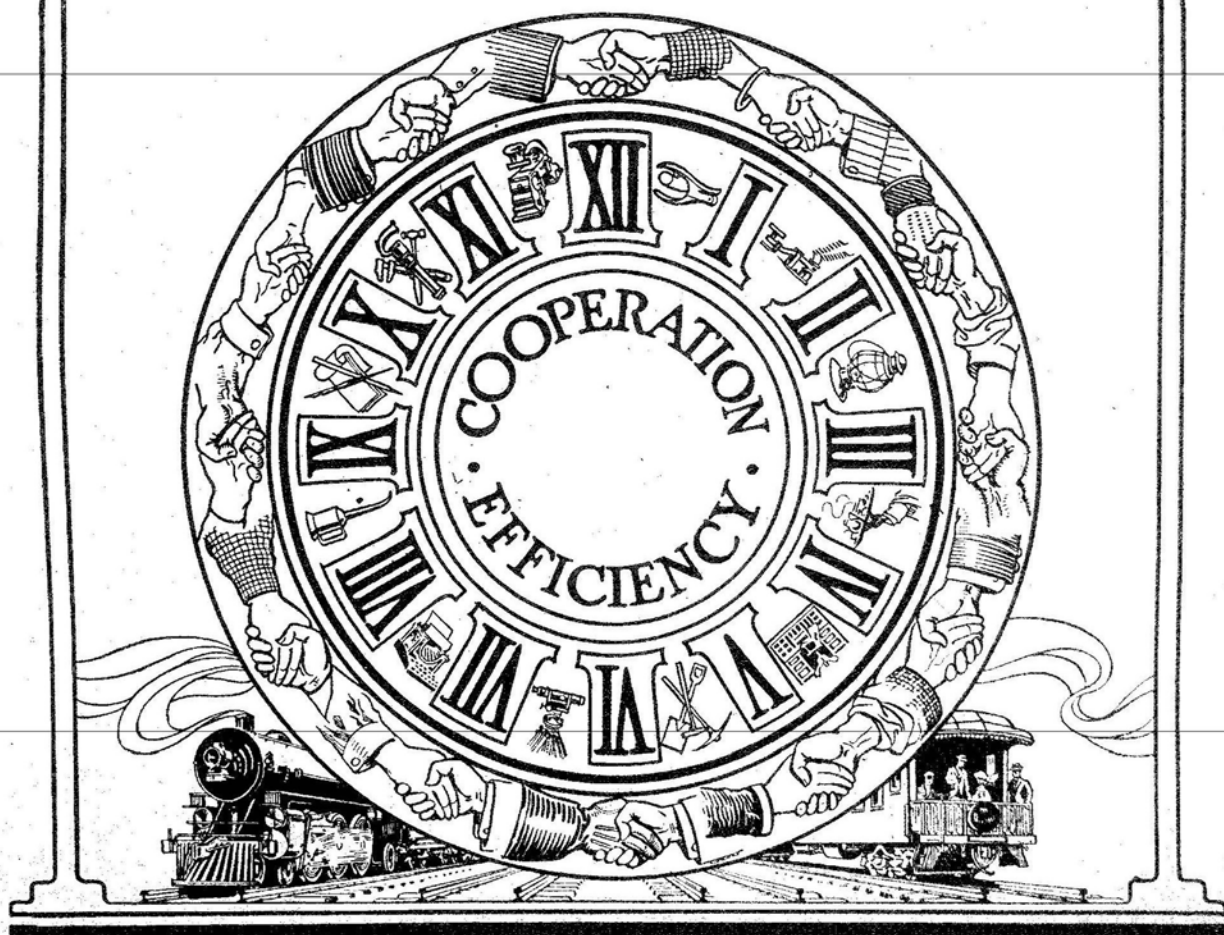


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

November

1915



VOLUME 3

No. 8



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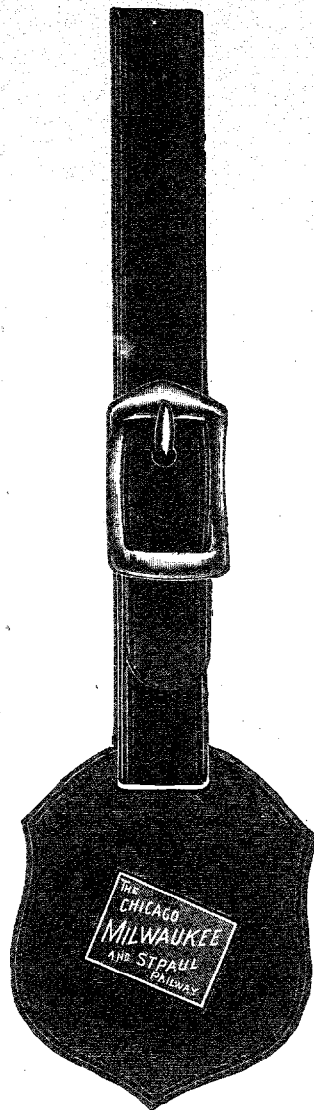
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Railway Exchange Bldg.,
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CARPENTER KENDALL

Editor, Libertyville, Illinois.

Geo. E. Waugh . . . Railway Exchange, Chicago

J. H. Ginet Seattle, Wash.

Associate Editors

E. G. ALDRICH,

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VOLUME III

NOVEMBER, 1915

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The Trespassing Problem

*William L. Hunter.**

It is true that legislatures enact laws, but it is also true that the laws cannot be enforced unless the public want them enforced. Perhaps this thought was in the minds of the legislators at Springfield when at the last session a bill was introduced (known as Senate Bill No. 19) which provided that "Whoever shall, without authority or reasonable necessity, be upon, go upon or walk along any railroad track, or right-of-way, or, whoever shall, not being a passenger or employee, get on or off or ride upon any railroad train, car or engine or part thereof, shall upon conviction be fined not less than one dollar nor more than twenty-five dollars, or be confined in the county jail not exceeding ten days." The bill contained a provision that the act should not prohibit the necessary movements of passengers, employees or officials of a railroad or public officers in the performance of their duties, or of persons having any lawful business with such railroad or its representatives. This bill, had it become a law, would have made trespassing upon railroad tracks a misdemeanor, and if properly enforced, after passage, would have had a most salutary effect. Of course, the mere passing of this act, without the necessary public opinion to demand its enforcement would have availed nothing, and I believe that it was just as well the bill did not pass; because, I believe, that the majority of the

citizens of the State of Illinois are not conversant with the trespass evil, and had the law been enacted it probably would have become dormant, which would have rendered its passage worse than useless.

It is true that the people of the State of Illinois and its lawmakers know, as everybody else knows, that the railroads are from time to time killing and injuring trespassers, but the popular notion is that fatalities occur but infrequently and that the victim usually is some undesirable, a citizen of but little value to the state. It is true that as regards any particular locality, the fatalities are of but infrequent occurrence, but is there a town or village located on a railroad in the United States that has not had an accident of this kind befall one of its citizens, or heard of such an accident occurring in its immediate vicinity? In the aggregate, the total number of such accidents is appalling. During the last 25 years, 113,570 persons have been killed while trespassing on railroad company property, an average of 4535 per year, or about 12 per day, and during this period 123,611 persons were injured, an average of 4940 per year, or 13 per day. During the last ten years, the number killed while trespassing on railroad tracks in the United States has averaged over 5300 per year and the number of injured was even greater. These figures would indicate

that trespassing has been increasing; at any rate, they show conclusively that trespassing results in a reckless sacrifice of human life. Further delving into the statistics submitted to the Interstate Commerce Commission by the railroads, I find that the number of those killed while trespassing is approximately 50%, (in fact, a little more than half) of the entire number killed in consequence of railway operation, and that only a very small proportion, (about one-fifth) of the trespassers killed, are tramps and hoboos. The statistics also show that 80% of those killed are people residing in the immediate vicinity of the accident. Of these, about four-fifths, or 64% of the total, are wage earners, being in most of those cases, the laboring man, using the railroad tracks as a highway, and the other one-fifth, or 16% of the total, are children under 18 years of age, most of them being injured while flipping cars. I do not believe it necessary to quote volumes of statistics to prove an argument, but I hope every reader will give the above figures serious consideration, they come from a source which cannot be discredited and show the fallacy of the prevalent idea regarding the trespass evil.

Assuming that the figures in the last paragraph are correct, (as they are) should we not endeavor to prevent track-walking, which is so dangerous to life and limb? In none of the states served by the Milwaukee Railroad is there an effective law which tends to eliminate the trespass evil. Yet in 1912, the death roll of trespassers killed on C. M. & St. P. tracks numbered 188; in 1913, 154; and in 1914, 162 were killed. This slaughter continues year after year, the railway is powerless to stop it, and yet the laws are inadequate. In Minnesota, a statute prohibits persons, not employees, from trespassing upon any railway bridge or trestle, but, strange to say, is silent as to prohibiting persons, not employees, from trespassing upon the tracks and right-of-way. In Washington, they have a law which prohibits trespassing, but commenting upon the enforcement of the law, the Public Service Commission states that so far as they know but very few prosecutions have been made under the law, and but very little reduction accom-

plished in the number of accidents. Attempts were recently made to enact laws prohibiting track-walking in Iowa and Wisconsin, but in the former state the bill failed to pass. In Wisconsin, however, the bill, which was known as the "No Trespass Bill," passed, the law becoming effective August 17, 1915, and provides that track-walking shall be a misdemeanor, punishable by a fine not exceeding \$50.00; or imprisonment not exceeding 30 days or both. It is to be hoped that vigorous enforcement of the law will be demanded by the people of Wisconsin, which would tend to eliminate the needless sacrifice of human life in that state. None of the other states in the MILWAUKEE territory, except Missouri, have any laws on the subject. A few of the Eastern states have laws in regard to trespassing, but only in New York has there been a vigorous attempt made to enforce the law, and in that state the enforcement of the law resulted in a marked reduction in the number of trespassers killed and injured. In Canada, England, Germany and France, where the laws prohibiting track-walking are enforced, but few accidents to trespassers occur. In most of the United States, in order to arrest the track-walker he is charged with vagrancy, disorderly conduct, or malicious mischief. It would hardly do, however, to arrest a man of any certain community on a charge like this. He would be discharged immediately upon appearance in court, and yet it has been shown that 80%, or 4000, of those killed yearly while trespassing are useful, respected citizens of the community.

In an article entitled "Is Life Worth Living?" appearing in a recent issue of the LABOR WORLD, Bishop Charles Cheney puts it this way: "Many years ago a Frenchman named Blondin startled the country by repeatedly crossing the frightful chasm of Niagara on a rope stretched from one side to the other. Most sensible people regarded that acrobatic feat as a foolhardy risk, and if the rope walker had fallen and perished in the rapids, public opinion would have given the verdict that it was exactly what was to be expected. But if in a single year, more than 5,000 people had ven-

tured upon Blondin's experiment, and one after another had lost their footing and been drowned in Niagara River, the whole nation would have been aroused, legislation against such wholesale suicide would have been so imperatively demanded that the law-makers would not have dared to disobey the mandate of the people."

Yet the astounding revelation remains that 5,000 trespassers are killed annually, and as many others injured, and practically no legislative action has been taken to stop the evil. The railroads are powerless to stop it; they must depend upon public sentiment to put a stop to track-walking. It is not a question of dollars and cents, but of eliminating the foolhardy, needless sacrifice of lives year after year; to save human life, the most precious thing in the world, to prevent men from losing their legs and arms, which never can be restored; and to save the making of widows and orphans. This cannot be accomplished by the mere passing of laws, but if every public-spirited citizen who knows the situation in its true light would lend his aid, 50% of the fatalities now occurring on American railroads could be done away with, and he would be doing a public service by helping to stop the reckless sacrifice of health and human life.

The contention of some people has been that many of the fatalities to trespassers could be avoided if railroad tracks were elevated and the tracks policed, yet this has not been the result in Chicago where elimination of grade crossings and elevation of tracks, involving the expenditures of millions of dollars, has not assisted in reducing the mortality to trespassers in that city. The real trouble seems to be the lack of any law or ordinance which prohibits trespassing, and the enforcement thereof.

Some have advocated a federal law on the subject, but if Congress has jurisdiction it is acquired under its power to regulate Interstate Commerce. Some doubt whether a federal law would be constitutional, others think it would be undesirable and that the matter should be dealt with by the states. It seems to me that the states should deal with the

subject; all that is needed is a very simple statute, which would be enforced; and when once the public realize the importance of the matter they will demand that track-walking stop.

Legislatures in a number of states in MILWAUKEE territory, which have no laws prohibiting track-walking, will be in session during the winter of 1916, and if railroad employes in general would let their representatives know how they feel about the crime of trespass, with its terrible results, it would not be long before a proper law would be enacted in each state. The enactment of such a law should not be urged on the old theory of trespass and punish the man merely for the act of trespassing upon the property of the railroad corporation. However, should not the man because he unnecessarily endangers his life and thus sets an example which might lead others to take the same risk, be dealt with by the state? Let it be understood that I am not advocating such a law just to protect the property of the railway companies, that is not the point, although it follows as a natural consequence. The average man would not be in sympathy with a law based upon the theory of affording the property of the railroads protection, and such a law would not be enforced; but on the contrary, a man would be rather proud of the fact that he might, with impunity, violate a law which he regarded as an infringement on his personal liberty. Laws have been enacted which prohibit the selling of dangerous fire works, thus compelling the observance of Fourth of July in a sane way. Public sentiment has upheld such laws and they have been enforced, and the necessary sacrifice of human lives has been stopped. Likewise if people understand that a law prohibiting trespass were passed because the state regards the life of every one of its citizens as a sacred thing, not only is it sacred to himself and family, but it is so regarded by the state, the law would command respect and obedience, and the matter being understood in its true light, the temper of the people in general would be such that they would cheerfully comply with the law and demand its enforcement when violated.

One Source of Efficiency

J. A. Macdonald, Superintendent La Crosse & Northern Divisions.

In every part of the business world the talk today is of Efficiency. In every direction there is more or less intelligent striving after Efficiency. All the talk and all the effort will undoubtedly have some result and we who are interested in railroading, sincerely trust that some of the results will be apparent in better and more economical railroad service.

The railroads have, as every one knows, come in for a goodly share of criticism from the apostles of Efficiency. Instead of resenting this criticism, it behooves every officer and employe of a railroad to consider it carefully, to see how far it is just and how far measures may be taken to improve working conditions.

I want to point out what seems to me a rich source of Efficiency—a source that perhaps has not received so much attention as it deserves. I mean Co-operation on the part of employes—Co-operation based on loyalty and enlightened self interest.

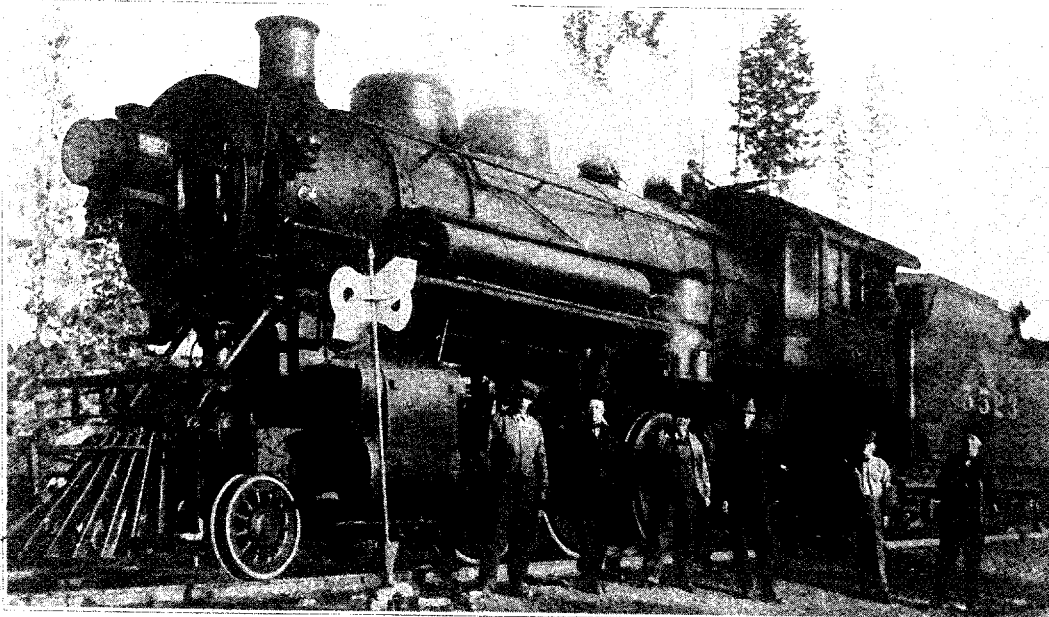
I have been struck with the one-sided character of some of the discussions on Efficiency. Efficiency is too often regarded simply as the application of cer-

tain methods (no doubt scientifically accurate, so far as possible) in the conduct of business—in work of all kinds. These methods are supposed to be evolved by the brainy men of an organization, and imposed from without on those who have actually to carry out the operations prescribed.

Now, of course, that is all good and proper. Improvement of method is immensely important and concentration of study will reveal plenty of opportunity for better system in all classes of work.

But while rules, regulations, methods and systems cannot receive too much attention, it is well not to overlook the fact that one great source of Efficiency lies in the employes themselves and can be tapped only by the employes themselves.

Take for instance, the case of the Agent representing a Railroad Company in the community. He occupies a position of honor, trust and responsibility. He must take keen interest in the Welfare of the Railroad. When advanced to a larger station he should be thrown on his own resources to the greatest extent possible, and held responsible for results, subject only to the general rules



I. & W. N. Crew, Spirit Lake, Idaho

under which he is working. Under experienced supervision this gives him an independence of action which is sure to result advantageously, for he knows much more about conditions in his own field than do the men at headquarters. Encouraging self-reliance develops the strong men, and makes them more valuable, and weeds out the weak ones. The man who thinks more about what he earns than about what he is paid is the one who will reach the top. He may be poorly paid for a time, but it will not be long until his salary is commensurate with his ability.

The loyalty, the *esprit de corps*, which is so essential a factor in any business, which increases in importance with the increase in the number of employees, is as noticeable in railroading as in any other sphere of work. Wherever men are decently treated, they will take an interest in the common cause and help to boost it. Everyone who knows railroad men must feel that they work as heartily as any body of employees in furthering the interests of their employers.

While this is so and while the good feeling of employees can hardly be overrated as a factor in the production of results, it should not be forgotten that **self-interest** is in every man the most powerful motive to action of any sort.

And it is right here that I think some of the advocates of better methods of promoting efficiency have erred. They have urged the improvement of methods of labor saving, economy and efficiency, and they have seen clearly enough that without co-operation on the part of employees, the best and most scientific methods are of little avail. But what they have not seen, or at least have not given due heed to, is the fact that if employees can bring not only willing but intelligent help to the execution of these methods, the results would be enormously improved.

Intelligence spurred on by self-interest; there you have a factor in promoting efficiency fully as important as any rules or methods that can be devised for the direction of employees.

It is easy to see why this should be so. Every worker (no matter how seemingly insignificant his job) has an opportunity to do some little thing toward effi-

ciency which never could be foreseen by those who devise the methods under which he works.

Now, every employe, whatever his natural ability or education, has a fund of intelligence which he never draws upon until he gets the idea that to do so is in his own interest as well as in the interest of his employer. Self-interest is the key that opens the door to that great unused fund of intelligence.

This fund should be available for railroading to an extent hardly equaled in any combination of human effort, except possibly in that which is put forth by an army in the field.

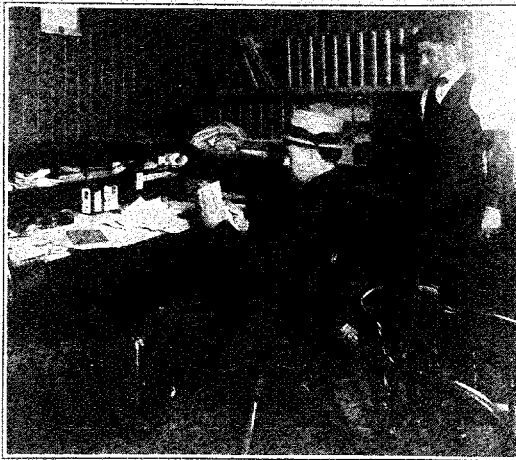
In an army actively engaged in fighting, the private has three motives for doing his best: Patriotism (which, in his case, is synonymous with loyalty); discipline, which has the effect of keeping him up to the scratch in the ranks and in the execution of his various duties; lastly, self-interest, which points out to him that his "very best" may prove the means of honor and promotion.

The case is the same in railroading, which is always an *active campaign*, with plenty of opportunities of promotion for those who deserve it. All that is needed is the conviction on the part of every employe that good, painstaking, intelligent work will sooner or later be recognized. Railroading, with its long roll of signal success achieved by men who came up from the first rungs in the ladder, should be an inspiration to every employe who has ordinary ambition to make good. But patience is necessary here as everywhere. We must take the poet's advice and "learn to labor and to wait." Meanwhile there is the satisfaction of a task performed to the best of one's ability and the feeling that one is loyal to the organization and fellow employees.

