, has returned to Sioux City, and taken the position of delivery clerk. We all are glad to see you back, "Fat."

Agent Sullivan, at Vermillion, has purchased a new Ford, and when he takes the seat, grabbing the wheel in a 10:20 position, jabbing his left hoof down on the self-starter, look out, as he is liable to run over you several times before you come to.

Miss Ester Itkin, assistant switch clerk, Sioux City, has returned from Menno, South Dakota, where she has been taking a short course in agricultural work.

Baggage man R. L. Melton, Vermillion, likes to assist Agent Sullivan in selling tickets, and is partial to the ladies' ticket window. Slim always combs his hair and dusts up a bit before approaching the window.

Miss Elsie Janson, expense clerk, Sioux City, has returned from her vacation. Chicago, Washington and New York were the principal stops.

P. J. Diegnan, foreman of the house engine, Sioux City yard, has returned to work after a two days' leave of absence. Pete says he was fixing fences. Of course, we will have to take his word for it.

Miss Hildred Kanna, car clerk, Sioux Falls, spent the week-end with home folks at Dell Rapids.

Don't pray for things you want, but give thanks for what you have.

Bridge Foreman S. E. Hanson and crew will soon move from Harrisburg to Henkin, South Dakota (new station recently created), and while there will build new yards, repair depot, which was moved from Saranae (now abandoned). Henkin is to have a new grain elevator; now has a store; a bank is being organized, and going right after business.

It is understood the yard office at Sioux City

H. R. Wells, Pres. Robt. Yokley, Vice Pres.
L. K. Hills, Cashier

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ture makes it look like a shining star in a pile of "gold."

Chief Dispatcher J. E. Andres commenced his two weeks' vacation today. Joe says he'll spend the most of it at home with the kids.

The fellows on the H. & D. are especially proud to hear of the promotion of F. E. Devlin to superintendent of the R. & S. W. Division, for they know that he is a product of the H. & D., and we extend our sincerest congratulations.

Miss Elva Hinman, stenographer in the superintendent's office, and First Trick Dispatcher L. E. Nelson of Aberdeen autoed to Wisconsin last week to spend a couple weeks with Elva's relatives. Something in the air, I believe.

C. O. Bradshaw, assistant general manager, passed over the H. & D. Division on train No. 1, August 13.

Third Trick Dispatcher A. J. Starks just returned from a two weeks' visit in Wisconsin and Illinois with his relatives.

Side Table Operator E. J. Ruebmer of the dispatcher's office at Montevideo is laying off for a month or more, during which time he is touring the western states and Vancouver.

Twin City Terminal Division

"Molly O"

Next to the question of the hour "when do we get our back pay checks?" comes the question of vacations. Mr. Johnson of the information department says business of handing out information and folders is good.

When last heard from, Miss Irene Hughes was tripping the boardwalk at Atlantic City, accompanied by Miss Furst of the River Division.

Miss Alma Sweitzer has been spending her salary and incidentally her vacation—we know not where—but judging from appearances we would guess Paris.

Miss Nellie Sullivan acquired a regular vacation tan during her recent trip to her ranch in Montana.

Miss Violet Runquist of engineering department is making the Great Lakes trip, getting a much-needed rest after strenuous labor of back pay rolls.

District Engineer Daniels is attending the convention of American Society of Civil Engineers at Portland, Ore. Mr. Daniels expects to visit Vancouver, B. S., Seattle and Spokane during his trip.

Assistant District Engineer Emery has been spending more or less of the past two weeks at Lake Minnetonka entertaining relatives from Topeka, Kan.

George Pasco has gone to Montevideo. His replies as to whether it was a fishing or haying expedition were rather evasive.

Miss Alvira Ecklund attended a swimming party and "weiner" roast the other night. If she hadn't been rescued by that good-looking young man she would not have been able to enjoy the "weiners."

Signal Supervisor A. F. Alexander is spending his vacation at Spider Lake, Hayward, Wis. Too bad his fishing tackle was stolen, but a telegram was sent in advance so that the fish came out to meet him.

Miss Hildur Hedstrum is spending a few days in Chicago.

We are pleased to learn that Mr. Arlen of signal department is steadily improving.

The signal department office is undergoing a housecleaning. Miss Wright has her sleeves rolled up polishing the furniture and acting as general overseer.

F. E. Quirk, who has been in St. Joseph's Hospital since March 16, is reported much better, and hopes soon to resume his position as chief clerk to Superintendent Van Dyke.

Miss Elizabeth O'Brien of telephone department has returned from ten days' trip to the lakes.

Miss Marie A. Quinn has joined the force in General Superintendent Foster's office as stenographer.

Chief Special Agent John Dougherty is reported to be recovering nicely from an operation for gall stones. During Mr. Dougherty's absence T. L. Holland is in charge of the department.

The sympathy of his many friends is extended to R. J. Roberts, statistical clerk in General Superintendent Foster's office, for the loss of his wife, who died recently after a lingering

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illness. The remains were taken to Lime Springs, Iowa, for burial.

Fishermen had better look to their laurels, as we hear that F. L. Brackett has taken a few days off to interview the finny tribe. As it is his first opportunity of that sort for several years, we expect returns in the shape of fish as well as stories.