The results of this kind of co-operation in promoting the efficiency of railroading are simply incalculable.

Orson H. Warriner, one of the oldest engineers on the "Milwaukee" Road, died at his home in Portage, Wis., September 23.

Mr. Warriner was born in Vermont in 1835 and came with the company in 1857. He ran the first locomotive ever operated over the Wisconsin River bridge at Kilbourn. Mr. Warriner was a member of the Presbyterian Church and one of the charter members of Ft. Winnebago Lodge of Royal Arch Masons. He is survived by his widow, to whom the employees of the "Milwaukee" Road extend their sincerest sympathy.



T. H. Jacobs, Agent, Ottumwa, and
T. Richards, Steno.

One Morning as Local Agent.

(With apologies to *General Agent Proctor* in
Magazine of July, 1915.

Arrived at 7 a. m. No one in office, got right into the game. (Telephone rings.) "Good morning; sorry no one here yet that can tell you about it. Yes, freight office opens at 7:30; can you call later?" Second telephone ringing like house afire. "Hello, hello. All right, will tell him to call up when he gets here."

Trying to look over W/B in during night.

(Ding-a-ling.) "Yes, Milwaukee and Wabash freight office. Hello, hello. Yes, that's me. Oh, got down to see what was going on and to see if I could get caught up for once."

"All right, will be right over soon as some of the boys get here—Melons, where from? In on Milwaukee or Wabash? Will be there and attend to it."

Start to look over mail.

(Telephone.) "Hello, hello! This Mr. Moore (chief dispatcher Ottumwa Junction). Well, all right, will look into it and let you know later."

"Good morning, Tom, down early." "Yes." "Did you hear anything from car from Kansas City?" Calls up chief's office at Ottumwa Junction. "Will be in on Twin City at 9 a. m.? All right, saves my life." But hope it won't be late as want to get part out by express this morning.

(Ding-a-ling.) "Yes, this is Jacobs. All right, yes, will see to it and issue instructions to switchmen to keep alley open between Willard and Sheridan avenue. I will, Your Honor. Good morning."

(Ding-a-ling.) "Hello, hello! Coming right over to see you, Jake. Will you be there?" "Yes, come right along; will wait for you."

Have Frank come in my office. "Frank, here is more about passing report from D. F. & P. A.; can't we get in the game and do better than this? We must now see to it that no more complaints come in."

"Good morning, Jake. Want you to see car

potatoes. Rotten; been on road 30 days. Where you had it all this time? All right, but let's look up the record first. What's car number and where from?" "Just a minute, George." Cashier got party wants car on B/L but can't produce B/L; shall I let him have it? "Tell him can't do that." "All right, George, record shows this car potatoes out of Houston, Tex., just 17 days and it has been on track ten days."

"You must have your wires crossed. Let's see." Cashier back, party says must have the car on B/L want to know if there is any way he can get it? "Yes, have him go to his bank and have cashier bank write me letter that they will take care of draft and bill of lading when it shows up and we will let him have it."

"Well, Jake must have got the car mixed up with another."

Got back to office after looking at potatoes which were in bad condition. "Well, Jake, will do the best I can with them and it won't be much loss, if any. Good morning."

Mr. Jacobs wanted at the phone. "Hello, yes, this is Tom; what is wanted? That's right. That's so, I did promise to be over but got so busy forgot all about it. Will try and get there before dinner."

"Good morning, Jackson. What's the good word?" Thinks our service is good from Kansas City to Ottumwa. "You can't beat it." "Yes, you ought to give us more of your business, you are on our tracks and we are entitled to it. You don't show up in the last few months very good. Here is where we have no cigars to pass out, so we don't any of us smoke. Hope you will. Don't forget to route our way when you order car again."

(Ding-a-ling.) "Hello, hello. Yes, we are handling all the booze into Ottumwa at present. All right, let it come, we can't turn it down. Law compels us to take it in undivided shipments."

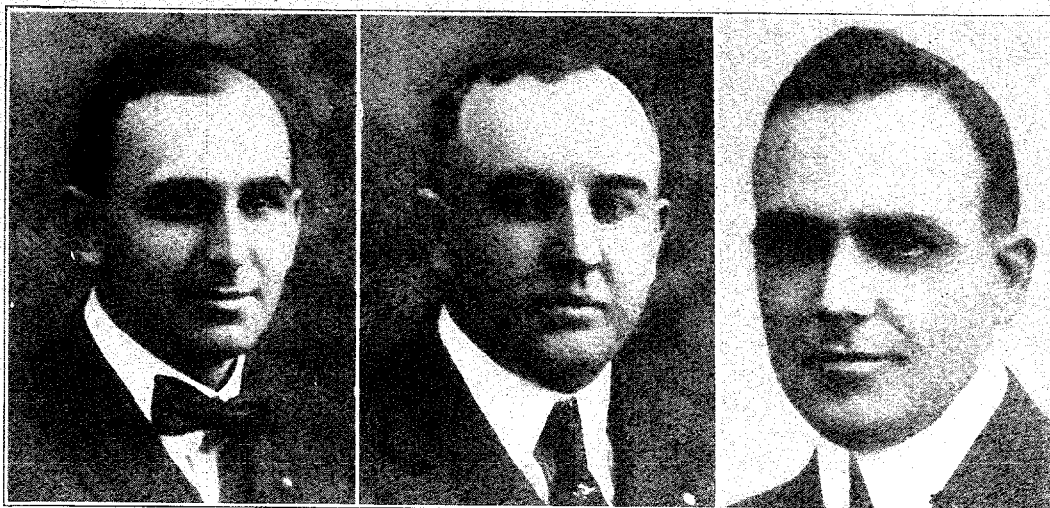
Mr. Jacobs wanted at the phone. "Hello! Hello! Hello! What the devil is the matter with this phone? I can't hear a thing. Hello, who is it. Oh, dinner ready. Didn't know it was noon; been so busy have forgot to look at clock. Sorry, but will start at once; will be there soon as I can." (Only 15 minutes' walk home.) Lucky to be so near. Time 12:15 p. m. Home at 12:30. Dinner been waiting half an hour and I won't say what wife and I talked about during midday lunch.

George and His Calf.

We all like Titus, sure we do,
And Titus likes his calf.
And the things he tries to make it eat
Is enough to make one laugh.

The calf grows nicely day by day,
It is getting broad and long,
And Titus by his fireside sits
And sings a milkmaid song.

And in his dreams you would hear
Him say, in a voice both soft and low:
"I'll milk you, Daisy, or I'll die.
So—Boss—So."
(I am indebted to "Dad" for the above.)



W. W. Scannel,
Asst. Freight Auditor

E. A. Murphy,
Freight Auditor

H. W. Seranton,
Chief Clerk

The Freight Auditing Department

Geo. E. Waugh

This article refers to a department employing three hundred and seventy-nine people on the second and third floors of the "Milwaukee's" office building at Fullerton and Southport avenues, in Chicago. Removed and aloof from the spectacular side of railroading, these employees could remain in this department for years and never witness the agile grace of the switchman who grabs the hand-hold on a locomotive and mounts the running board with the ease of a dancer; nor the tense features of the engineer with his head poked from the cab window, peering through goggles that make him look a cross between a bell diver and a soldier equipped with helmet protection from poisonous gas.

The Freight Auditor is the box office man for the most intense drama in the world today—"Business." Right here seems the logical place to state that the Freight Auditor and his corps of skilled employees represent the force who verify, check and correct waybills amounting to over \$80,000,000 a year. All of this, unfortunately, does not belong to the "Milwaukee" Road; it is the approximate total of moneys collected by our agents for transporting freight. About \$18,000,000 is collected on inter-line shipments. This amount, of course, is reported to the different foreign lines participating in the haul. To give you a mental grasp of the tremendous volume of business transacted in this department, we can state for the sake of brevity that they receive about 500,000 waybills a month; each of these waybills will average three shipments—a bit of visualizing tells you, therefore, that they have 1,500,000 extensions to check as to rate, commodity, etc., and make revisions wherever either of these important factors on a waybill

is in error. This concisely tells the source of the freight auditor's work, but how it is done is an interesting story of swift, intelligent action on the part of a well trained, efficient organization.

We will start with the envelope containing the waybills, abstracts, etc., directed to the freight auditing department. As its dimensions are 15x10½, you will understand that it is by far too large for a forgetful agent to slip in his pocket to encounter the delay that sometimes occurs with the epistle you are asked to mail by the folks at home. But this is digressing, so we will get back to the envelope, because it is important. As a general thing, the efficiency of the individual or the organization is gauged by the manner in which the contents of an envelope are handled, but the Freight Auditor's Office is two or three jumps ahead of this precedent, as their incoming and outgoing mail indicates. The flap of the heavy paper carrier is marked "To Freight Auditor, C., M. & St. P. Ry., Chicago"; two small cardboard discs supply anchorage to wind the pieces of twine back and forth in order to hold the contents secure. You open the flap and find printed beneath the space it covered the number and name of the station from which it came and to which it is returned with outgoing mail from the General Office. Thus you see that the envelope is self-addressed by turning in or turning out the flap. The number is important, as the day's mail is assembled in numerical order by boys. When this is arranged we find waybills, abstracts and all in station order. Any one who can count can do this work, while it would take a person mighty familiar with the geography of the "Milwaukee" Road to memorize

the location of all its stations. The ingenious assignment of numbers has made this as simple as one-two-three—get your waybills in numerical order, and as if by legerdemain they come forth in their proper station sequence, only there is no trickery about this—it is "System" and "Order," the middle name of the Freight Auditor's Office.

After the tremendous volume of work coming to them daily is sorted in this fashion, it moves orderly through hundreds of different grooves through the department. To do this work, the Freight Auditor's Office is subdivided into twelve different divisions, each having some particular important precept to follow in safeguarding the freight earnings of the "Milwaukee" Road.

The statistical division of the Freight Auditing Office is one of the most interesting places one could possibly find on the entire system. It is here that you get a glimpse of the marvelous workings of the Daily Plan of Freight Abstracting, which was put in operation on the "Milwaukee" Road July 1st, 1915. Prior to this date, agents made what was known as the "Monthly Group Abstract Plan." This system provided for monthly abstracts on which certain groupings were made to ascertain mileage between stations ton mileage, freight revenue and other data required by the Interstate Commerce Commission, and also for several State Commissions having jurisdiction in territory through which the "Milwaukee" operates. This system was antique, cumbersome and slow, while the newly established "Daily Plan" represents one of the most advanced steps ever taken in railroad accounting. It relieves the agent of the segregating of certain accounts and much other work formerly arranged in our stations; waybills and abstracts are now received daily in the Statistical Division, and the machinery of this department, guided by experienced hands, performs miracles, mathematical gymnastics and wonders with the great bales of detail work—exact, intricate detail work they receive every day, in a fashion that makes you reel, suppress a brain-storm, and go away awed at the revelation



Local Accounts Bureau

within the sweep of the eye, but beyond the comprehension of the brain, that one finds a part and parcel of the "Daily Report" machinery.

The abstracts and waybills, arranged in waybill number order, are distributed among twenty-five girls operating what are called "punching machines." What is written on these waybills is comprehensive enough for any one, although the quality of penmanship, of course, varies. For example, it will send "Jno. Jones, Chicago—to Jas. Brown, Marion, Ia.—Range stoves—Weight 3500—Rate \$1.30—Extension \$45.50." One of these operators will take a card, which is about the size of the ordinary shipping tag, adjust it in this punching machine, and, with one hand deftly moving over the twelve keys which resemble those on a typewriter, make perforations on the sixteen divisions of numbers compactly arranged which will indicate month, date and year of the waybill, station number from which the shipment originated and station number to which the shipment is destined, waybill number, commodity, number of the car, weight, freight charges, advances prepaid and whether it is local or inter-line. The card is extracted from the machine figuratively punched full of holes, and



Revising Bureau

you could read Sanskrit more readily than you could the various perforations that the machine has punched in its expressionless face. To better illustrate what we mean, you have often seen the short, long and diagonal slits and holes in a music roll for a mechanical piano. Well, in principle, this card is the same as the music roll—on the paper you could not tell which was a flat (although you might be sharp) and on these cards you could not tell from the perforations what the commodity was, although you might be a freight expert; and, to carry the example further, the musician could not tell whether the music roll was properly punched until the piece was played on the piano.

The "Tabulator" is the other machine which performs the functions of the piano for the freight auditor's purpose, plays the tunes punched in these cards, only it goes several points better than the piano, because the tabu-

weights, rates and extensions. When Gilbert Chesterton wrote about "Thinking Machines," he must have had tabulators in mind. There are twelve of these in the Statistical Division. The rapidity with which both machines can be operated is illustrated by the fact that an operator can perforate 300 cards an hour on the punching machine while the "Tabulator" will run through so fast that you wonder how much longer mathematics will remain on the school curriculum.

Another machine which is equally interesting is called the "Sorter"—six of these are in operation. As we said before, each station has a number and the sorting machine can be adjusted to pick out cards representing waybills from each station on the line. The cards are dropped into pockets which are a part of the machine at the rate of 350 a minute, the separation being made with a small wire brush penetrating the perforations on the card indi-



Card Punching Division

lating machine will show up in good, plain, absolutely and positively correct figures any errors as to weight, freight charges, advances or prepaid charges occurring in the waybill, which, by the way, accompanies the card to show the operator that the waybill is correct or needs revision.

To explain fully the mechanical construction of the tabulator would be about as simple for us as it would be to take the tire off of a locomotive driver with a hat-pin. But this is a crude explanation (we used "crude" advisedly) of how the tabulator operates: There is a shaft running lengthwise through each of the four adding boxes; the punched cards are mechanically slipped into a vertical groove which carries the card from the left to the right of the machine, and as the card travels through, tiny wire brushes sweep through each of the holes punched in the card, bringing the brush in contact with the maze of numbers contained in the adding boxes. The result of this contact through these holes is correct

cating the station number. In this manner all the waybills from every station on the "Milwaukee Road" are assembled in the particular part of a mammoth filing case containing space for each station. The sorting machine, however, is capable of performing many other things beside the segregating of waybill cards in station order. The brushes over which the cards pass can be adjusted so that every card waybill covering, for example, grain, merchandise and household goods can be separated from all of the four hundred or more commodities that the Freight Accounting Department has to deal with.

The Statistical Division employs fifty-six clerks, working under S. G. Dale and J. L. Harrigan, heads of the department.

These machines are the invention of Dr. Herman Hollerith, who was formerly special agent in the Government Census Bureau. It was in this office that the necessity for a machine that would do these astounding things was manifested. By care-



Hollerith Sorter and Tabulating Machines

ful study on the part of railroad accountants and the inventor, revisions were made in the mechanism that would make it a practical utility in railroad work. The Hollerith machines have a tremendous capacity for turning out great volumes of detailed work and the machines are accurate, careful and infallible. The daily plan made it necessary for the installation of this machinery and since the new system was installed on July 1, it has already proven its efficacy beyond the anticipation of the Accounting Department.

E. A. Murphy, the freight auditor, is unflinching in his praises of the agents for the co-operation and effective assistance they have rendered to bring about the consummation of the splendid results achieved.

The Interline Freight Account Division employing fifty-six clerks, working under E. A. Reynolds, apply the divisions quoted in the division sheets issued by the General Freight Department, to all the shipments originating on foreign lines and through-waybilled to stations on the "Milwaukee" road. The freight charges on through-billed shipments from other roads are in excess of \$3,000,000 per month. This division also disburses about \$1,500,000 a month in freight revenues which is collected by our agents for service performed by connecting roads in bringing these shipments to their destinations. To cover this business we issue about 75,000 waybills a month. In addition, this division audits approximately 50,000 waybills a month on shipments which neither originate nor terminate on our line; in other words, the "Milwaukee" is the intermediate carrier and, therefore, earns a portion of the revenue involved. It is the Inter-Line Division that sees that we collect what we earn on through shipments and disburses properly what we receive on this kind of freight. So exacting and important

is the work of this division, as you will readily appreciate, involving as it does millions of dollars a month, that "The Review Division," which is composed of six highly efficient freight accountants, makes an independent check and audit of the work turned out by the Inter-Line Division.

The Local Accounts Division, has a force of fifty clerks under the supervision of Wm. H. Mauch. There are approximately 425,000 local waybills issued at the stations of the C., M. & St. P. Ry. proper and its subsidiary lines each month. All of these are checked with the forwarded abstracts by employees of this division. In addition, the station agents' daily abstracts of local and interline waybills forwarded and received are checked against the station agents' monthly recapitulation. They perform many other additional duties of a miscellaneous but important nature.

Switching settlements is another specialized department, under the supervision of F. M. Smith, an old employe, with thirty-seven years of service to his credit. As the name would indicate, the ten employees on this work prepare bills against other roads for switching service performed by the "Milwaukee," and check those presented to us for payment for similar service performed for us by other lines. The movement of cars through terminals is an exceedingly intricate proposition and only men well acquainted with the countless ramifications to be reckoned with in switching could effectively attend to these important duties.

J. S. Mahoney, who is chief of forty-one clerks in the Tracing and Relief Claim Division heads a very important office in the Freight Auditing Department. It is here they investigate station agents' relief claims, making proper allowances and distributing these credits through the accounts.

This division also traces our own and foreign road agents for settlement on unreported waybills. This work is extremely important because it is the duty of this division to see that the "Milwaukee" secures its revenue on each shipment handled.

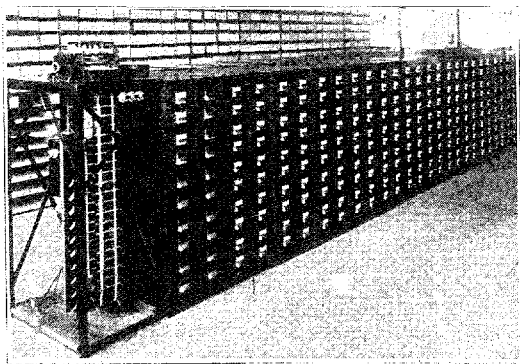
The Waybill Revising Division which employs thirty-nine clerks under C. F. Crowley, checks the rates, weights, extensions and footings on over 500,000 waybills a month. Their corrections run to approximately 6,000 on over and under charges.

In the Freight Auditor's Department we have about 15,000,000 separate documents on file; each station has a section in the file room and waybills are kept there in numerical waybill order by months. This system is so perfect that anyone of the fifty-nine clerks working under J. P. Miller, who has charge of the waybill filing and claim checking division can, in two or three minutes' time produce any one of these documents called for.

The Computing and Dictaphone Division, under Miss Rose Saltzman, employs forty girls. The comptometer operators make extensions, divisions and footings, while the stenographic force turn out about 500 letters a day, with the statements, tracers, corrections, etc., they average about 1,500 typewritten pages a day.

The entire department is under the direction of E. A. Murphy, freight auditor, who has had over twenty-five years' experience in freight accounting. After serving in the different Auditing Departments of railroads, Mr. Murphy became efficiency expert for the Union Pacific, and later the Missouri Pacific and Iron Mountain railroads.

W. W. Scrannell, assistant freight auditor, and W. H. Scranton, chief clerk of the Freight Accounting Department, are both young, intelligent, aggressive men and very valuable lieutenants in producing the high-class work that is turned out of this department daily.



The End of the Waybill-Card Filing System

North LaCrosse News.

H. J. Bullock.

Chief Yard Clerk P. J. Keaveny and Third Trick Operator C. J. Higgins, have departed for a western trip. "Daniel Boone" Oliver and Operator K. D. Smith are relieving them.

Chief Operator C. A. Peters of Portage, was calling on old friends while here to attend the funeral of Mrs. Wolcott.

The Oriental Traffic.

F. J. Alleman.

It is now two and one-half years since our Magazine made its first appearance among the 65,000 employees of the Milwaukee System, and I believe it has done more to bring the employees in close touch with each other than anything we have ever had during my connection with the Milwaukee family, which dates back to March 22, 1892, when I started as a ham operator on the Mineral Point Division, and ending as agent at Tacoma, Washington, the extreme western terminus of the Milwaukee System, where rail and sail meet and where we handle nearly all of the large volume of export and 70 per cent of the import freight.

As local conditions in the interior are amply taken care of by my Eastern co-employees I will, in a humble way, endeavor to give my Eastern friends a few items as to what we are doing on the Coast to and from the Orient.

When the Panama Canal was about to be opened for traffic we all felt very pessimistic as to the effect it would have on our trans-continental and Oriental business; and we had every reason to feel that way, as it is almost impossible for railways to compete with water competition, especially so with a large part of the interior country still undeveloped and the railroads depending to a considerable extent on the through business for their earnings. The Panama Canal has now been in operation for some time and as was looked for it has taken a very considerable trans-continental tonnage from the railroads, but so far as the Oriental business is concerned it has not affected us as yet. In the past six months we have handled a volume of Oriental business that has been beyond all expectations and the only reason we did not handle a still larger volume was the lack of boats.

The Osaka Shosen Kaisha Steamship Company has had six 12,000-ton measurement steamers in Oriental service since 1909 and on Sept. 2 a seventh steamer, named the Hawaii Maru, another new 18,000-ton measurement steamer, will make its first appearance, with a full cargo, and Nov. 1 the Manila Maru, another 18,000-ton steamer, will make its appearance, giving that steamship company eight large boats in the Trans-Pacific service.

The Nippon Yusen Kaisha Company have six large steamers in that service, besides the Blue Funnel line and Frank Waterhouse & Company's boats, all of which frequently call for cargo; and from Aug. 28 to Sept. 18 we had eight large steamers taking cargo at our dock, ranging from 3,000 to 8,000 tons each. Four of these steamers also discharged their import freight here. During that time we worked practically day and night, and I wish to take this opportunity to express my appreciation and thanks to General Foreman Groves and Assistant Foreman Butts, and all the other employees who so willingly, and without

complaint, helped to load the many boats in the short time allowed us; and while it is not the desire of the officials or myself to work our employes unreasonable hours, yet it is very gratifying to know that we have employes loyal and willing to go the full limit of their endurance in performing their work.

I have been asked many times this summer if we were handling war material for Russia, and will say that with the exception of a cargo of auto trucks and a cargo of steel rails for Vladivostok we have handled no war material to speak of. Ninety-five per cent of the business has been for the Philippine Islands and Japan, consisting of various commodities, from shovels to electric machinery weighing twenty-five tons, and it is no easy matter to load a boat the size of the Hawaii Maru and get an accurate check on each bill of lading. This boat carried 475 different bills of lading, ranging from one to four thousand pieces on each lading. Our principal difficulties are poor marking of freight and bad mixing of steel and iron articles of different marks and different parts in the same car, and I am sure if some of the shippers could see the difficulty we have in delivering these commodities, especially after dark, there would be an improvement in the loading at point of origin.

To give our readers an idea as to the number of cars and tonnage handled over our dock for the past eight months I submit herewith a few figures:

1915	Export		Import	
	No. cars	Tons	No. cars	Tons
January	526	11,917	147	1,115
February	341	7,506	96	1,175
March	432	11,354	309	5,661
April	350	12,665	200	4,210
May	682	11,502	184	3,386
June	1,051	22,793	218	4,702
July	520	15,270	303	6,103
August	596	18,840	313	6,631

I am proud to say that the office and warehouse forces at the local office and Oriental dock and yard are working in perfect harmony and all strive to do their best, which is appreciated by the writer.



Store Foreman Joe Smith and Assistant G. O. Mason, Tacoma

The Recovery of Turpentine at the Milwaukee Shops of the C. M. & St. P. Ry.

In the early part of 1912 the formula for our freight car paint was changed so that it was no longer possible to use the "slop" turpentine obtained in the washing of brushes, cleaning, etc., as its addition to the paint made the latter too thin. The "slop" accumulated until there was about fifty barrels on hand, and there did not appear to be anyway of disposing of it.

The attention of our chemist was called to the matter, and as a result a still for the recovery of the turpentine was designed by Mr. Prentiss, drawings made for same, and it was built in our boiler shop, and erected under his supervision and that of his assistant, B. L. Saloman. The entire cost of construction and installation was less than \$65.00.

The still, consists of a cylindrical body, with a removable head to facilitate cleaning; a condenser and a cubical receiver of sufficient capacity to allow the recovered turpentine to separate from the water. The body contains a closed steam coil, which may be used or not as desired. It is for the purpose of reducing the condensation of the steam which enters through a perforated coil.

The steam is introduced into the system because, as is well known, it has the property of carrying turpentine along with it as a vapor, leaving oil gums, resins, etc., behind. With direct heat turpentine only begins to distill at about 312 degrees Fahrenheit.

The mode of operation is to introduce the "slop" into the body of the still, turn on the steam in the closed coil to heat it up, and when hot, the steam is turned on in the perforated coil. The vapors pass over into the condenser, and on becoming liquid drop into the receiving tank, where after a short time they separate into two layers; the water being heavier sinking to the bottom, where it may be drawn off and run into the sewer. The turpentine may then be removed from the tank in any convenient manner.

What remains in the still is removed through the sludge valve. It consists of the oil, gums and non-volatile part of varnishes, driers, pigments, etc. It is used for the lower grade of paints.

We recover now about 250 gallons of turpentine per month. This is a minimum, as we are not building cars at present. At that its value is \$105.00 per month.

One incentive to the building of the still was the fact that in 1911 turpentine had sold at \$1.02 a gallon. I presume that the average recovered has been nearly 375 gallons per month, which means a saving of about \$5,700 in the three years of operation. It may be stated in this connection that the quality of the recovered turpentine is much superior to that on the market, unless the latter has been specially refined.

Items from K. C. Division.

A very enthusiastic "Safety First" and "Loss and Damage" meeting was held at Ottumwa Junction, Sept. 29.

This was the first Safety First meeting since the recent election of new members. The new members present were heard from and many timely suggestions were given and renewed pledges were made to renew the war against carelessness, neglect and sloth. Chairman J. M. Oxley presided. Among the visitors present were Mr. Larson from the assistant general manager's office; G. E. Simpson, general supervisor of transportation; A. A. Wilson, division freight and passenger agent of Davenport; Superintendent W. L. Richards of the Kansas City Terminals; Harry Vail, chief clerk Kansas City Terminals; all of whom made interesting speeches before the assembled employes.

A number of interesting meetings have been held on the Kansas City Division lately for the education of the men along the lines of the new L. N. braking equipment.

Operator J. L. Pogue of the Junction office has been off several weeks on account of illness.

Milwaukee Track Elevation

Milwaukee Terminals

A. Daniels, Assistant Engineer.

In 1906 the Milwaukee City Council passed an ordinance requiring this company to elevate its tracks between Lincoln and Kinnickinnic avenues in Milwaukee, which is the C. & M. Division entrance into the city, a distance of three-quarters of a mile. At that time four subways were built so as to eliminate the grade crossings in the above district.

In 1912 the Railroad Commission of Wisconsin ordered the continuation of the track elevation to extend from Kinnickinnic avenue north to South Water street on the passenger line and to Hanover street on the freight line, a distance of 1.7 miles. The tracks will be placed on an incline from the elevation at the latter two streets down to the present level of the tracks, which will be an additional distance of three-quarters of a mile. The foot of the incline for the passenger tracks will be at the Union Depot. The work as outlined above will eliminate 18 grade crossings and in their place 12 subways will be built; five being built entirely of concrete and seven of concrete and steel.

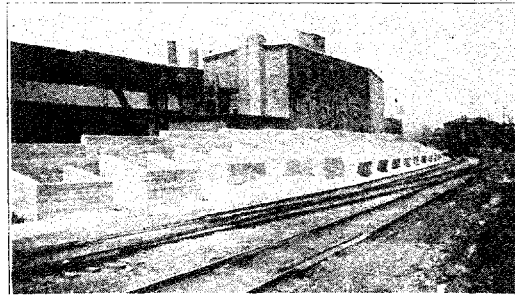
Formerly in the track elevation district,



Clinton Street Crossing

there were two main tracks for taking care of all the passenger and freight traffic on the C. & M. Division, switching movements for several large industries and the Pere Marquette Railroad, which operates car ferries used for transporting freight cars across Lake Michigan. The elevation plan provides for two freight and two passenger tracks to take care of this business.

In Picture No. 1 the two present freight tracks are shown branching off from the two passenger tracks. The street car in the background is on Clinton street, a grade crossing which will be eliminated. The street cars on this street, together with those on Reed street, one block west, serve a community of over 100,000 people. In the elevation of the tracks it will be necessary to keep all street cars, passenger and freight

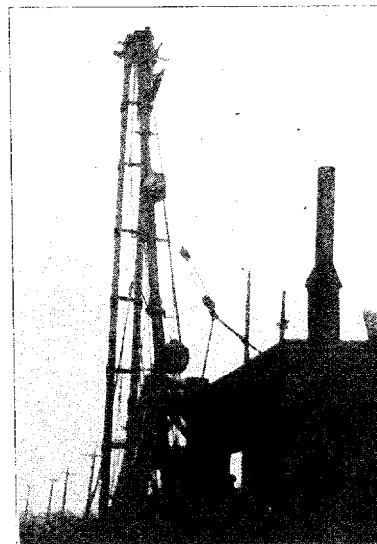


Cellular Wall

trains in continuous operation without a minute's delay. This adds considerably to the cost and difficulty of the work.

In early days this portion of the city where the tracks are being elevated was an impassable marsh, too soft to support a fill, and the one main line track had to be operated on a pile bridge. In later years the marsh was filled in and a rather hard crust has formed on top. Upon investigation the old marsh was found to extend down to a depth of about 60 feet, at which level the former sand bottom of Lake Michigan was encountered.

The foundation conditions were a serious problem to be solved on account of having to provide a safe and at the same time an economical foundation for the subways and retaining walls required to elevate the tracks. C. F. Loweth, chief engineer, decided to place the subways and high retain-



The Pile Driver

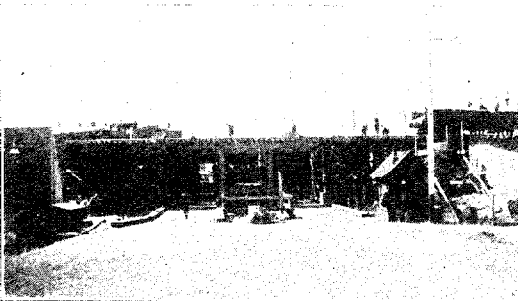
ing walls on piles and build the lower walls of a cellular type, which is in reality a concrete box set on top of the ground. A series of these cells are shown in Picture No. 2. The building of this type of wall saved thousands of dollars over the cost of the usual type of concrete walls on piles.

Picture No. 3 shows the derrick car rigged up with a steam hammer for driving the piles which were required to be 70 feet long. The top of the boom as shown in the picture is 80 feet above the ground, the height can be judged by the size of the man at the top. In many cases the piles had to be driven adjacent to brick buildings, making it necessary to take a great deal of care so as not to damage the buildings.

The elevation required the raising of the double track draw span over the Menomonee River. In raising this bridge it was necessary not to interrupt the lake traffic and to cause as little delay as possible to trains. In order to raise the span four pedestals on 70-foot piles were constructed in the stream. From these pedestals the jacks raised the span with little difficulty.

The filling material, of which 320,000 cubic yards are required, is being furnished from a new gravel pit purchased by the company in the vicinity of Waukesha, Wis.

The work is being done with company forces under the supervision of the engineering department, with the exception of the



Eight Track Subway

filling, which is being placed by the operating department. The estimated cost is \$1,500,000.

At the present time the foundations for the different structures have been practically completed, 60 per cent of the filling material has been placed, and the grades have been separated at three important streets—Greenfield avenue, Washington street and National avenue.

A short time ago a woman rushed into the city ticket office at Seattle and asked for a ticket to New York and all about connections at Chicago, etc. One of the boys, it is needless to say that it was one who always smiles, carefully explained what she should do. "Are you quite sure I can make this train in Chicago," she asked. "Yes, madam," he replied with one of his courtly bows. "Sure," she said. Again he bowed and gave her the same answer. "Well," she cried excitedly, "I believe you. God knows you have an honest face." The same man has a sleeping car story which we shall give some day when we have more room.

The Old R. & S. W.

W. H. S.

That Old-Timer from the Columbia Division who asked if the R. & S. W. was dead ought to be at Beloit or Rockton to see one of our jackpots, with two passenger trains each way and four freight crews to saw out, with one passing track. We are working sixteen crews in revenue service at present, on main line; our dispatching force is fine and everyone on the job is in the game, a happy and contented bunch. If Old-Timer had been at Durand last fall when seven crews were sawing by on a twenty-seven car passing track, maybe he could have shown us how to handle a single track road with thirty-two freight crews and six passenger runs. When business is dead on the R. & S. W., it is surely bad on some of the other railroads around here. This is the longest lead on the system—158 miles, with new spurs added every year. Burlington now has four gravel tracks and four ice houses, and Kansasville an ice house—which keeps the ice train busy on the east end; while Joe Farnum is handling mail and passengers on the Freeport to Beloit run with a couple of cars of cheese a week for Dakota, Rock City and Davis, with a few of those 2,000 pound cheeses occasionally, so he will not be ahead of time. Conductor John Rogom has his own way on the way freight run between Beloit and Racine—down one day and back the next, handling the Rockford-Delavan Lake train on Sundays, while he rests up.

Our Milwaukee to Davenport run—"The Bungaloo" is a hummer this year—a 208-mile run and on time every day. Solid train of 45 to 50 cars—beer, merchandise and machinery. Some train, boys. They don't handle all the time freight on this division either, as 69 and 63 are heavy time freight runs also and most of it originates on the R. & S. W.; there is a reward out for anyone finding a rusty rail on the R. & S. W. At present we have four crews on the Janesville-Davis Junction runs, in freight service—Andy Hermes handling the time freight run and the other crews going regularly to keep Beloit and Rockton cleaned out; also handling a train of revenue gravel from Riton and Beloit every day. It keeps Yardmaster Carleton busy at Beloit dodging trains these days.



Malden Roundhouse Park

The Milwaukee Hospital Association.

On May 17, 1915, the Advisory Board of the Milwaukee Hospital Association reorganized as a mutual benefit association without capital stock, "to be operated not for profit;" and on Aug. 1 following, the new association took over all of the assets of the old, together with the service to employees. The assets will be held in trust for the contributors to the hospital fund and the same is to be operated, as heretofore, without profit to any company, any concern or any individual.

The reincorporation is the consummation of plans formulated in November, 1910, and is the goal toward which the association has been working since that date. As a co-operative beneficial organization, it starts off without debts or financial obligations and with very substantial net assets. It owns two fine modern hospitals, both thoroughly supplied, as to modern appliances, operating rooms, office and hospital furniture and other necessary equipment; and it has, moreover, \$8,000 cash in bank. Its hospitals are located in Mobridge, S. D., and Three Forks, Mont. With the former is a full block of ground—while at Three Forks there is a half block. Both buildings are substantial, roomy and well situated, having ample space for additions when needed, plenty of light on all sides, unobstructed circulation of air, and the grateful zone of quiet.

A history of this association was published last year by the executive committee of the hospital board, outlining briefly the conditions at "the front" during the construction of the coast extension—the inevitable appearance of sickness, epidemics, and the injuries which are sure to attend large bodies of men engaged in such arduous work, in sparsely settled and much new country, such as our line was building through. Doctors were scarce throughout most of the distance—it often happening that there would not be a medical man or a surgeon for a hundred miles and more—in one section there was one hundred and seventy-six miles without a doctor—serious indeed, when there was no railroad either, by which an injured or a sick man could be rushed to a hospital or have a doctor brought to him.

And furthermore, there were no adequate hospital facilities between Aberdeen, S. D., and Butte, Mont., a distance of 617 miles; nor any hospital at all between Missoula and Seattle, a distance of 550 miles. Charges for professional services throughout the northwest are much higher than in the middle western sections—a single visit of a physician costing anywhere from \$3 to \$100—and even at that, the doctor was often a very long time coming, and could make but few visits.

These and other vital exigencies were what brought about the establishment of an enterprise that by wise and careful manage-

ment has been built up, and turned over in a flourishing condition as the sole property of the contributors to the hospital fund.

Since January 1, 1911, the date on which the Hospital Board consisting of representatives of the employees of the company and the association assumed control of its affairs, under conditions whereby neither the association, corporation or any individual would in any way profit from the funds contributed by the employees, the hospital association service has been conducted on the following basis:

"1. The employees contribute one per cent (1%) of their monthly earnings with a minimum of 50 cents and a maximum of \$1.00 per month. This applies to all officers and employees on the Puget Sound Lines, excepting those trainmen, enginemen, agents and operators who have not authorized deductions; who neither make contributions nor receive benefits.

"2. The Puget Sound Lines and the associated companies, in addition to collecting the contributions and furnishing transportation for surgeons, telegraph and other facilities, contribute to the Hospital Fund ten per cent of the amounts contributed by their employees and also pay all the expenses incurred for the care of passengers and trespassers and for any other service required by the railway companies.

"3. All of the amounts contributed by the employees and the companies are deposited in the Puget Sound Fund and paid out only by vouchers. Financial statements are published and distributed to all points along the line and to all shops every six months, and all of the accounts, including the receipts and disbursements, are audited each year by certified public accountants, and also by the members of the Hospital Board, and their certificates are published in the annual report which is distributed direct to all employees.

"4. Every dollar of the Hospital Fund is used in providing the service to contributing employees and no profit accrues to the corporation or to the railway companies or to any of their officers or to any other company or individual.

"5. The Hospital Fund is under the direct supervision of the Hospital Board, which formulates the rules and regulations governing the service to employees, and directs how the fund shall be disbursed and also audits the accounts, and considers all appeals from the decisions of the chief surgeon of the association.

"6. The Hospital Board consists of nine members; four employees, four officers and the president of the association. The vice president of the C. M. & St. P. Ry. Co. in charge of the Puget Sound Lines, selects four members from candidates elected by the employees, so that so far as may be practicable, each section of the line will be represented, as follows:

"One member representing the transportation department, including agents, telegraphers, operators, stationmen, conductors, trainmen, switchmen and general office, superintendent's office and miscellaneous employees;

"One member representing the mechanical department, including shopmen, carmen, roundhouse men, storekeepers, engineers, firemen and signalmen;

"One member representing the engineering and bridge and building department;

"One member representing the track department; and also an equal number of representatives of the contributing companies, who, with the president of the association, constitute the board. It is also understood that when the trainmen and enginemen become contributors as bodies that additional members may be added to the above number of members.

"7. The Hospital Board holds regular meetings each year, and an executive committee

consisting of three members, residing in Tacoma and Seattle, pass upon matters which may come up between board sessions. The actions of the executive committee are reviewable by the whole board at its next session.

"All the surplus of receipts over expenditures has been invested in the Moberg Hospital at Moberg, S. D., and the Three Forks Hospital at Three Forks, Mont., and in other permanent equipment for the exclusive benefit of the railway companies' contributing employees.

"Since January 1, 1911, all of the monies paid in by the companies and their employees have been deposited by the association to the credit of the 'Puget Sound Fund' and the same has been paid out only by voucher for the provision of the service to contributing employees as directed by the Puget Sound Hospital Advisory Board, which has had general supervision not only of the fund, but also of all matters pertaining to the service to contributing employees. While the affairs of the Puget Sound Fund have been conducted in the name of the Milwaukee Hospital Association, it has been from a practical standpoint, just as independent as if it had been a separate corporation, and during this time it has enjoyed the credit established by the president of the association, who personally has at times advanced large sums of money to the Puget Sound Fund to enable it to meet its current expenses for services rendered to employees, and who at other times has personally stood sponsor for monies advanced by others for the provision of hospital buildings and other equipment to facilitate the furnishing of adequate service to sick and injured employees.

Incident to the changes in conditions along the line, a large depreciation in value of the hospital buildings and equipment in St. Joe, Idaho, and in the buildings in Miles City, Mont., which were provided to supply adequate facilities under the emergency conditions existing in those two districts in the first years of the association's existence, has naturally taken place, and while ordinarily the Puget Sound Fund, or the corporation as revised, should stand this depreciation, yet Dr. Bouffleur, who provided the funds for the provision of those facilities, has voluntarily assumed those losses in the same considerate spirit which he manifested in voluntarily giving up all the prospective profits from the operation of the service to Puget Sound employees, after having spent over three years of time and considerable of his own resources in establishing the hospital association service and placing it on a paying basis.

"The medical staff now consists of one hundred and nineteen physicians, surgeons and specialists. Hospital accommodations are provided at twenty-four hospitals and stretcher equipments have been placed on all passenger trains, at all shops and at many stations.

"It has been the constant aim of the management to increase the efficiency of the service wherever and whenever possible by employing the most competent physicians, surgeons and specialists available, and by providing the best hospital accommodations and other facilities obtainable, and to administer the affairs of the association as broadly and liberally as the rules and regulations and the funds contributed by the employees and the companies would justify, and the foregoing statements would seem to demonstrate that its efforts have been successful to a large degree, and that the association as now conducted does fulfill the purposes for which it was established; of providing adequate medical and surgical attention, hospital care and other necessary facilities for all contributing employees who are afflicted with sickness or injury at a nominal cost to them."

The new hospital at Three Forks has been in operation since last spring, and its service has been efficient in every particular. Miss Ruth Wilkins, a daughter of Trainmaster Wilkins of the Rocky Moun-

tain Division, is hospital superintendent. She is trained to the work and has remarkable executive ability. The hospital affairs under her supervision have been prosperous and the service to employees entirely satisfactory.