Miss Margaret McNamara is spending a week in Chicago visiting her sister.

F. W. Drew was a caller recently. Mr. Drew was chief clerk, Terminal Division, for a number of years. He is now located in Chicago. We are all waiting anxiously for that new payroll Mr. Drew is having patented. It is said to be the very latest in efficiency.

Why does Jerry like blondes? Ask him.

Bolsterous Doings at St. Paul

"Birdie"

Wouldn't this look cute on a time card: "Del Kramer and Hurb Breaker Davison, Chief Standard Rule Examiners."

C. H. Cutts is spending his vacation in the office, but he expects his Liberty Bond to arrive most any day now.

Bart McDonald returned from his vacation recently. Here are a few of the things he did while away: Let all the big fish get off his hook; got on I. & M. 41, thinking he was going to Clear Lake on the N. P.; called for his check at the local office on the 16th. But, "All smart men are absent minded."

Mae has been spending some time lately at Phalen Beach. Look out, Mae, swim all you want, but don't go near the water.

Both James R. Galvin and James R. Ryan have left the service to accept responsible positions with the Equity Grain Exchange. We all say good-bye and wish you good luck.

We were never quite able to understand just what Tom Carney was driving at when he repeatedly said that he was getting stung right along this summer out at Hazel Park. We thought possibly he was referring to the H. C. L., but a little visit disclosed the fact that the neighbors next door have about thirty-five colonies of bees.

Ray Pfeiffer, city freight agent, commercial office, went to a wedding at Annaudale the other week. It's all right, girls, it wasn't his wedding.

Harold Voss reports that living on the bluff is not as bad as it was pictured to him.

What would Art Peterson do if the city closed Phalen Park for the season.

Harold, the messenger from the commercial office, went to Center City for a fishing trip over the 4th. We didn't see any fish. The reason, Harold says, is that the water was too high and drowned all the fish. That's a new one, Harold.

Miss Anna Larkin is visiting her revolutionary ancestors at Boston. She is having the Boston Tea Party recalled to the memory by indulging in that beverage.

Joe, you know Joe! Well, you never would forget him if you ever saw him—that new pink Japanese silk shirt he's wearing.

Mrs. Messerschmidt is now filling the place as stenographer—our regular steno. is spending a five weeks' leave of absence with the cows and chickens in the country.

Herb Ellis gave the Fourth of July main talk at Newport. We understand the natives were much pleased with his patriotic comments, and are thinking of appointing him official dog catcher for the town. Hard to keep a good man down.

Mae McCahey is spending her vacation "seeing Minnesota first." Such places as Hastings, So. St. Paul, Stillwater, etc. Also enjoying the cool Lake Superior breeze at Duluth.

Appointments

Effective August 15:

A. C. Peterson, who has returned from military service, is appointed assistant superintendent of the Superior Division, with headquarters at Green Bay, Wis.

F. A. Devlin appointed superintendent of the R. & S. W. Division, with headquarters at Beloit, Wis., vice E. W. Morrison, assigned to other duties.



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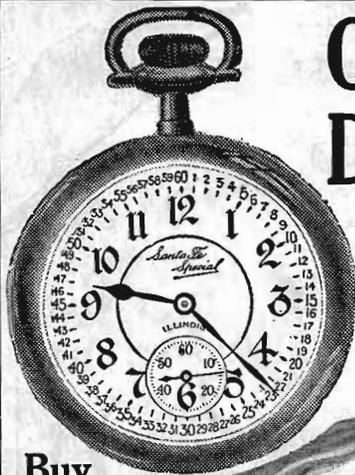
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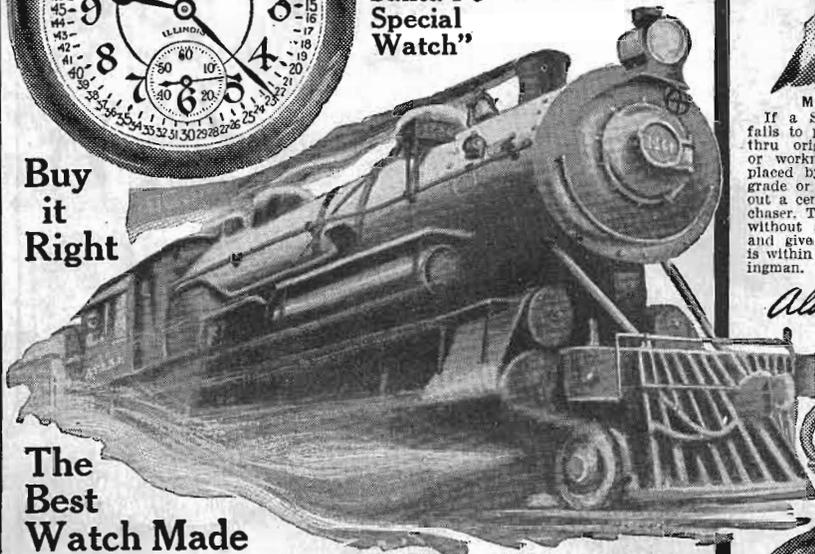
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