The building is of unusually attractive design and combines the comforts of home with the very latest ideas in hospital construction and equipment. In addition to having hot water heating and circulating plants, passenger elevator, sanitary plumbing and electric lights, it is supplied with water from its own deep well by an automatic electric compression pump system, and equipped with fire escapes, and fire extinguishing apparatus. The hospital is equipped with up-to-date operating rooms, X-ray and other laboratory facilities for the diagnosis and treatment of various conditions. The rooms are light, well ventilated and appropriately furnished; each bed being supplied with nurse's electric call bell and with other facilities to promote the comfort of patients. The present building can accommodate thirty patients and was constructed as the first unit of a general plan to provide greater accommodations when needed.

As the accommodations at the Moberg Hospital and the Three Forks Hospital are in excess of what the association requires for the time being, the facilities are available for outside patients. The income therefrom goes to the hospitals and lessens the cost of their operation to the association.

Chain Letter Unauthorized.

Chicago, October 29, 1915.

Editor:

The use of my name and title in a chain letter, soliciting dime contributions for Mr. W. D. Westbury, and naming me as the custodian of the funds collected, was without my knowledge or consent. I have made diligent effort to trace the source of the letter, but I have been unable to find out where, or with whom, it originated. It is quite evident that whoever started the chain had Mr. Westbury's interests at heart, and while I do not know the circumstances that induced the effort, I wish to make it clear that it was not authorized by the Company or by myself. As the contributions began to come in, I consulted with the post office authorities as to what disposition should be made of the money, and was advised that it belonged to Mr. Westbury, and I have, accordingly, turned it over to him, and hold his receipt and that of the bank.

The circulation of such letters soliciting funds, although with the best of intentions, always invites criticism, as has been the case here, and this explanation is made in order that those who have received such letters may understand the situation.

Yours truly,

(Signed) T. W. PROCTER,
General Agent.



Superintendent Walter J. Thiele



Trainmaster L. T. Johnston

River, Iowa & Minnesota, Chippewa Valley and Wabasha Divisions

Geo. E. Waugh.

As a general thing, the running of one division is considered enough to keep the average superintendent from blushing when he appends his name to the pay roll, but up on the Northern District where they develop great capacities for work, one division after another has been put under the jurisdiction of Walter J. Thiele, until we find him today with more superintending to do than any man on the "Milwaukee" Road, and promptly we add that the six hundred and forty-six miles of railroad composing the River, Iowa & Minnesota, Chippewa Valley and Wabasha divisions represent about as busy and important stretches of track as will be found on any railroad system in the West.

The River Division, extending from La Crosse to St. Paul, is the principally traveled line for all the Twin Cities and North Pacific Coast business handled by the "Milwaukee" Road. What is now the River Division was chartered as the St. Paul & Chicago Ry. in March, 1867. Contemplating the construction of a line from St. Paul to Hastings, which was placed in operation in December, 1869, the road was extended to Red Wing in 1870, to Winona in '71, and completed to La Crosse, across the river from La Crosse, in December, 1872.

What is now the La Crosse Division had been running into the city on the opposite bank for fourteen years prior to the extension of the River Division, and when the bridge spanning the Mississippi was finally built in 1876, the first short line railroad between Chicago and the Twin Cities was

then owned by the "Milwaukee" Road. Thus we find that "The Pioneer Limited," that famous train with popularity and reputation extending from coast to coast, received its dignified title honestly.

During the forty-three years that the River Division has been in operation, the "Milwaukee" has always kept a watchful eye on its developments and necessities. In 1907 the grades between St. Paul and La Crosse were reduced to a fraction of three-tenths of one per cent. Following this improvement, work was begun in 1906 on double-tracking the entire division. In 1911 the work was completed and the "Pioneer" short line between Chicago and "The Twin Cities" added another distinctive feature to its record, because it was the only double-tracked railroad extending from the metropolis on the lake to the cities that grind out the "daily bread" supply of the universe. The division is laid with ninety-pound A. R. A. steel and protected by automatic block signals. During the heavy months they handle over 125,000,000 ton miles of freight, while they wheel up nearly 58,000 train miles of freight service—enough to extend almost two and a half times around the globe.

The cities along this line are prosperous, well developed communities. Coming south, the first of these splendid towns we strike is Hastings, where we cross from the left to the right bank of the "Father of Waters." No. 6 or No. 18 offers a daylight ride over the line which rapidly brings you through Red Wing to Lake City. Here the Missis-

issippi loses its identity as a river and is known as Lake Pepin. Across this lake, so-called, four miles of water intervene from the shore in Minnesota to where this mighty volume of water washes the state line on the Wisconsin side. E. W. Dutcher, whose name and contributions are well known to readers of the Magazine, was agent at this singularly beautiful place for many years.

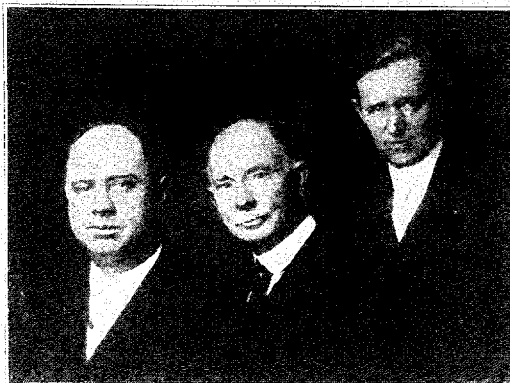
Wabasha is another important city on the River Division which is entered from four different directions by the "Milwaukee" road—the Chippewa Valley line from the northeast and from the west by the Faribault and Zumbrota line of the Wabash Division.

Winona, too, with its great flour mills and wonderful industrial development, is a city of Class A importance. The "Milwaukee" ticket agent in Winona, Archie M. Brown, is a fine illustration of what a popular, efficient employe of the company may become in his community. According to men high on the official roster of the company, there is not a man in the service who is more accommodating and who would go farther to secure a passenger for the "Milwaukee" Road than Archie Brown. Others besides railroad officials noticed this, and last February when the people of Winona wanted a courteous, honest official as city treasurer, they elected Archie Brown with a generous plurality over his four opponents. The foregoing is a little sidelight on the employes of these divisions, cited to show that they are not only good railroaders, but also popular citizens.

Briefly we have referred to some of the many splendid cities along the River Division. But there is another fact that could never go unmentioned—the River Division and the Mississippi River run a collateral course for nearly one hundred and forty miles. It offers a daylight ride that compares favorably with the renowned Hudson or the famous Rhine. In these times when railroad fares are uniform and patronage is secured on a scenery and service basis, every employe on the system can vigorously boost for this route and do it with the conviction that for beauty the River Division trip will surpass his description—and if Demosthenes worked in the legal department, we wouldn't hedge on this statement.

The Iowa & Minnesota Division.

This division which extends from the Twin Cities to Calmar, Ia., with a fork branching from Austin to Mason City, another branch running from Farmington to Mankato, and still another from Faribault to Zumbrota, the aggregate mileage of these lines being 351 miles of railroad, represents the largest of the four divisions under the supervision of W. J. Thiele. The Iowa Division was originally built as the Minnesota Central R. R. This company's first construction comprised the line from Minneapolis to Owatonna, a distance of about seventy-one miles, which was built fifty-one years ago, and represents today the origi-



Chief Dispatchers, River, I. & M., C. V. and Wab. Divisions

nal progenitor of the thousands of miles of railroad since extended in the vast empire of the Northwest. During the sixties the Minnesota Central threw its lines further south through the state, while the McGregor Western Company, which began building from the east end of the I. & M. in 1863, had a road constructed as far as Cresco, Ia. In 1867 the "Milwaukee" obtained possession of the entire property and during that year prosecuted with its customary vigor the building of eighty-two miles of railroad to connect Cresco and Owatonna. With this connecting link made in 1867, the "Milwaukee System" became the operator of the first railroad ever built between Chicago and the Twin Cities. While this was, of course, a long line via Prairie du Chien and Milwaukee, it antedates the present short line via the River Division by nine years. Where a territory has enjoyed transportation facilities as long as the fertile countryside have on the I. & M., obviously it is well developed and the towns are staple and prosperous. This is the splendid condition one finds along the entire division. As a dairy country it has few equals, and good cattle is a most reliable index to a country's development. One can travel from Farmington to Calmar and the panorama from a moving train discloses well constructed houses and barns on these fertile acres, while great herds of browsing Holsteins tell of the farmers' opulence.

The twenty-seven miles of line from Comus to Rosemount, used jointly by the "Milwaukee" and the Rock Island, represent an operating condition of importance. During the busy season they handle as many as forty trains a day, which means over a thousand miles of train operation on twenty-seven miles of track. This means that they do some railroading and some scientific dispatching to get this business over the road in twenty-four hours.

Among the employes of the I. & M. there are, of course, many men, old in the service. Among these seniors we find M. J. White, agent at Cresco; Pat White of Faribault, and L. B. Beaudette, who has been agent at Mendota since 1881. An integral part of the interesting history of the I. & M. and River

Divisions is found in the careers of the railroad men who have been trained there. Among our own officials on the "Milwaukee" Road who have served as superintendents on the River Division, we find Vice President D. L. Bush, J. H. and W. B. Foster and W. S. Cooper, all general superintendents. F. D. Underwood, President of the Erie Railroad, was at one time assistant superintendent of this division. The destinies of the I. & M. have been presided over at different times by D. C. Sheppard, C. H. Prior, H. R. Williams and E. Clemons. In the early days of I. & M. history, W. C. Brown, who recently retired as President of the New York Central Lines, worked in St. Paul as a trick dispatcher under H. R. Williams, who is now Vice President of the "Milwaukee" Road. Their curriculum must be thorough, judging from the graduates they have turned out, both for our own and other lines.

The present staff on the four divisions is headed by Superintendent W. J. Thiele, who entered the service of the "Milwaukee" as a telegraph operator at Wauwatosa twenty-six years ago. Prior to his appointment as superintendent of these important divisions, he had served his time as trick and chief dispatcher, and trainmaster.

L. T. Johnston, trainmaster, is also an old employee. The dispatching force is represented by M. T. Skewes, chief, and a corps of able assistants. J. S. Ryan, assistant chief dispatcher, has a unique record, starting with the "Milwaukee" as a telegraph operator at Horicon Junction on the Northern Division in 1865. In 1867, when the Minnesota Central and the McGregor Western were connected, Ryan was appointed chief dispatcher of the I. & M. Division. In this capacity he remained until 1911, when the I. & M. and River Divisions were placed under one superintendent with a chief dispatcher to act for both divisions. At that time J. S. Ryan was made assistant chief. During his fifty years of service with the "Milwaukee" he witnessed its growth from a small road to that of a mighty builder and developer in the ten thousand miles of territory it now traverses. He has watched men leave the division where he has been so long employed, for positions of greater responsibility, but he can look about today and still find "eighteen karat" men on these lines.

Curve Maintenance.

H. M. Drown, Section Foreman, Miles City.

As railroads are seldom built in a straight line for more than a few miles, because it is necessary to follow the line of cheapest construction, avoiding as much as possible, deep cuts, heavy fills and heavy grades—curves become a necessary part of the construction. Curves are of three classes: simple, compound and reverse. A simple curve is one that curves all one way and is of the same number of degrees from point to point. A compound curve is one that has not the same number of degrees from point to point—for example, a

curve may start with six degrees, change to four degrees and end with three degrees. A reverse curve is a simple or compound curve, which at its terminus is joined by another curve bearing off in the opposite direction without any straight track between the two points. Curves which reverse and have short tangents between, are often called reverse curves, but this is an error, as much so as though there were a mile of tangent between. But the treatment can be the same as for reverse curves. Every foreman should know the exact number of degrees of every curve on his section, and how to find it, if he does not. There are several rules for finding the degrees of a curve, but the simplest one, in my judgment, is to take a small string, 63 feet long—tie a knot six inches from one end, and measure off exactly thirty-one feet from the knot and tie another knot; then measure thirty-one feet from that knot and tie a third. Then with the two end knots against the inside of the elevated rail, with the string stretched tight, measure with a rule from the inside of the rail head to the middle knot—every inch will be one degree. So if you have a distance of four inches between the middle knot and the rail head, you have a four-degree curve. If the distance is four and one-quarter inches, you have a four-degree and fifteen minute curve; for as one degree is sixty minutes—divided by four gives you fifteen minutes—and so on whatever fraction of an inch you have, divide sixty by that fraction and you have the degree of the curve; and this is necessary in order to get the required elevation.

The elevation must be determined by the speed of the trains that use them and varies considerably according to location; for example—a six-degree curve at the top of a steep hill where the greatest speed would not exceed twenty miles per hour, would require only two inches elevation, while if it were located at the foot of the hill where the speed would be sixty miles an hour, it would require five and one-half inches elevation.

Elevations have to be modified to suit conditions; every curve must be at full elevation at its exact point and carried without change throughout, commencing at the point of a curve and working toward the tangent. The elevated rail should drop off one-half inch every thirty feet until it strikes a point at level. This is called a runoff, and this runoff should have one-half a degree of curvature, so as to start the train to curving before it strikes the curve proper. If this work is properly done there will be no lurch to a train entering or leaving a curve at a high rate of speed. A very common mistake in lining a curve, is to line it out. This is wrong and if practiced to any extent on a single curve, will get the curve outside of the tangent, making a swing at the ends. Nothing can be done to make this curve ride good until it is thrown into its proper place.

At Home

Anna M. Scott, Editor.



Charles Arthur Joss, Little Son of K. C.
Division Engineer A. J. Joss

Some Fashion Jottings.

As the season advances there are always charming modifications of styles. The new draped skirts are becoming very popular and so entirely different from the peg top of last season. They are simple and do not detract at all from the width of the skirt at the bottom. The waist line is to be much in evidence. Some of the new jackets are short, reaching to an inch or so below the hips, and are made with fitted or belted front and loose back. The box coat which can be worn as a straight jacket or else belted in at the waist line is the latest coat to appear and is a splendid one. It is very plain, so that it can be made in zibeline, broadcloth, wool poplin, etc. Waists are tight fitting and skirts are short, worn about six inches or more from the floor.

Street suits and dresses are decidedly wintry and warm looking this season. Fur is a favored trimming for garments of all descriptions. Materials are warmly and richly colored and the designs themselves are very comfortable looking and becoming, too.

Pretty coats for the young miss of ten or twelve may be made of velveteen or velour. They must be very full; the skirt cut circular with straight thread in front and the back seam cut on a true bias.

The broad belt remains good style for the juveniles.



Infants' Hood

Everybody knits, crochets or tats nowadays. One sees the flashing needle, the crochet hook and the shuttle not only in the home and social circle, but at public gatherings, in trains and trolley cars—in fact, everywhere women are knitting or crocheting as they never did before—for pleasure, for profit, for charities on both sides of the ocean. Here are directions for a very pretty and yet simple infant's knitted hood:

Material of three fold Saxony yarn. Two skeins are required. Four knitting needles No. 14. Three yards of ribbon for bow at each side.

Cast on twenty-four stitches. Knit plain for four ribs (two ribs form a row). Now increase one stitch at each and every other row until there are 44 stitches on needle. Knit twenty ribs on this length, then decrease in the same manner as you increased until twenty-two stitches remain. Now with two extra needles pick up fifty-six stitches on each side, having one hundred thirty-four stitches in all, knit thirty ribs on the three needles, bind off.

Border.—Pick up seventy stitches across the back, work alternately one colored rib, one white rib until there are three ribs of each; bind off. Now with colored yarn pick up all the stitches across the front, work alternately, one rib color, one rib white, until there are seven ribs of each, bind off.

Hints for Housekeeping.

In making fruit cake add the fruit before putting in the flour, and it will not fall to the bottom of the cake. This is better than flouring the fruit.

Baking powder biscuits are much better when the dough is rolled thinner than usual

and two cuts are made for each biscuit, laying one on top of the other. When made this way biscuits will break open at once and seem more dainty.

A handful of dry salt dampened with turpentine will remove the brown stains from porcelain.

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

To Remove Ink Stains.—Ten cents' worth of chloride of lime, 1 pound of sal soda, 2 quarts of soft water. Leave in a few minutes only. Rinse in clear water immediately.

Good Things to Eat.

As the Magazine will reach the home a week or so before Thanksgiving and knowing that recipes are always in demand, especially around the holidays, I am giving a few good and tried ones. You cannot think of a holiday dinner without pumpkin pie.

Pumpkin Pie—Take medium-size pumpkin, peel and cut in small pieces. Boil until tender; rub through colander; six eggs well beaten, four cups of sugar, four teaspoons of ground ginger, three nutmegs, one-half teaspoon salt. Mix together and pour into plates lined with pie crust. Bake one-half hour.

Squash Pie—One heaping tablespoon butter, two eggs, one teaspoon cinnamon, one scant teaspoon ginger, half teaspoon allspice, one teaspoon vanilla, one-fourth teaspoon salt, one cup squash, one cup milk.

Spice Cake—One and one-half cups brown sugar, half cup shortening, one cup chopped walnuts, one cup raisins, half cup sour milk, two eggs, half teaspoon each of cinnamon, nutmeg and cloves, one scant teaspoon of soda (scald soda with hot water before adding to sour milk). Sufficient well-sifted flour to make a moderately thick batter. Bake one hour in slow oven.

Date Cake—One teaspoon soda dissolved in one cup hot water, poured over, one cup chopped dates, one cup of sugar, yolk of one egg, one teaspoon melted butter, one teaspoon vanilla, pinch of salt, one and one-fourth cups flour, one cup nuts chopped rather coarse. Bake in a slow oven.

Cookies—One cupful sugar, half cup butter. Cream sugar and butter, after which add three tablespoons sweet milk, two teaspoons baking powder, sifted through enough flour to roll. Roll thin, and sprinkle sugar and spice upon top before baking in hot oven.

Bolivia Salad—Cut cold boiled potatoes in half-inch cubes, there should be one and one-half cups. Add three hard-boiled eggs finely chopped. One and one-half tablespoons finely chopped pimento and one-half tablespoon chopped chives. Pour over cream dressing or mayonnaise.

Baked Ham with Apples—One slice of ham, three-fourths inch thick; put in baking pan, cover with brown sugar, stick in a dozen cloves. Quarter enough apples to fill in pan around the ham, and sprinkle them with brown sugar. Add enough water to prevent burning. Bake about forty minutes, or until tender and well done.

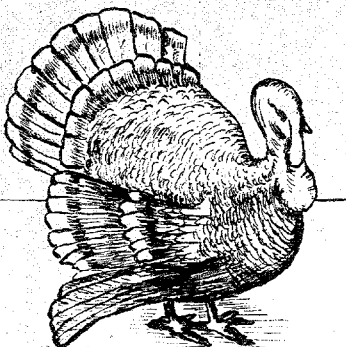


"The Best in the World." They Belong to Firebuilder Tom Pullin of Marion R. H.

Once upon a time there was a general superintendent of a railroad riding over his line on a slow freight. Somewhere between Alpha and Omega the slow freight derailed a pair of trucks, and while the trainmen were rerailing the car the general superintendent took a stroll down the track to take the kink out of his legs. Around a curve he came to a water tank; between the water tank and the pump house was stretched a hammock, shaded by a canvas canopy. The hammock was occupied by the pumper, who was reading a spirited western tale by Zane Grey, but he paused long enough to exchange greetings with his visitor. The meeting was entirely informal and the general superintendent inquired if it was a part of the man's duties to run the pump and keep the tank filled, and the pumper reckoned it was. He further advanced the information that the running of the pump occupied about two hours out of each twenty-four and the balance of his time was spent moulding a form in the hammock. The general superintendent then asked the man what he thought of the job and the man emphasized the fact that it was a snap. Then the general superintendent wanted to know if there existed another healthy tank in the immediate vicinity, and was informed there was one down the line about twenty miles. At this point the general superintendent introduced himself in his official capacity and informed the pumper he would forward him a speeder the next day and the pumper could take charge of both water stations, and he wanted both tanks kept full at all times, remarking as he walked away: "And now you will have two snaps." (Moral: Never reveal confidences to a confidence man.) Sted.

The Childrens' Page

Jennie B. Ginet.



Ready for Thanksgiving!

My Dear Boys and Girls.

Many years ago the little Puritan boys and girls sat down to a great dinner of wild turkey and many other good things. Their fathers had gathered in a fine harvest of everything that they had planted and so they said they would have a big feast to celebrate the big harvest and to give thanks to God who had sent them such a plenty of good things. The Indians came to the dinner, too. This was the first Thanksgiving Day. Since then our country each year sets aside the last Thursday in November for Thanksgiving Day.

Have we anything to be thankful for on Thanksgiving Day? Ah, yes, dears! So much there is hardly space to tell it. We have life and health and happiness, and mother and father and sister and brother and sunshine and blue skies and bright, beautiful flowers and dear friends and, oh, so much more that indeed we should be very thankful.

Let us each day lift up our hearts to the Good Father who sends us all good things and thank Him.

I expect to receive a great many letters from you all this month and I know I shall have a hard time choosing the prize winner.

Be sure and eat enough Thanksgiving dinner, but not too much! With love.

AUNT JENNIE.

A Little Child's Thanksgiving.

J. B. G.

There's mother in the kitchen baking pies,
Jiminy! How good they look to hungry eyes!

There's baby in his high chair looking
'round.

To see what he can reach on which to
pound.

There's Gypsy sitting upright by the door,
Begging for a little wee crumb more.

There's Pussy dear, a-sleeping in the sun,
Oh, sometimes she is so full of romp and fun!

There's father whom I love to run and
meet,
In the evenings when he's coming down the
street.

There's a tree out in the yard that's turning
red,
It's like a colored picture, so my mother
said.

There's a bird sits on the fence and sings
so loud,

I know he must be happy and be proud.
There's the asters in the garden, oh, so
bright!

There's the moon that shines and blinks in
the dark night.

There's a love that sends all these for little
me,
And that Love is God, who is as good as
good can be.

I will thank Him from my heart, then,
every day,
And I know that He will guide me in His
way.

Guess Its Name.

There is a little creature living in my garden who builds a wonderful little silk house. The silk comes out of its own little body and each silk thread is only a hundredth part as thick as one of your hairs, but this thread is so strong that a fly or insect when caught in it cannot get away. Wind or rain or snow cannot break down this little house.

This little creature has four pairs of legs and eight eyes, so he can see more than you can. Do you know what its name is?

A Nut to Crack!

Two men driving separate bands of sheep stopped for rest in the shade of a roadside tree. One said: "Give me one of your sheep and I will then have twice as many as you have now."

The other replied: "No. You give me one of your sheep and we will then both have the same."

Problem: How many sheep did each man have?

Poor Little Freddy!

"It's no use!" cried little Freddy, "I never never can learn to spell."

"Why not?" asked his mother.

"How can I learn to spell, when the teacher changes the words every day?"—
Exchange.

Get Together

The Association of Veterans.

The Association seems to be assured. On Thursday, October 14th, thirty odd employees of long time service, gathered in the committee room on the 12th floor of the Railway Exchange Building, Chicago, and effected a temporary organization. P. C. Hart presided until Charles W. Mitchell, conductor C. & M. Division, was elected chairman. A committee on organization was named, and Carpenter Kendall was chosen secretary and treasurer, pro tem. This gives us a good send-off, and when the permanent organization is perfected, the Milwaukee should have as creditable, at least, an organization, as those of similar character on any railroad. The first and principal question which prospective members will ask is the object, and next, the requirements. Such an Association is in the nature of a social club, with one general get-together each year at which members have an opportunity to meet old acquaintances and make new ones, all engaged in the service of our company, in all manner of "jobs" and positions, but meeting here on the common ground of old and loyal employees. The requirement for membership is twenty-five years or over of service, and good standing.

In his introductory, Mr. Hart expressed the spirit of such a club. He said "As we grow older, we all like to look back over our past and recall events and friendships of early days. An Association of this kind will bring together many men who have not met in years, and will help to re-establish the old fraternal bonds that existed when the railroad was smaller, and we were all well acquainted. We have read in our Magazine, stories of the past that have appeared from time to time, stories which have brought back half-forgotten events and people, and from the pleasure we have had in reading about the crimes we committed long ago, we may know how much enjoyment we shall derive in the gatherings of an Association of veteran employees—men who have been on the firing line twenty-five years and more—a few twice twenty-five, and then, some. It seems to me no small distinction for a man to have been on the payrolls of one company for a quarter of a century, and we have a very large contingent who have signed their names to C. M. & St. P. rolls many years in excess of that. Does such a record not prove that we had qualities which made us desirable as employees and that we have not altogether misplaced our efforts. I, for one, am glad I can qualify for membership in this proposed Association, and I predict a large enrollment."

The committee on organization, composed as follows: H. H. Field, H. A. LaRoy, J. B. Stubbs and Grant Williams, will formulate a constitution and by-laws, pending which the secretary and treasurer pro tem, is empowered to receive applications for membership. An initiation fee of one dollar was established, and this fee should accompany applications, together with service dates.

Communications may be addressed to Carpenter Kendall, secretary, Libertyville.

Those present at the meeting were Chas. F. Sullivan, P. L. Rupp, H. A. LaRoy, W. L. Webb, Frank M. Kelley, Fred W. Libby, W. E. Wood, P. C. Hart, F. S. Meloy, Grant Williams, Geo. F. Baker, J. C. Dougherty, H. Graves, J. W. Hare, John Ryan, Dr. A. I. Bouffleur, J. Deill, O. D. Aeppli, John H. Flinn, R. N. Scott, J. B. Stubbs, H. E. Pierpont, W. A. Linn, S. R. Schouer, A. Slade, F. E. Weise, Addison Jones, F. L. Murphy, F. E. Johnson and C. W. Mitchell. A number were unable to be present, but desiring to be considered among the organizers, sent their names with the amount of the initiation fee. They were C. N. Nourse, D. Fitzgerald, M. McQueeny, J. W. Kingsley,

H. Hatch, Alva Russell, J. E. Young, F. Castle, J. F. Carey, W. J. Strange, D. J. Marlett, W. G. Tilton, O. P. Taintor, Carl Schoen, E. A. Wright, C. M. Joss, E. D. Sewall, J. T. Conley, D. L. Bush, C. Darby, H. P. Elliott, W. H. Griffith, H. H. Field, Thomas Tyrrell, M. J. Larson, A. O. Smith, John T. Ryel, G. R. Morrison, John Williams and E. S. Keeley. A long list of names have come in since the meeting.

The Collateral Lines of Revenue Getting.

Volumes have been written and rules laid down concerning courtesy. And they have not been without their effect—courtesy of railway employees is the accepted thing, now. But there is a perfunctory courtesy that performs its duties politely and makes no further impression; and there is a courtesy that comes from genuine good feeling and a real desire to please. Not long ago, I was traveling on a local train quite late in the evening. The coach was comfortably full and the passengers were beginning to yawn visibly. Across the aisle from my seat was a woman with two little children, and it is needless to say that the children were fussy. Apparently they had been traveling all day and they were travel-soiled, peevish and uninviting in appearance. When the brakeman came through, both were screaming at the top of their lungs and the mother was shaking them vigorously. All three, completely tired out. He stopped beside their seat an instant, went back through the coach found one seat occupied by an overcoat and a vacant one next to it. Picking up the overcoat, and quickly turning the seats together, he came back to the woman, and said, "Now, madam, if you care to change into those seats, the kids can lie down and go to sleep and you can get some rest yourself." The transfer was quickly made, several men nearby evidenced their appreciation of the brakeman's act by jumping to assist the family with their lunch boxes, bundles, etc., and soon the car settled down to a serene and pleasant quiet. Now how many friends and future patrons did that brakeman make for the company by his human interest in those travelers? Just the woman and the two children? No, the entire carload. Each one of those passengers will remember the service rendered just as gratefully as if it had been rendered to himself, because it contributed to the general comfort. On the through trains, where every accommodation is provided for the comfort of travelers, it is not so difficult to keep things going smoothly; but on the branch lines where the trains are few and crowded, is where the tact of the trainman is worth money to his company, and where every genuine effort to please brings its full value. Let me call your attention to an article on another page, entitled "One Source of Efficiency," by Superintendent J. A. Macdonald. It shows you that the exercise of your own intelligence and putting forth your very best efforts is your own self interest, as well as that of the company, and that the painstaking, intelligent performance of your duties brings reward to yourself as well as substantial returns to your employers.

T. E. Manso, agent Lawson, Mo., is taking his annual vacation.

Roadmaster J. C. Burke of Cedar Rapids has been attending a lawsuit at Albert Lea. His place on the Marion line is being filled by Section Foreman J. W. Tiernan.

W. C. Parker, D. F. & P. A., of Cedar Rapids is spending a few days at Excelsior Springs.

Conductor J. S. Williams has been quite ill for several weeks but is rapidly regaining his health, which will be good news to his host of friends.

Just Gossip

Apropos the Editor's note—"Don't worry it may not be true." We don't, because we know it's not, so for why should a man pay two real big iron men for statuary when the movies are only ten cents per. I am even amazed that a man from out west would say I paid two simoleons, and my wife paid twenty-five cents, when he knows out west everything is "two bits." Out there every one you meet has the "itching palm" that can only be cured by the application of one "two bit" piece.

Question: Which is the coldest division on the Milwaukee System? Answer: The River Division, because they have "frost" the year round. Ouch! "Gerald," you nawsty thing, don't slap me on the wrist, you might break my new wrist watch.

Appropriate just before pay day. In 999 cases out of a thousand:

Break, break, break,
On thy cold gray stones, O Sea;
But I'll bet you could brake
For forty years,
And not be as broke as me.

—Algeria.

No you need not send me a picture of the calf. I will take 'titus' word for it that he has one.

Sted, here is one I heard; it was married men's night at the revival meeting: "Let all you husbands who have troubles on your minds stand up," shouted the minister, at the height of his spasm. Instantly every man in the church arose, except one. "Ah," exclaimed the minister, peering out at this lone individual who occupied a chair near the door, "you are one in a million." "It ain't that," piped back this one helplessly, as the rest of the congregation gazed suspiciously at him; "I can't get up—I'm paralyzed."

Now, really, Josephine, don't you think you shocked T. P.'s modesty by proposing to him before leap year. Nothing ventured, nothing won, though, you know.

It happened on the S. M. West.

"Iona Lake, Iona Lake," yelled the brakeman, as he passed through the train announcing the next stop.

"By golly, I own 5,000 acres of the best farm land out around Miles City, and I'm not making near as much fuss about it as that feller does about his lake," an old farmer was heard to murmur to his seat mate.

"ONE T. P."

Every reader of our Magazine has read and enjoyed the pungent locals contributed each month by F. J. J. Kratschmer, the Dean of the Tacoma end. Krats has been enjoying his annual vacation, and while on his peregrinations stopped off at San Francisco and copped the sights at the big Fair. We know our readers will enjoy the following letter which will give us all an opportunity to see the principal features through his appreciative eyes.

San Francisco, Oct. 15, 1915.

Dear Sted:

Am dropping you a few words about the Fair and impressions gained. In the first place—words fail to describe it.

Of the several entrances to this wonderful exposition the Scott street gate is the favorite. The admission is fifty cents per and you drop your piece of money in a hole in a box as you pass through—words fail to describe it.

The gates yawn to a vast plaza of wanderings through avenues and floral gardens, and as one rubbers at the rich velvety dressings—of the lawns—words fail to describe it.

The first impression one receives is the immensity of the thing, every where you look everything is large and western—words fail to describe it.

Everyone is a self-appointed guide and library of useful information. I found one edition of the up-to-date guide, bound up in

De Luxe style, that proved an interesting study in velours—words fail to describe it.

You have heard of the marvelous Tower of Jewels, well, they are not all confined to the Tower; I will tell you more about it when I get back—words fail to describe it.

There is also a Court of Four Seasons. One sufficed for yours truly. My court was established on a colonnade one moonlight night, and only lasted one season—words fail to describe it.

The evening illuminations are illuminated with lights that shed a radiance of colors combining both beauty and utility in a way embarrassing to a person trying to guide a piece of calico with one eye while keeping the other eye open for some more attractive dry goods remnant, and at the same time not miss the big thing—the Fair. Words fail to describe it.

The Zone is the belt where special attractions appeal to the eye and pocketbook, this is especially true during the evening. This is the Bagdad where the Caliphs have sown industriously and they seem to be reaping a bountiful harvest. One should have operated a self-binder at some time in order to thoroughly appreciate the sights of this busy little farming community—words fail to describe it.

I must not forget Toyland. There are lots of toys here. I met one from Chicago. She said her papa sold Coburger. I wonder what that is? Maybe you will have time to look it up and put me wise when I get back. Those toys—words fail to describe them.

Am a busy vacationist and will tell you the rest when I get home, but Sted, honestly—words fail to describe it.

Yours,

KRATS.

P. S.—Just as I finished writing the above one of the Native Sons called me up. We found a little place around the corner where they sell Coburger at fifteen cents per throw. You will not need to look it up now. Um, Ah, Coo-Burr-Gurrrr—words fail to describe it.

STED.

Billy Cannon told Geo. Waugh the other day that he had lost his dog. George told him to advertise for it, and Billy said there was no use trying that as the dog can't read—which is old stuff, but then, Billy hasn't been feeling well lately.

Frank "Zerolene" (C. T. A. Spokane) has now gone into the "oil business," so we are told, and as Frank already has quite a "rep" as a distributor of salve he ought to make good.

Joe Bahl says his dog is more intelligent than Pike's baby. How can that be, and they are both sore.

Editor—Among other things you stated in the October Mag., that we would continue to have ourselves measured occasionally for Sirloin steaks. Do we understand that we are to have RARE sirloins? In order that it may be WELL DONE, I think we should know how much is at Steak.

Editor—Why did Arthur Leake get married?

Answer—The Lord only knows—he's still working.

Supt. Atkins—Where have you been T. P.?

T. P.—Oh, out to the cemetery.

Supt. Atkins—What, the cemetery. Anybody dead?

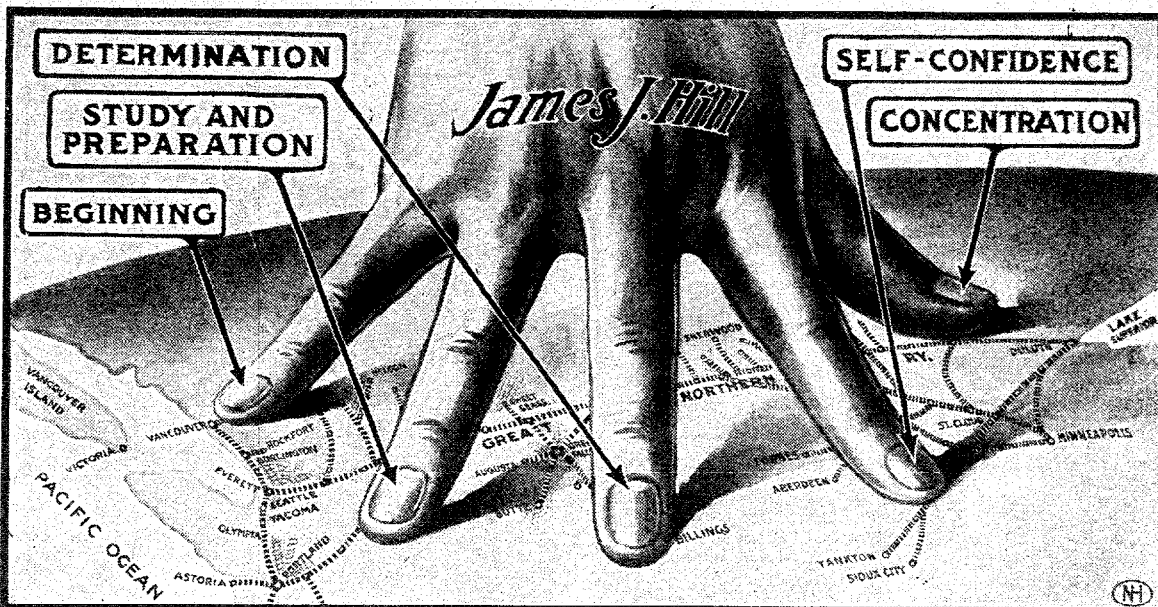
T. P.—Sure; all of 'em.

Guy Sampson—Dear; where the deuce is that carbureter?

Mrs. S.—Why, Guy, I heard you swearing at it, so I threw the horrid thing in the ditch.

We are informed that each fall, during the past four years, the Seattle General Passenger Office force has shown very poor judgment and a sad lack of baseball knowledge by betting on the "losers" of the World's Series. Last month they were "Cleaned" as per usual, and now McCarthy, Webster, Grinnan, Pike, et al, are devoting a lot of time to the study of the technique used by the Allies in negotiating that half billion dollar loan.

GINET.



MEN WANTED

For Good-Paying Traffic Positions

➡ \$35 to \$100 a Week ➡

In the above picture is shown the hand of James J. Hill, who controls the great railroad system extending from Lake Superior to Puget Sound. Mr. Hill began railroading while a young man, under circumstances much less favorable than those under which young men of today can begin. His first railroad job was that of a telegraph operator. Perhaps there is not a man who will read this announcement who is not familiar with the record of this noted, self-instructed, self-made railroad and transportation king. There is nothing mysterious about his rapid rise from a little country railroad station job to a position of power and affluence. The above drawing shows the five main elements of Mr. Hill's success—the five elements that will make you successful. But YOU can now readily

Train for Promotion At Home By Mail

Perhaps you have not known that with the use of your spare time and evenings you can qualify for work done by the man higher up.

Take a look at yourself and see how nearly you measure up to the standard of efficiency which railroad men must possess to win advancement. Could you hold down a responsible railroad position if actually offered to you? How much longer are you willing to struggle along as a station agent, a telegraph operator, a general office clerk, or bookkeeper at \$60 to \$85 a month?

Write at once and learn all about the great opportunities in this field. Send the Coupon today. You are wanted not only by the railroads, but by the big steel corporations, the big coal companies, big lumber concerns, and hundreds of thousands of large industrial shippers, who are glad to pay big salaries to men competent to handle their transportation problems with maximum efficiency. If you have an ordinary education you are eligible for the training given by our expert instructors.

Free Book Coupon

about the work of the expert traffic man, and how we can train you quickly at home. The cost is small. Easy monthly payments accepted.

LaSalle Extension University,
Dept. C-257 Chicago, Ill.

Send postal or the coupon right now and get our big book of facts telling all about the work of the expert traffic man, and how we can train you quickly at home. The cost is small. Easy monthly payments accepted.

The railroads of the United States have grown faster than in any other country in the world. They now aggregate the enormous total of 350,000 miles. The supply of trained traffic men has not kept up with the demand. Modern transportation is a jungle of routes and rates calling for specialists—men who are highly trained in Freight Classification, Rate Making and Construction, Industrial and Railroad Shipping, Handling of Claims, Ocean Trade and Traffic, Railway Organization and Management, Interstate Commerce Regulations and Proceedings, etc.

Free Book Coupon

LaSALLE EXTENSION UNIVERSITY,
Dept. C-257 Chicago, Ill.

Please send "Ten Years' Promotion in One" and your book telling how I may, without interfering with my present employment, prepare myself for a good paying traffic position.

Name.....

Address.....

Occupation.....

Miles Buckley, folder clerk, and father of the famous "R. R. B." twins (Ruth and Roy Buckley), wore out two sets of tires propelling a vehicle which resembles a taxi in width, through Madison, Woodstock and Morton Grove, while on his vacation.

W. E. Bock, city passenger agent at Omaha, breezed into Chicago on the 14th inst. with the greatest little Charley Chaplin hirsute decoration on his upper lip that ever a maiden pressed. When interviewed by the Gossip Column, Bock confided that he had a "double" in Omaha and that he wanted some distinguishing feature which would enable people to tell them apart. The disguise is so good that he is now getting introductions to people he has known all his life.

Walt Cooper, chief rate clerk and the catch of the season on the board walk, created some stir on Michigan avenue last week with his new green chapeau which droops fore and aft like a scenic railroad.

A. G. Hipsley, Vice-President Hiland's reticent secretary, put one over by getting married several weeks ago and not saying a word about it. Congratulations, Mrs. Hipsley, you got some "silent partner."

Fashion Note—Women to be fashionable should have "short waists," states May Krause of the General Passenger Department. Admitted, dear. And railroads to be successful should have the same thing.

Dan Healey says the only reason they don't serve four o'clock tea on "The Pioneer Limited" is because they don't leave until 6:30. That's right, Dan. You have to start early to beat the "Pioneer."

Before the pennant was entirely unfurled from the flagpole, J. H. Skillen, New England freight and passenger agent, Boston, sent his condolences to Geo. J. Lincoln, general agent in Philadelphia. Isn't that a fine example of the "brotherly love" on the Milwaukee Road?

The hero of the latest skit in the C. & M. conductors' room is Jean Hare. Powerful, muscular, Jean had responded to three curtain calls, bowed, delivered a prologue that should have made the late Dick Mansfield exclaim, "Angels could do no better!" On what dire things would have happened to the "Olympian" stick-up gents if they had attempted any such rough work on the "Pioneer"—the assembled audience was on the point of bursting into tears—commiserate, compassionate tears—for the poor train robbers—when Al Hasenbalg put the drama on the bum by injecting these hard words: "Like H— you'd do all those things. If they nailed you instead of McGuire, you'd shell out, too, and tell them you got paid on the 18th and to come back and get the rest." It's terrible, but it's true. Every play must have a villain and some times he is a train-master.

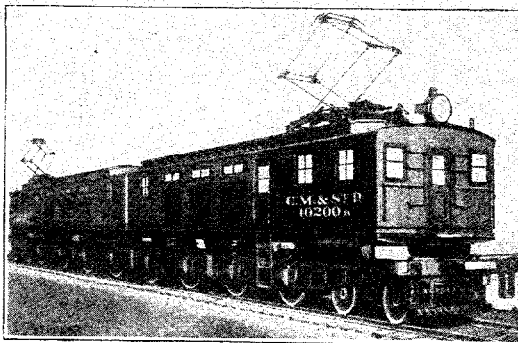
P. S. If Conductor McGuire of the H. & D. wishes to communicate with Conductor Hare he can address him care C. & M. Division, Chicago.

Say, Romeo on the West end, you were so impressed with that kiss cake recipe—did you know that Kittie has been sick for a week and never got as much as a flower or souvenir postal card from you?

Arthur B. Grindell, director of publicity, Seattle, made a trip to the "Far East" last month and stopped in Chicago long enough to say that if we had that rare and radiant beauty crowned with translucent snow, called "Mt. Rainier," as near Chicago as it is to Seattle, millions would journey yearly to pay it homage and feast their optics on its cloak of wonderment—which reminds us of the Irishman who said that if he had the Lakes of Killarney in hell, he could sell them for a dollar a pint.

Society Note—After watching A. J. McCarthy of Seattle do the fox trot with a very charming lady for an entire evening, Vernon Castle declared him to be the fanciest dancer that ever put the leather to the lumber.

Current Events.



The first of the new electric locomotives, No. 10200-A, was on exhibit at Chicago, Milwaukee, St. Paul, Minneapolis, Aberdeen, Butte, Spokane, Seattle and Tacoma.

Fred H. Simon, well known clerk of the general adjuster's office, has recently returned from an extended trip through the West. Fred visited a great many points of interest and brought back a large number of photographs and is delivering a daily travelogue. Burton Holmes had better look to his laurels.

Some fear is felt among the employees of the company in the Railway Exchange Building that Fred is contemplating making the trip West again for a serious purpose. It appears that he met some fair charmer on the outward trip and has not been himself since and nothing can bring him out of his trance. However, we all hope to receive fair warning in advance of the event in order that we may get our "sun blinders" ready, as from the descriptions and photographs they will certainly be needed.

"The Galewood indoor baseball club, the team that finished second in the Railway League, have organized for the winter season of 1916, and are open for engagements with any team composed of employees along the line. Games can be arranged for by addressing M. W. Wilbur, care H. H. Peebles, agent, Galewood, Ill.

The following engineering department employees of the "Milwaukee" Road attended the convention of the American Railway Bridge and Building Association at Detroit, October 20:

E. S. Meloy, assistant engineer; W. E. Wood, district engineer; E. L. Sinclair, assistant engineer; L. D. Hadwen, engineer of masonry construction, all of Chicago; N. N. Barber, assistant engineer, Ottumwa; C. N. Smith, assistant engineer, Milwaukee; W. E. Duckett, assistant engineer, Minneapolis; C. Gradt, chief carpenter, Savanna, and F. E. Weise, chief clerk, engineering department, Chicago.

Last year Mr. Weise was elected secretary of the association.

Impresario S. D. Roberts, the "Milwaukee" advertising man who piloted the Haydn Choral Society to the San Francisco Exposition last August and returned to Chicago with the first prize awarded them as the best singing society in the world, will give a concert in Orchestra Hall, Monday, November 22, at 8:15 p. m.

The Haydn Choral Society is composed of 150 voices. The music to be sung at this concert will be a complete repetition of the San Francisco prize winning program. The singers will be accompanied by the American Symphony Orchestra.

Every employee of the "Milwaukee" Road living in Chicago will have an opportunity on November 22 to hear one of the highest class concerts ever rendered. Don't be selfish about it, however—bring your wife. If you haven't got one, bring your sweetheart or have him bring you.

We Hope You Won't be Touched by This Article in the Same Way that These Conductors Were.

Mike Gibbons and Packey McFarland and perhaps no one among the 30,000 spectators who witnessed the ten-round bout that these ring gladiators indulged in at New York, will ever know that two C. & C. B. Iowa conductors of the Milwaukee Road journeyed far from their simple surroundings to see that fight, via a route strewn with hardships that make the punishment taken by both the "pugs" look like the last day of school for a healthy kid. Both were supplied with first-class transportation to New York and both got into a jam—they were crowded a bit, but were not completely crushed until they learned they had been "touched." This embarrassing moment occurred on a speeding eastbound train, when they began a search for their passes which started with a wild skirmish through their pockets and ended by looking under their hatbands. But the optics that had been trained for years to spot a pass or a ticket for a full car length, failed to discover the "ducats." From every pore they belched wrath and fire. The conductors had been "touched"—some "dip" had gone into the privacy of their pockets and extracted their passes—but they must see that fight!

Eventually they got there, but not on that train; they were not partial—they traveled on many—and if some of the eastern lines will listen to their recommendations, they will make doors of the blind baggage wider—now they will accommodate one traveler all right, but two are crowded, and both of these gentlemen have some strong antipathies about being in a jam, even among friends. Between the bumpers and the cushions they have some contrasts to make that would bring tears to the eye of a needle. From Broadway to Brighton Beach they left a trail of cinders they had accumulated on their persons in every state from Illinois to New York. They saw the fight because the man at the turnstile

had a wife and six children and he did not have the courage to mention "admission fee." Both are back on the job, sad but wiser. They have a new suit apiece (without pockets).

Notes from Marion Car Shop.

J. T. Clark.

Carsmith Earl Beadle is the proud father of a brand new baby boy. Congratulations, Earl. Inspector Max Lake is away on his vacation enjoying the sights at both expositions. When Max returns we hope he will be able to give us some valuable information.

General Foreman Miller gave us a pleasant call recently.

Inspector William Conrad is spending his annual vacation at home—digging potatoes. You're lucky, Bill.

Carpenter Louis Kulish has resigned his position at Marion car shop and has accepted a similar one at Marion roundhouse.

Fire Inspector Ben O'Leary was a visitor at Marion car shop this week.

Carpenter George Bowman recently purchased a new cap. Some class, George.

C. R. Dummier, freight agent, makes us a short call now and then. We are always glad to see "C. R." especially on pay day.

"Dad" Kearns, our good natured laborer, is always on the job.

Inspector Bert Taylor is enjoying a few days' vacation.

Granville Crouse, chief bill clerk at the freight house, is a regular morning business caller at Marion car shop.

Carpenter Guy Munday is figuring on taking a week lay off, getting ready for the hard winter soon to come.

George Titus and his calf are doing real well.

Carsmith James Black and Track Walker George Woods are figuring on taking in the sights of Cedar Rapids.

Zack Izer is laying in a stock on onions to tide him over the winter.

Solid Construction and Comfort

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

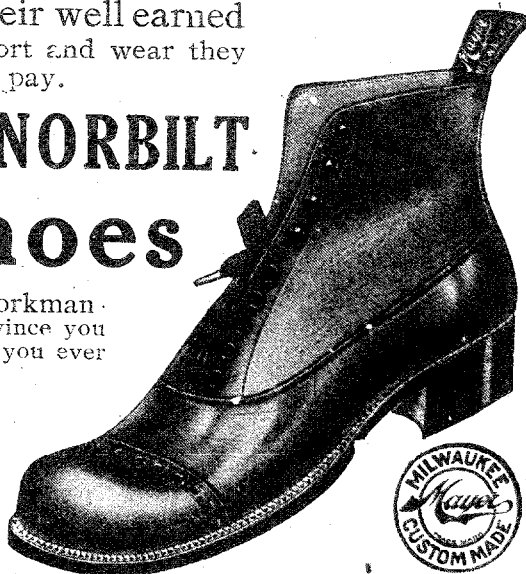
Mayer

HONORBILT Shoes

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

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

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



HONORBILT

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

Safety First

A. W. Smallen, General Chairman.

Safety First and Trespassers.

I am perhaps a little late in writing on this fine movement Safety First, and there is not much left to say.

The sole purpose of the Safety movement is the prevention of injuries, in which every one should feel a personal interest, for it most certainly has been receiving the attention of not only railroad employees, but of people in all classes of business.

Our system in the Milwaukee Terminals is this: The first thing in the morning section foremen go over their tracks, pick up everything that might be a stumbling block and cause accident; we keep all materials piled at proper clearance, and by giving this our prompt attention we help to put doctors, undertakers and cemeteries out of business.

In my railroad experience, I have known a great many accidents to come just from taking a chance, and I have often seen that a delay was cheaper and less painful than taking the chance. We sometimes hear men say it is absolutely necessary to take a chance. If that is the case, it must be absolutely necessary to have that accident, and then we have the hard luck story. There is no such thing as hard luck. Taking chances, reckless driving and mismanagement manufacture the so-called hard luck. I notice the grand Safety movement has coupled on to a whole lot of chances and hard luck and set them out on the rear end of a back track.

The man who steps up and prevents the accident just before it happens is the man we want at the head of our movement—the man who steps up and tells all about what he should have done, to prevent the accident after it has happened might come in last.

I believe it is mostly trespassers who meet accidental death, nowadays on railroads, but such trespassing seems to be of a perfectly legal kind, at least it is done on so large a scale that you would think so long as trespassers do not actually carry off a box car or a mallet engine, or council mischief of some kind, they are not really trespassing. Now in view of the enormous death roll of those people who trespass on railroad right-of-way and property—the men, boys, girls and small children who unnecessarily take chances with life and limb, would it not be a blessing to humanity, would it not be worth while to start a crusade for the enactment of laws which would provide penalties for this evil that would effectually discourage trespassing on railroads.

Just a word about my start in life on track work. My first experience outside of working as water boy, was with a foreman who was allowed but two men. One morning the foreman became dissatisfied with my side partner and discharged him. I was anxious to know and so I asked why Mike was discharged. My boss said, "I know my business; and there are some more of those fellows around here who will get the same medicine if they don't look out." I resigned at once—Safety First.

Respectfully,
J. GLYNN, Milwaukee.

On October 14 there was a meeting held at La Crosse at which both "Safety First" and "The Proper Handling of Freight" were discussed. About seventy employees and officials were present. Supt. J. A. Macdonald and Trainmaster Martin D. E. Rossiter of the Lax Division, Supt. Thiele and Trainmaster L. T. Johnson of the River Division, Supt. J. W. Stapleton of the Dubuque Division, Supt. E. G. Atkins and Chief Dispatcher S. C. Soren-

son of the S. M. Division were the division officials present. M. L. Larson, who holds the position of assistant to J. T. Gillick, assistant general manager of the Milwaukee Company, was present and gave the employees some facts and figures in regard to careful and careless handling of freight. A feeling of good will and co-operation prevailed and different ideas as to safe and unsafe conditions were ably presented by different officials. The meeting was held in the large smoking parlor of the Cameron Hotel and those present have the proprietor of the same to thank for the fruit which was so generously passed around at the close of the meeting. May we have more of these meetings as we feel assured nothing but good results will be the outcome of them.

Green Bay, Wis.

Dear Editor:

I have been requested by our Correspondence Committee to contribute an article to the "Employees Magazine." Now this is not quite as easy for me as for some of our correspondents, for above all things I always tell the truth, so I can't talk at random and say whatever I think. However, I am a great admirer of the magazine, and read the different articles with great interest, and I must say they are very interesting and a great many good suggestions can be found in them. Action, not words, is what is necessary to make the Safety First movement a great success. In my daily routine of business I can see where "Safety First" can be improved by all taking a little more interest in their work. Be sure and do your part and do not fail to be sure that the man under your charge, does his. If the engineer fails to do his work properly, the brakeman his, the conductor his, or the fireman his, do not try to save his feelings, and so neglect safety. We should, each one of us be the other's keeper, and make it an object in our daily labor to watch each of our working associates, calling them to account for any indifference which may be shown to that all important matter of "Safety."

I will not separate from train service in what few remarks I have to make and here I wish to say that every man in his place is one of the greatest assets to safety that we have.

Both men on the engine at every move, brakemen and conductor on the job and in his proper place, will certainly safeguard life, limb and property. Damage to rolling stock makes work very hazardous for men in train service and also others that may be in the near vicinity. Cars being switched too hard, damaging draft gear and brake rigging, so that it may come down while train is in motion all tend to danger and all pains should be taken to avoid those evils.

Now for a suggestion as we expect a big rush of business this fall, let us all get into the game and see how well we can play it. Let the conductor be on the job all the time, with his men doing their work, and see to it, that both men are on the engine. Let us for one thing, not make any bad order cars, whereby we will subject our men to the dangerous task of chaining up draw bars, taking down brake beams, etc. Such moves are very dangerous, and annually add a large number to our injured employees; and further, it will make us worthy of our calling as railroad men not to have these things charged up against us. Remember also that the brakeman, conductor, fireman or engineer, who has a bad order car charged up to his account, has

tucked away his wages for that month on some repair track, especially when cars are at a premium in the busy season.

Don't let us have a congestion of business from bad order cars, and our yards, repair tracks and passing tracks full of them, so that meeting points cannot be made to help us get into the terminal. If we must have a congestion of business, let it be from revenue paying freight and not bad order cars.

Now to the enginemen—don't be afraid to give a few minutes to a good careful inspection of your engine. Be sure before you start that it is in a safe condition for you and your fireman to start with. Look it over, to find what the other fellow missed; see that your engine truck wheels, are all right, cellars all in place, keys all securely fastened, water glass gauge cocks and all things in cab are in working condition—that you have full supply of everything—tools, frogs, chains—everything in readiness for a successful trip. Don't fall down between stations with an armful of orders on other trains and tie up the whole system—be an engineer worthy of the calling, not a plug puller with a hat full of excuses all the time and working overtime manufacturing them. Be a man who doesn't need them, that doesn't need the mail box at all and you will be one of the live wires in the promotion of "Safety First."

Yours truly,

M. E. DWYER,
Engineer Superior Division.

There was a meeting of the employees of the C. & C. B., Iowa, Division, held at Marion, Monday evening, September 20th, in the interest of "Safety First" and loss and damage to freight. The meeting was well attended, all departments being represented. Supt. C. H. Marshall presided. Among those present were: Trainmasters B. F. Hoehn and J. F. Anderson, Chief Dispatcher L. A. Turner, General Foreman F. P. Miller, Roadmaster E. G. Drury, Inspector A. DeGarmo, R. H. Foreman, A. Yates, Car Foreman L. A. Klumph.

Helps Employees to Save Money.

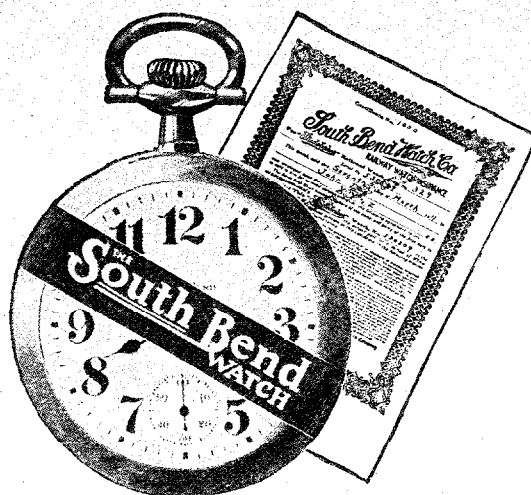
To the Editor:

Having been an interested reader of the Journal ever since its first issue, I wish to contribute my mite, hoping to benefit someone, somewhere, thereby.

We have an institution at West Milwaukee shops, which I believe has been a very great benefit to many employees, insofar, as it encourages its members to systematic saving, and at the same time pays them a handsome rate of interest. This institution is the Wisconsin Mutual Loan and Building Society, consisting mainly of employees at the West Milwaukee shops, which has just completed its 28th successful year, under the able presidency of A. E. Manchester, and very efficient secretaryship of F. J. O'Connor, assisted by a conservative board of directors. During this time it has loaned about \$600,000 to its members, has helped to get homes for quite a number of them and assisted others in paying off mortgages in regular monthly installments. The society has just issued its Eleventh Series, which in spite of hard times, was over-subscribed, in sums from one to seven shares at one dollar per share. I have been an active member for years and it gives me great pleasure whenever a fellow worker, whom I persuaded to become a member has told me later: "Now, if I had not paid into the society, I would not have this hundred or two, or if I had not borrowed from the society, my former mortgage would still be running full blast, while now I am through paying, even if payments have pinched me at times." I had this last experience myself years ago, and have been a firm believer in the Building Society since. Hoping you will find space for this in your Journal and that this article may stimulate employees at other points to establish like societies, I am,

Yours respectfully,

A. F. BIERBACH.



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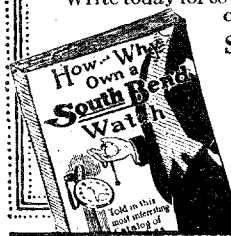
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FROZEN IN ICE
KEEPS PERFECT TIME



Special Commendation

Signal Maintainer Sarahan, C. & C. B. Iowa, was given a letter of commendation for prompt action in placing an automatic signal at danger ahead of train No. 3 when he found that a hard rain had made the track unsafe for high speed movement on Sept. 20. The same maintainer also discovered a broken rail in the section at Elberon and stopped the approaching train.

Conductor G. T. Burnham was given a letter of credit and mark in the roster for the discovery of a broken flange under a car at Coon Rapids Sept. 12.

Brakeman J. J. Conley of Perry was given a letter of commendation and credit in the roster for ably assisting an engine watchman at Cambridge on the night of Sept. 21.

Passenger Brakeman E. E. Houghton of La Crosse broke into the hero class the other day while on train 23 at La Crescent. He noticed a brake beam down on train No. 62 stock train which was just leaving there to cross the Mississippi River main drawbridge a mile distant. Train was stopped and defect remedied. This was a very timely discovery, for there was a possibility that the train might have gone in the river and caused damage to the bridge and serious loss to the company.

I. & M. Division passenger train No. 3, Sept. 5, had a car derailed about one mile west of Bixby. Freight Brakeman H. S. Voorhees, who was on the train, rendered the conductor very valuable assistance in rerailing the car, and getting it into the clear. His work was greatly appreciated by the passenger train crew, and by this office, and Mr. Voorhees has been given a credit mark on the roster.

On the night of Sept. 14, Fireman Larson on engine 5006, first 66, fell from engine tank at Hastings coal house and broke his arm. To avoid a bad delay to No. 66's meat and stock, Conductor S. A. Sheets fired this engine from Hastings to Wabasha, a distance of fifty miles, where another fireman was secured. Conductor Sheets' action is greatly appreciated and he has been given a credit mark in the roster.

Brakemen Raymond and Kinman, Musselshell Division, while switching at Barber, Mont., discovered a badly strained truck under St. Paul car 66886, extra east, Aug. 19, so that the wheel flange was binding on the rail. This might have caused a derailment if it had not been detected and the car set out.

Operator W. F. Haack, Tower A-13, C. & M. Division, discovered the brakes sticking on train No. 101, Sept. 26, and immediately notified Tower A-23. Train was stopped and brakes released. Operator Haack has received a letter of commendation for his good work.

F. Lumber, Agent at Ingleside, Ill., has received a letter of commendation and credit for discovery of broken arch bar on I. C. car 120096, while train extra east was pulling out of Ingleside, Oct. 5. He succeeded in stopping train and the car was set out. Also on Oct. 9 Mr. Lumber discovered broken arch bar on N. Y. C. car 331670, train extra east, and had car set out. This is certainly evidence that Agent Lumber is on the job at all times, with the company's interests at heart.

Evidences of the good effect of the recent meetings held over the system in the interest of a reduction of Loss and Damage to Freight Accounts, are apparent in the following letter:

Chicago, Oct. 14, 1915.

Mr. Wm. Sweeny, Switchman,
Division Street.

Dear Sir: I have received information that on Tuesday, Oct. 5, while working at Addison Street, you noticed some express men loading C. & A. car 38078 with store fixtures, and who had just dropped a crate of looking glass, which you noticed was broken, and that they were attempting to load it into the car.

On speaking to them about it they advised you that it was none of your business and that the C. M. & St. P. would have to stand the breakage. You also noticed the condition of other freight that was in the car and reported the matter to Agent Fesler at Division Street, and he in turn reported same to Mr. Elliott, who sent a representative to Addison Street in order to inspect the load. Mr. Elliott's representative on reaching the car found that the plate glass was not properly crated and loaded right next to the door, also that stone slabs weighing about 1500 pounds each were loaded in the center of the car on ends, not blocked or braced, and that machinery not crated and other various articles were piled up which were more or less broken. Car was therefore refused and not receipted for. I feel sure that a very large claim has been prevented and I want to take this opportunity to thank you in behalf of the company for the co-operation that you have given us by promptly reporting this case.

(Signed)

P. L. RUPE,

Superintendent Terminals.

Section Foreman J. A. Cherwinker, Gladwin, Ia., has received a letter of commendation for watchfulness and discovery of brake rod and brake beam down and dragging under two separate cars in train 74 at Gladwin, Sept. 15. His prompt action on signaling the train crew enabled them to stop and remove the obstruction without serious damage.

Fireman Arthur Dooley, Brodhead, has received a letter of commendation for watchfulness and attention to duty. On Oct. 1, on No. 221, about one mile west of Albany, Mr. Dooley saw sand and cinders flying along the side of the train and signaled the engineer to stop, when it was found that a brake beam was down under St. P. car 29116.

Switchtender Mike Dempsey, Madison, Wis., performed good service in flagging No. 137 at Wilson Street, in Madison, just in time to prevent train striking an automobile which had driven onto the track ahead of the approaching train. Mr. Dempsey has received a letter of commendation for his prompt action. Wilson Street is a closed street for our tracks, which the driver of the automobile did not know when he drove into the path of danger.

Operator C. D. Lapham, Watertown, Wis., observed a door hanging open and swinging on refrigerator car in extra east Oct. 4. He promptly notified the dispatcher, train was stopped at Oconomowoc and the door closed before any damage was done to passing trains.

Conductor F. H. Walthers, who was braking on No. 91, Oct. 11, found a broken rail while backing train into side track at Brookfield. If the defect had not been discovered before the heavy L2 engine passed over it, no doubt a serious derailment would have occurred.

La Crosse Div. Conductor H. C. Ambron, train 3/72, Sept. 24, found an inside connected iron brake beam dragging on St. P. car 200322. Train was stopped about one mile east of Watertown and the damage repaired before any serious trouble occurred.

Engine Wiper Elgin Fowler, New Lisbon, has received a letter of commendation for good service rendered the company on Oct. 13. Mr. Fowler went into the tank of engine 2108 to repair a disconnected tank valve. There were two feet of very cold water in the tank but the job was performed expeditiously and with very little delay to train No. 5.

Engine Foreman R. A. West, Trans-Missouri Division, has received a letter of commendation for prompt action when he discovered a dragging brake beam under a car in train 62 as it was pulling out of McIntosh Yard. In order to attract the train crew, West rushed

after them with a switch engine, overtaking them just outside the yard and assisting them to take down the dragging beam—thereby preventing more serious damage.

Trans-Missouri Division Conductor F. H. Fense, Brakeman A. Horan and C. W. Dutrow, Engineer W. J. Norris and Fireman Oscar Taylor have received letters of commendation for good judgment and prompt action upon discovering bridge AA134, west of Keldron, was on fire. They returned with their engine and assisted in extinguishing the flames. This undoubtedly prevented the complete destruction of the bridge and probably avoided a serious accident. Good work like that certainly indicates willingness on the part of the train crew to co-operate to the fullest with the company in their work. Section Foreman A. J. Brooks was also promptly on the ground and did good service in putting out the fire. He has received a letter of commendation also.

Dan Gorman, Mobridge; J. E. Burns, Mar-mar, and Section Foreman Johnson, Hettinger, have received letters of commendation for the prompt manner in which track repairs were made between Hettinger and Petrel, Oct. 14, when a freight car was derailed. The work was done in record time.

Mr. Peter Wilkins, a heavy stock shipper of the southwest, recently had a shipment from Kansas City to Fulton, Ill., which arrived at Nahant at 9:30 p. m. Mr. Wilkins appeared at the office of the night yardmaster to know when the stock would get out. Mr. Parks, night yardmaster, told him they would go out on No. 68 at 11 p. m. Some other questions put by Mr. Wilkins were courteously answered by Mr. Parks, whereupon Mr. Wilkins, in thanking our boys, said the Milwaukee employees were the best to give information and assistance of any railroad in the country. He also wrote the following note to Superintendent G. R. Morrison:

Nahant, Oct. 6, 1915.

G. R. Morrison, Supt. C., M. & St. P. Ry.

We recently had two cars of stock moved

over your line, and we wish to express our thanks to your employees for the very good treatment we received.

(Signed)

PETER WILKINS.

Fulton, Ill., R. 1.

K. C. Division Brakeman Karl Trowbridge has received a letter of commendation and credit in the roster for discovery of broken truck hanger under car in train 72, at Titus, Ia., Sept. 7.

Quick Service.

Via Omaha, Neb., Oct. 10, 1915.

Editor Railway Magazine,
Chicago, Illinois.

I wish to call your attention to an incident that in my opinion holds all records in railway ticket offices. I left Milwaukee at 4 p. m., yesterday, arriving at Chicago at 5:58. My train left for the West at 6:05 p. m., giving me seven minutes to purchase a roundtrip coast ticket, which had in this particular instance two irregularities or side trips, etc.

I wanted to purchase this ticket and also arrive at Omaha not later than 8 a. m. the following morning, but this could not be accomplished unless I were enabled to have this ticket pieced together before leaving. I stepped up to the window at the Union Depot and made known my difficulties to the man back of the window labeled "through tickets," who said that he would have my "ticket for that 6:05 westbound train or quit his job." It was 5:59 when he made this remark and when the 6:05 train pulled out I was aboard with my coast ticket, all coupons properly attached and routed correctly to include about a dozen different Western cities. From the signature on the ticket it reads D. H. Salesberry, who undoubtedly is entitled to the honor of this remarkable feat.

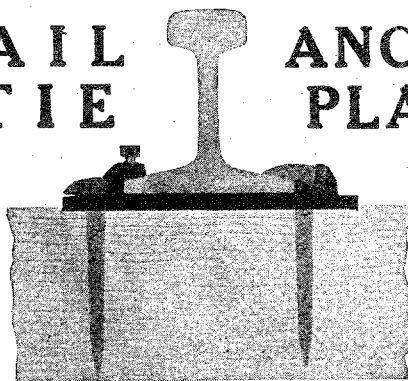
Cordially yours,

(Signed) HARRY J. ADAMS,
Waukesha, Wis.

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West Pullman Station, Chicago, Ill.

On The Steel Trail

La Crosse Division Doin's.

Guy E. Sampson.

The largest electric locomotive in the world, C., M. & St. P. No. 10200, passed over the east La Crosse Division Oct. 9, and over the west end Oct. 10, on its way to Deer Lodge, Mont. Anyone wanting to know how many ton it will pull up a four per cent grade at 60 miles per hour can find out by asking Engineer E. Donahue at Portage.

Oct. 5 while taking water at New Lisbon about 6:30 p. m., Conductor M. J. Kelly and his two brakemen, Extra Conductors Oscar Sagen and Jos. Murphy, securely locked the caboose and made a tour of inspection of their train. When they got on their caboose they found the cupola window broken in, locker broken open, three suits of clothing and about \$33 in cash gone. Part of the clothing was located a week later in a corn field about a mile from where caboose stood when the robbery took place. Conductor Kelly now says wear all the clothing you have, carry all the money you have and watch your caboose. That's Safety First, if done before you get touched.

Born, Oct. 2, to Mr. and Mrs. Rudolph Rampson of Milwaukee, a daughter. Rudy, who is a La Crosse Division conductor, says while he can't expect to train her for train service, she might some day be a C., M. & St. P. stenographer.

Conductor D. Fitzgerald, who has had the Watertown-Madison run for years, has taken a position on the main line, running on 57 and 58, mail trains.

Geo. Nellins, engineer on the Watertown switch engine, accompanied his family visiting relatives in the southern part of the state this month.

Engineer John Wind of Milwaukee spent a week visiting friends in North La Crosse this month.

Engineer P. J. McBride made his first trip in 32 months Oct. 12. Mr. McBride was injured Jan. 25, 1913, when his engine left the track, turning over with him. His co-workers are all glad to see him on the job again.

L. S. Adair, relief agent at Westby, was off a couple of days this month attending United States court at La Crosse.

Your correspondent made a trip to Chicago this month. On our return we stopped off at Oconomowoc and visited Agent Schrader and Second Trick Operator Wright between trains. Jolly pair, too, and they promised to send us a few items. Hope they do. We can use them.

Chas. James, engineer on Viroqua Line, has been in the hospital at La Crosse undergoing a very serious operation this month. Reports from his family are that he is improving nicely.

Robert Williams, third trick operator at Sparta, took in the Sox-Cubs ball game at Chicago. "Home Run" Baker was on the job.

Albert Fredericks' motor car is in the back shop at Sparta with a broken crank shaft. Albert always says his "section is as smooth as a pool table." He must have been visiting some other section.

Andrew Johnson, agent at Westby, who has been sick some time, is able to be about again. Hope he will soon be in the harness again.

Roadmaster L. H. Buffmire, accompanied by his wife, left Oct. 10 for a trip to the west coast. They expect to visit Spokane, Seattle, Tacoma, Vancouver and Adair, Idaho.

Trainmaster D. E. Rossiter has returned to work after a few days' much needed rest.

W. C. Zimmerman, trick dispatcher on the Northern Division, returned from an unsuccessful hunting trip near Winneconne. He states a 42-centimeter Krupp gun might have got a few.

C. G. Donovan, agent at Windsor, has returned to work after an extended vacation. J. H. Rebstein filled the position in his absence. Mr. Rebstein is now at Poyenette, while Mr. Seymour has gone to Mauston temporarily.

Samuel P. Janes died Oct. 11 at Los Angeles, Cal., at the advanced age of 66 years. Mr. Janes had the distinction of being the oldest agent on the La Crosse Division, entering service Nov. 6, 1865, and was agent at Tunnel City from that time until Oct. 1, 1912, when he retired, making a total of 47 years in the company's service.

The auditor of material accounts has a representative in the La Crosse Division office testing a daily accounting system for the road department. Under this system each foreman reports to a division timekeeper at the close of the day, labor performed and material used.

The R. & S. W. Division's real "James Boy" must have got away with his loot down there and come to the La Crosse Division, as the third trick operator at Oconomowoc also looked along the barrel of a wicked looking revolver from the wrong end. However, we learn the "Boy" was captured, also that he hailed from Beloit.

While your correspondent was waiting at Kilbourn City a few days ago to let a Montana stock train pass we interviewed the agent there and got a few items of interest. Potatoes are coming in slowly as yet. They are shipping from eight to ten cars of stock per week. A new freight house helper, Mr. Arthur Skervin, is trying his hand in the freight house. We also heard ex-Agent Purcell tooting the horn of his new Ford as he coasted down the new asphalt street towards the Wisconsin River bridge.

Mrs. Fred Krugar, wife of second trick operator at North La Crosse, visited a few days this month with her relatives at Mauston.

Brakeman Arthur Baek of Portage also joined the newly-weds this month. His bride was Miss Lillian Post.

Conductor "Bill" Springer, who has been running the work train on the east end this season, is back in the ring and his friends are all glad to see him.

Conductor Frank Varney is on the Watertown-Madison run and Conductor J. M. Usher on the Madison-Portage way freight.

Black Hills Division Notes.

T. A. Biggs.

Mr. and Mrs. Ed Roller went to Rochester, Minn., Sept. 15, to secure treatment for their baby.

Mrs. P. A. Gallagher has been visiting at the home of Mr. and Mrs. P. G. Gallagher in Murdo and her husband, at Rapid City, who was relieving Agent Jennings for a short time. Later he relieved Agent O. L. Hopkins at Chamberlain for a month or so while Mr. and Mrs. Hopkins took a trip to the Pacific coast.

Miss Corda Ricks, daughter of Foreman A. A. Ricks, has accepted a position in the schools at Draper.

Conductor Frank Maynard and family have returned from Seattle, where they spent the summer. Frank is again on his run, 3 and 4, east of Murdo.

Engineer Ed Smith and wife have been away for two or three weeks visiting in Chicago, Milwaukee, Mason City and Mitchell. Also at Rochester, Minn., where Mr. Smith was born.

J. M. Ricks, formerly an engineer of this division, visited at the home of his brother, A. A. Ricks, recently.

Conductor A. K. Foote returned Sept. 17 from Sheffield, Ill., where Mrs. Foote has been for several months visiting her relatives.

Miss Helen Yount visited the Penrose home at Chamberlain, Sept. 24.

Mrs. Ed Roller has returned from a visit at Rochester, Minn.

Mrs. E. M. Young and daughter returned about Oct. 1 from their summer's visit with relatives in Sioux City, Ia.

Mrs. J. H. Hendrickson and son Wayne departed Oct. 1 for Leola, S. D., for a visit with relatives.

R. E. Mallett has been appointed agent at Stamford to take the place of J. F. Boyles, resigned.

Engineer C. F. Williams has been in Chicago for several weeks on the committee revising the engineers' schedule to conform with the arbitration board award.

Northern Division News.

Helen Munroe.

During the county fair Conductor Ed Oakes from the Winneconne line was yardmaster at Beaver Dam, Conductor Taylor taking his place at Winneconne.

Engineer J. W. Pluck and wife returned recently from a trip to North Dakota, where they had been looking after their farm.

Brakeman Geo. Grappler on the Portage way freight laid up for several days. Honey is very good to eat but when a couple of pounds are eaten at one lunch what can a person expect?

Edward Hawtrey, baggageman at Randolph, spent a few days at Imro visiting his parents.

Bill Zimmermann, train dispatcher from Milwaukee, was home at Beaver Dam during the fair.

Superintendent J. A. Macdonald left Milwaukee Oct. 16 for an extended trip through the west, seeing the points of interest and going to the Expositions.

Brakeman Chas. Nordmann from the Portage way freight spent a couple of weeks at Oshkosh. We understand he bought some marsh land and is going to start a frog farm.

Passenger Conductor Kittredge has resumed work after an absence of several weeks. Glad to see you back, Kitt.

Engineer Reif is back on the job after spending several days trying out his new Buick. No more cranking for Heinie.

Section Foreman Lew Kreps had a store at Rush Lake that in some way caught fire and burned.

Northern Division.

Helen Munroe.

Engineer John Ehr and wife and son left the first of September for Billings, Mont., to visit Mrs. Ehr's sister.

Conductor George Parkhurst and wife of the River Division spent several days at Ripon with the former's mother. Also renewing acquaintances at different places along the line.

The reason for John Pluck looking so dignified lately is that on September 4, Miss Betty Pluck was born and J. W. is her grandfather.

Brakeman Chas. Nordman is back on the Portage way freight after spending a two weeks' vacation at Oshkosh. Any one liking to hear the particulars of the trip can just ask Charles for them.

D. L. Bush made a trip over this division in his private car on the 10th. Mr. Bush had in his party W. H. Penfield, P. C. Hart, J. T. Gillick, J. A. MacDonald and B. H. McNaney.

Engineer J. W. Pluck and wife left recently for North Dakota to be away a couple of weeks, looking after land interests which they have there.

Engineer J. G. Murawsky is the happy father of a nine-pound-baby boy. Mother and son doing nicely. We hope the son will grow up to be a railroad man and keep her hot like his father does.

Pump Repairer Louis Moe visited relatives at his old home in Ashland, Wis.



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I. & W. N. Notes.

V. B. R.

We agree with you, "T. P." that "Sted" is as big a bookworm as a fish-story teller, but then what better combination could be had than worms and fish? (Home, James.)

The entire office force have been suffering with a code in the head the past month.

Mrs. H. McGary, wife of our lineman, has left for a short visit with friends in Portland, Ore.

You're all wrong, Josephine; you're all wrong. Read T. P.'s articles for September. If you girls are after T. P. (lucky canine) guess he'll have to move to Salt Lake City. Maybe, though, Fred Clark can help one of you out, provided, of course, he can duck that girl in the third class in the O. W. office.

We found a quart of milk on our desk on arriving at the office one morning this month. We wonder—

P. Sandberg, engine watchman at Metaline Falls, was off a few days during the month attending some Odd Fellows' "doin's" at Coeur d'Alene, Idaho.

No, Fred, we didn't go there for "news items," but for a "new item." (Butter, please.)

We rise to a point of order. Mr. Chairman, we don't believe Brother Hayden's remarks about being open "for chicken dinners" appropriate in view of Mrs. Hayden's absence from home. Of course—

Extra.—Harry Sparshott took a day off and went to Spokane.

P. T. O'Neill (almost) won some money on the world's series. He had the right "dope," but the wrong way. We disclaim the slightest responsibility in this regard as we were more than eager to put "P. T." on the right track.

Miss Clyde Earin of the Panhandle Lumber Co. desires us to mention through the medium of this magazine, for the benefit of the few eligible boys left on the I. & W. N., that there is no truth in the rumor circulated that she had finally become engaged. (Sall right, Clyde, while there's life there's hope.)

How long has Heineman been married, Sampson?

The address, Edward, is Spirit Lake, Idaho. F. P. Heinzer and C. H. Holst spent a few days in Spokane this month.

Honest, Sted, is there in reality a girl like that at the Interstate in Spokane, or was that just "fill in copy?"

If you go monkeying around that Spokane office bunch, Clinton, and use them as instruments for revenge we will reveal the plot you put up on Charlie Rousch in the next issue. All's fair in love, war and literature.

Mr. and Mrs. Harry Loan returned to Spirit Lake the fore part of October after a month's sojourn in lower California and Mexico.

J. V. M.—I don't understand what the war in the old country has got to do with a person's duty in this country. However, a poor excuse is better than none, am it not?

W. A. Monroe and family are again with us. Bill assuming responsibilities of third trick at Spirit Lake.

Mrs. H. Sparshott and Mrs. M. Decker spent a Sunday in Newport the latter part of October.

We have found out where Harry Hook spends his spare time, but as every one else is "wise," too, we fail to see where this would be a news item. How are you in geography, Harry?

Since writing the above Machinist Kaylor informs us it was he who left the milk on our desk the other morning. Therefore, we hereby absolve that Marion calf from all blame.

C. & C. B. Iowa Eastern Division and Calmar Line.

J. T. Raymond.

Misses Margaret Keenan and Alice McGuire are touring the West visiting Seattle and San Francisco, returning via Salt Lake City.

Chief Clerk Jay L. Franz and family spent the vacation period visiting relatives in Ma-

son City and autoing through beautiful Iowa.

Superintendent of Transportation G. L. Whipple spent a couple of days going over the C. & C. B. Iowa Division with Superintendent Marshall, spending a brief period of time visiting old time friends in Marion, where he was formerly chief dispatcher for several years.

R. C. Blakeslee of Milwaukee was with us again recently, going over telephone equipment. Telephone troubles on this division are very few and far between.

Operator E. Mullalley is back in Marion from an extended visit to his Wyoming ranch. Ed has a fine bunch of fifteen or twenty promising colts out there.

We are glad to note that Engineer Roy Hummell has resumed work after a long vacation, occasioned by the injuries received at Lost Nation a year ago.

Mr. and Mrs. Leonard Hewitt spent their vacation visiting relatives in Minneapolis. They report a most enjoyable time.

After a long siege of typhoid fever Conductor Josh Williams is able to get around for short walks. This is good news for a host of warm friends.

W. H. Smith, who has been third trick operator at the Water Works Office, Davenport, for fourteen years, died suddenly at his home in Davenport, October 15; he was assisting his wife in the kitchen at the time. Mr. Smith was a very faithful and accommodating man and will be missed by all.

L. A. Winston and Miss Elsie Miller were married at Savanna, October 7. Mr. Winston has a sixty days' leave of absence during which time they will visit his sister at Hoquiam, Wash. After returning they will reside at Savanna. The Milwaukee Employees' Magazine extend hearty congratulations.

Harold Mullalley, former yard clerk at Marion yard, has accepted a position as machinist apprentice at Marion roundhouse; Louie Pazour relieving "Mike." Louie is talking somewhat of taking unto himself a better half. We have not learned who the lucky girl is, but we have a good hint that it is a movie actress from Chicago.

Myrtle Campbell and Bertha Burt, record clerks at Marion yard, spent a day in Chicago looking at the tall buildings and gathering data on the new fall styles.

H. L. Steen, William Zimmerman and E. Bates, Delmar Junction, John Herbstreuth, Elwood, and Frank Barnoske of Washington, Iowa, spent an evening in Marion recently attending a Masonic banquet.

Lloyd Stobaugh, the day roundhouse caller, has been taking a few lessons in boxing; Lloyd has a girl in Cedar Rapids, but also has a rival. He has purchased a motorcycle to go to see her on but we cannot tell yet whether it will be much use to Lloyd or not.

Louie Pazour, chief yard clerk at Marion yard, states that the item in October's Magazine about his joining the Carnival Co. is incorrect; that he has now decided to be a "snake charmer."

Belfast Armstrong has been promoted to night yard clerk, Marion yard, and Oscar French to night car checker. We don't understand why Belfast always waits until Saturday nights to lay off.

The office of assistant roadmaster on the Eastern Division was abolished September 27.

William Zimmerman, who has been assistant roadmaster on the Eastern Division during the past season, has taken an extra gang, relieving W. W. Switzer, who has returned to his section at Olin.

W. H. Cruise, who has had charge of a small extra gang, has returned to his section at Hale. A. E. Switzer was relief foreman at Hale during Mr. Cruise's absence.

J. A. Bartlett, who recently took an extra gang to the Kansas City Division, south of Ottumwa, returned to Marion after getting the gang started to work, and has taken charge of his section. Merrill Bartlett acted as relief foreman during J. A. Bartlett's absence.

Section Foreman C. T. Stanley of Paralta has had a gasoline engine installed on his handcar, and he and his men are enjoying the scenery along the right-of-way as they chug to and from their work. Stanley's conversation nowadays sounds like extracts from an automobile catalogue.

H. J. Flick, who has been agent at Dixon since 1872, died in Chicago, October 14, following an operation at a hospital. The remains were brought to Davenport via C. R. I. & P. Ry. Sunday, October 17, and thence to Dixon by special train over the C. M. & St. P. Ry., where the funeral services were held. Mr. Flick was widely known and esteemed by many friends, who deeply regret his passing away. Joseph Flick, a prominent railroad contractor of Chicago, is a son of the deceased.

The good news comes that the Milwaukee Veterans' Association has effected a temporary organization. We hope every one will read the information printed in the current issue of the Magazine, and if eligible, apply at once for membership. Conductors Charles E. Mitchell of Marion, W. L. Hyde of Savanna, Engineer W. H. Young of Savanna, M. O'Loughlin of Perry, and the writer are authorized to solicit names. We are sure that every employe that has been in the C. M. & St. P. service for twenty-five years or more are proud of the fact, and will wish to be enrolled. C. B. Iowa Division ought to head the list in point of numbers.

Items from the I. & M.
Katherine McShane.

Vice President D. L. Bush, assistant to Vice President W. H. Penfield, General Manager P. C. Hart and Supt. W. J. Thiele made a trip over the I. & M. Division last week. Roadmaster McShane accompanied them over his division.

General Inspector M. Parkinson, Assistant Superintendent Motor Power F. S. Rogers were business callers in Austin last week.

The marriage of Miss Hazel Lawrence, daughter of Roundhouse Foreman A. M. Lawrence of Austin, to Mr. J. Price of Granville, Iowa, occurred in Austin October 20.

Brakeman Tony Regner is back at work after having been away about two months on account of illness.

Brakeman Quist is back at work after a slight illness.

Brakeman Lindstaed is the proud father of a baby girl, who arrived at his home in St. Paul about two weeks ago.

Mrs. Earl Schubert and son Kenneth have gone to Savanna, Ill., to spend the winter.

Brakeman Sorman and mother have returned from a trip to the Pacific coast. They visited at Los Angeles, San Diego, San Francisco, and also spent a week in Yellowstone Park. This makes the third trip Mr. Sorman has made to the coast.

District Carpenter F. F. Rice and F. P. Rogers of Minneapolis, and N. H. LaFountaine of Chicago, were in Austin Friday on business.

Conductor Joe Graf is back on his run out of Austin, he having relieved Conductor Fred Campbell on the Decorah branch.

Conductor M. Gilmartin is back at work after a few days vacation on account of illness.

Superintendent of Steamfitters M. Carrol was a business caller in Austin today.

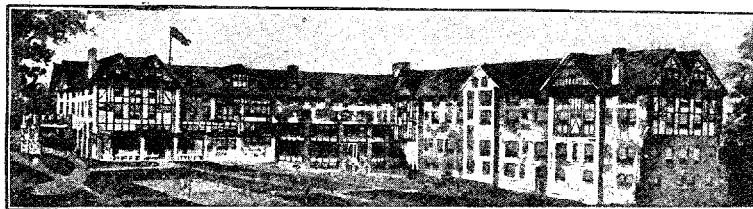
Chas. Lechmier of Austin has been at Belmont for a few days doing some steamfitting work.

B. & S. W. Notes.

H. J. Beamish.

Conductor Voss took a two weeks' auto trip through the northern part of the state the first of the month.

C. Gradt and A. Nelson made a bridge inspection trip over the east end of the division October 13 and 14.



THE ELMS

EXCELSIOR SPRINGS

With high class accommodations for 250 guests, is the finest resort hotel in the middle west. The mineral waters of Excelsior Springs represent America's greatest natural apothecary shop. It is a resort with every facility for rest, sport and recuperation.

Ticket Agents and Representatives of the Chicago, Milwaukee & St. Paul Railway can be assured that their patrons will enjoy themselves most if they recommend

THE ELMS - - EXCELSIOR SPRINGS, MO.

Rates and full information gladly furnished on request.

O. E. White, assigned second trick at Corliss, in place of Lewis; the latter taking first trick at Racine.

Division Operator Carter has returned to East Moline; J. D. Voltz taking the side wire.

Conductor Dan Desmond and family spent a few days in Milwaukee the first of the month.

The hold-up man at Beloit was located and has started a seven-year term at Waupun.

Gravel and sand loading at Burlington has increased to such an extent that the company has provided an engine to handle the business. The firms furnish their own crews.

An extra gang, under Foreman Coakley, has established a Standard Oil track at Elkhorn; moulding sand track at Beloit Junction, and tannery track at Rockford this month.

Agent Miller, Shannon, is attending Grand Lodge at Chicago; Miller, Jr., from Burlington is relieving him.

Agent Mosher and wife, Springfield, are on an extended trip to California. A visit to the fairs is intended. Unverzagt is acting agent.

Agent Kuntz, Kansasville, off for few days the last of September. Unverzagt acting.

Conductor J. T. Regan off a week the first of October owing to the serious illness of his mother. Lavin running the car.

Brakeman Nolan has resumed his old run on the Eagle branch.

Brakeman Driscoll, Eagle branch, took the first week of the month to devote to his auto engagements—inclement weather having put him behind the schedule. Morrissey relieved him.

Conductor Thompson, Janesville line, off few days commencing October 11. Hamer takes the preference run and Buege relieves him. J. N. Kelly relieved Buege the 13th and 14th account death of Buege's sister-in-law at Racine.

Operator Foster, Beloit, off for two weeks commencing October 12, relieved by Fields and he by Smith.

The paving around the freight and passenger stations at Beloit has been completed—an improvement much appreciated by the autoists.

Conductor Farnum, on the Freeport way-freight, off a for few days October 14. Dan Desmond takes the run and Phillips relieves Desmond.

Car Foreman McGowan, Beloit, after the most careful inspection yet recorded, reported train No. 71, October 17, in perfect condition—including car "333."

Engineer Dudley and wife left for Boston September 25, on their annual visit to their daughter, who resides there. John is also very partial to the sea foods.

Engineer Cummisford, swing passenger man, off for a week account death of his brother-in-law, Geo. Showalter. Mills taking his place.

Engineer Stehling relieved H. P. Roe on Nos. 23 and 24 September 27. Mr. Roe's brother, William, of Chicago visiting him.

Conductor Matson is on an extended trip to Western points; N. Hermis running Nos. 35 and 36. W. H. Smith on Hermis' car.

Conductor Hayes is on sick list.

Brakeman C. Dunlap left October 18 for his annual hunting trip.

His many friends will be shocked to learn that Engineer C. C. Buell has been taken to the Wauwatoosa asylum for treatment.

W. P. Moran was a pleasant caller at Elkhorn recently. He states that his brother, E. J., who was formerly dispatcher on this division, has been promoted to trainmaster on the Idaho Division of the Nor. Pac.

Some figures that seem startling were submitted by Conductor Cavey. In twenty-five years as conductor he figures that he has traveled one million one hundred and eighty thousand miles and handled one million two hundred and seventy thousand passengers. Some record.

Business car 333 with Messrs. Gillick, Cooper, Love, Wescott of Chicago, and the local officials, went over the division October 13 and interviewed all agents relative to

economical conduct of the company's business.

Among the company employees and officials attending the Elkhorn fair this year were the following: Editors Kendall and Scott of the Magazine, Messrs. Haynes, Whitteker and Winton passenger department, Superintendent Morrison, Trainmaster Hazenbalg C. & M. Division, H. A. Wicke claim department, Engineer Callahan and Conductor Cavey.

Born to Engineer and Mrs. Geo. Passage, October 9, a boy.

In sending articles for Magazine please be careful to include dates and get them to me by the 16th of each month as all articles must be in the editor's office by the 20th.

DEATHS.

Daniel Corbett died at his home in Racine, October 15, aged 59 years. Mr. Corbett was an employe of the company about 33 years, about 25 years in coal shed at Elkhorn. He leaves a wife, one son—an engineer on this division, and two daughters. Funeral services were held at Elkhorn, October 17.

George Showalter, aged 61 years, died at his home in Freeport, October 8. He entered the service of the company in 1884 as fireman and was promoted to engineer in 1889. For the past twelve years has had charge of the Freeport switch engine. Death was caused by apoplexy. He leaves a wife, two children—a boy and girl—of his immediate family. Funeral services were held at Freeport October 10.

C. & M. Division Notes.

B. J. Simen.

Conductor J. J. Corbett and wife left October 22 for a three weeks' visit at Collingwood, Canada. This place is about ninety miles north of Toronto and is the home of Mr. Corbett's parents.

Mrs. P. C. Sullivan, wife of Section Foreman Sullivan at Gray's Lake, is much improved and is again able to get around. For several months she had been confined to her bed.

Adeliah Cush, daughter of Roadmaster Cush of Rondout, has been in a Chicago hospital since September 24; she was operated on for an abscess, the operation was successful. She expects to return home October 24.

Fred Berlin, night car inspector at Rondout, is on the sick list.

Mrs. H. F. Guyot, wife of Operator Guyot of Rondout, has been visiting friends at Flint, Mich.

Chas. Sowatzke, section foreman at Libertyville, entertained his brother, Max, of Pittsville, Wis., for a few days.

Conductor Henry Bond, while on the ice run at Fox Lake, slipped into the pond at the Consumers' pit while switching. We would suggest that Henry make a requisition for a bathing suit.

Engineer A. A. Grandy and Section Foreman A. Kranz made a trip to Wausaukee, Wis., to look over Wisconsin land.

Brakeman J. L. Miller has resumed work on the main line after an absence of about two years. He is flagging on Nos. 9 and 10.

B. J. Simen of Libertyville New Station has been on a two weeks' vacation visiting his mother at Oconee, Ill. He was relieved by John Guyton, operator at the old station.

Beatrice, daughter of Conductor W. B. Carr, of Libertyville, is attending school at the Northern Illinois State Normal at DeKalb.

Conductor "Billie" King can tell you just how good buttermilk diet is. He says it works wonders.

B. H. Kress and family spent ten days visiting in St. Paul and the Northwest. Bert reports crops looking fine.

Conductor Cahill is working in place of Conductor Wood, who is off on the sick list.

Conductor Higgins went to see the fight in New York, and there seems to have been a little bet turned over to Jack, as he has always been a McFarland "fan." How about it, Jean? Are you holding up the bet?

Conductor Slade is taking a vacation with his family—going to Kansas City via the gasoline route.

HAPPY SLEEPING HOURS

Thousands of travelers have enjoyed real bed comfort on the Milwaukee sleeping cars—even in the coldest of weather. As in everything else the Milwaukee uses only the best of sleeping car equipment—which includes the

NORTH STAR WOOLEN MILL BLANKETS

Among many competitors our blankets have been given preference for years, because they combine warmth and wear with quality.

Backed by this indisputable testimony of merit we have decided to retail blankets by mail, and at a saving of 33⅓% or more, to

Milwaukee Employees

We quote below a few styles and prices, and shall upon request, be pleased to mail you a more complete list, which will also contain full description of our line of Mackinaw Coats, Sweaters, Flannel Underwear, etc.

66x80	Plaid	blankets	value	\$5.50	at	\$3.50	pair.
70x80	"	"	"	6.00	at	4.00	"
70x80	"	"	"	6.50	at	4.50	"
72x84	"	"	"	8.00	at	5.50	"
72x84	"	"	"	12.00	at	8.00	"
70x80	White	"	"	5.50	at	3.50	"
70x84	"	"	"	6.50	at	4.50	"
72x84	"	"	"	8.50	at	6.00	"
72x84	"	"	"	15.00	at	9.75	"

All goods sold are on a money-back basis if you are not completely satisfied. Send for price list today. You will be under no obligation to buy.

(If you are too busy to write, ask friend wife to drop us a postal)

NORTH STAR WOOLEN MILL CO.
MINNEAPOLIS, MINN.

Items from the S. C. & D. Division.*B. A. Manley.*

Brakeman J. L. Terry had the ring finger on his left hand broken while switching at Elk Point recently. He is laying off at Sanborn, Ia., until able to resume work.

Engineer F. M. Gibbs has gone on his vacation. He started out with his auto and has not been heard from since. Presumably he is stuck somewhere between here and Artesian, S. D.

F. C. Mason, our genial chief clerk, attended a meeting of chief clerks in Chicago a short time ago. He reports the usual busy time and no time for foolishness. Do we believe it?

O. Carlson, roadmaster, turned his ankle recently while rerailing a car of beer. We haven't heard whether the nature of the load had anything to do with it or not.

E. E. Lovejoy is relieving at Utica station. F. E. Ringquist, the regular agent, has resigned to take the position of auditor on the Salina & Northern Ry. out of Salina, Kan.

Harry Wiley, son of Engineer Wiley, has gone to Chicago to attend school during the coming term.

W. A. Pinson relieved First Operator Givens for a time while the latter was taking his vacation. Mr. Givens has returned now, and can do more work than ever.

H. L. Steen, our yardmaster at Sioux City, told us some time ago that he was going to have an automobile and would give us all a ride, but just as he got our hopes all raised, the man gave his money back, and so we are out the ride.

Ralph and Albert Weber, sons of Conductor John Weber, have gone to Dubuque to attend the Dubuque College during the coming term.

J. L. Larson was called away on account of the death of his mother. E. R. Doering relieved him at Ute during his absence.

Roy Goodell, our former call boy, is now operator at Brughiers Bridge. We call this falling into something soft, pretty easy. Success, Roy.

Conductor W. F. Christy has returned to work again after an absence of some three months. He is feeling quite well after his injury, but not altogether as good as new.

Elsie Brevik, Roadmaster Carlson's stenographer, made an over-Sunday trip to Belden, Neb. She reports a good time.

Bill Zetnik, Mr. Curtis' stenographer, made a trip to Sioux Falls last week and stayed a whole week. Some trip, say we.

Margaret Carls, daughter of the section foreman at Jefferson, has taken a trip to Clyde, Kan.

U. S. G. Pinckley, engine foreman, Sioux City, took his vacation at Browne Lake, fishing. He reports the catch of a large bass, something like five pounds.

Mrs. O. Bland and daughter Irene, wife and daughter of our ticket clerk at Sioux City, have gone to San Francisco to visit friends and to take in the Exposition.

F. G. Hill, superintendent of the Trans-Missouri Division, and C. F. Soike, agent at Moberly, were here on the 15th, en route to Omaha Neb. to act as witnesses in a lawsuit.

C. W. Wilkinson just looked in on us as he went by a week or two ago. We are always sorry that he doesn't make an extended visit, as we enjoy him immensely.

E. A. Thomas, clerk at the stock yards at Sioux City, has returned from his vacation down in Illinois.

E. L. Stull, clerk at the local office at Sioux City, and wife, are away on a trip to Denver and Dolores, Colo.

W. J. Schultz agent at Hudson, S. D. and wife have left for Indiana for a vacation. G. V. Kohls is relieving.

W. J. Sheeley, roundhouse foreman at Sioux City, is away on his vacation.

Mrs. R. E. Case, wife of Engineer R. E. Case, while visiting at Silverton, Ore., fell and broke her leg. Mr. Case has gone there to assist her in returning home.

Conductor E. C. Chadwick has returned from his vacation, during which time he was hunting near Platte. He reports wonderful luck and lots of ducks and chickens.

W. L. Morton and wife are leaving this week for a time on account of Mrs. Morton's health. Mr. Morton is agent at Buck Grove.

M. J. Larson from Chicago came through Sioux City last Saturday on his way to Mitchell to attend a Safety First meeting. Mr. Beardsley accompanied him and returned on Sunday.

Conductor John Weber reports big luck fishing at Big Stone Lake while on his vacation. He showed us a picture of a dandy string of bass, so it must be so.

Blanche Manley, superintendent's stenographer, was absent about a week visiting friends and relatives in Mankato, Minneapolis and Chicago.

Engineer F. J. Martin and brother Walter have gone to Erie, Pa., to accompany the remains of their father, who died very suddenly.

Scraps from the West End.*C. E. Pike.*

Neal Andreason, the tired and blue messenger of the telegraph department, did San Francisco and the fair on his vacation. Rumor has it that he was offered a tidy little sum to run down to Universal City to understudy Charley Chaplin, but refused the offer.

A. J. McCarthy and family left for Chicago October 5. Mac will attend the T-C. P. A. and renew old acquaintances on Railway Row.

Since the hunting season opened L. S. McIntire has spent all his spare time doing the nimrod act. On one trip to Monroe, accompanied by two dogs and a friend in an auto, he claimed he saw two birds. When asked if he got a shot at them he refused to answer. On another trip to Easton he used two boxes of shells, claims he got one bird but his new dog lost it. Jack Hubel is running Mac a close second. Recently he went to Harding and declared he only missed one shot. Investigation proved that he only had one shot during the trip.

Jas. H. Currie and Mrs. Currie left October 9 for a trip to the fairs, Sonora, Mex., and return by way of Salt Lake City and Butte. They expect to visit Catalina Island off the coast of California. "Jim" told Mrs. Currie he would attend to his own packing and when she examined his grip to see if everything was O. K., found one collar, a neck tie and a pair of socks. The balance of the grip was packed with bottled bait, all kinds from Port to Scotch whisky. Of course the grip was unpacked and on being pressed for a reason Jim said he expected to make a trip around Catalina Island in one of the glass bottomed boats, and he didn't propose to return to Seattle without being able to say that he had seen more monsters of the deep than any one who had been away this summer. Colonel Pitts' ice worms were to be put in the shade where they belonged.

"Cyclone" (Gale) Myers is still blowing around.

W. J. Grinnan of the passenger department spent his vacation in Eastern Washington on a hunting trip (Question). For four years he has promised the writer a grouse and he hasn't even brought home the tail feathers of one. We are now ready to put W. J. in a class with that other W. J. of Chautauqua fame.

They are telling a new one on Chet Biggs. When he first went into the National Guard and was a raw recruit the sergeant gave the order "Eyes Right! Eyes Right! No. 4, I say, Eyes Right." "Oh, yes, sir," No. 4 (Biggs) responded, "I just had them tested by the company oculist."

Miss Keene of Accountant Kent's office spent her vacation in California and the Middle West, but returned to Seattle and declares she can sing praises of our town as a summer resort louder than any one else.

Walter Myers visited in Chicago during his vacation. He had intended returning through

California, but saw so many wonderful things in the old town that he felt a trip to San Francisco would be useless.

The general offices were on the "qui vive" (we don't know what that means, but ever since Joe Ginet took to writing poetry he springs new phrases on us and we heard him use it, so it must be right) during the world's series. No one would think times were hard had they been around and noticed the money which changed hands. As usual McIntire of the traffic department and Farmer of the city ticket office were able to pick the winners, not only of the series but of the individual games. It is rumored that McIntire cleaned up enough to cover the expenses of his honeymoon trip, as well as his numerous fall hunting trips. Grinnan of the passenger department can also pick winners every time.

Recently an exponent of one of the great physical culture systems in the country gave a forty-five minutes' talk at noon in the general freight office. Representatives from all the offices were interested listeners and as the system talked on requires only six minutes per day and the necessary expenditure of cash, and guarantees that a man or woman who takes it up will increase his or her strength fifty per cent in a year's time, several of the boys took advantage of the offer. Who wouldn't want to get fifty per cent stronger in twelve months. All things have their drawbacks. O. F. Kellogg has broken so many china cups that Mrs. K. had to lay in a supply of those half-inch thick cups that were used in the old days at the lunch counters along the line. They even say that one of the Bachelor Maids' Club has taken up the system and a short time ago when the chap she expected to marry called she told him how her strength had increased in two months' time and scared him so he left town the next day.

Law West and V. G. Spies recently made a trip to Morton with the idea of getting point-

ers which would help them in their office work. They rode on the observation car and unfortunately were near a couple of hunters (similar perhaps to the ones mentioned above). The hunters finally drove Law inside the car, but Spies thought he could stick it out. Ever since when you ask Spies to tell you anything about the work in the car service department, especially that pertaining to the Tacoma Eastern, he gets started alright but soon starts in on a bear story or how he killed a bob cat or brought down ten or fifteen quail with one shot. Every one hopes he will get over it soon, and we are all more than thankful that Law went inside the car.

Miss Elizabeth Green of the B. & B. department is spending her vacation in Iowa and Minnesota.

Milwaukee Terminals News.

Josephine Healy.

Charlie Green wishes all the readers of our Magazine to know that he is back from his vacation. We have overheard Charles making the remark that the next time he goes to the country in October he will take his overcoat with him.

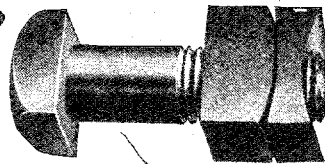
Mrs. William Allen and son John spent a few days this month at the summer home of Mrs. John Allen—the last visit of the season.

I am indebted to Superintendent Macdonald for the information that one of his clerks, Mr. Donald, became a benedict some few weeks ago. We wish Mr. Donald a lot of happiness. Of course, the new Mrs. Donald comes in for a share of it, too.

Speaking of economy, the yardmasters in the Milwaukee Terminals can't be beaten for practicing it. Recently a file of correspondence, originating with Yardmaster Petrie, Air Line, and which passed through the general yardmaster's office, was received by the superintendent, fastened with a small-sized nail instead of a pin. (It's the little things in life that count.)

Write It Right!

"Boss Lock Nuts"



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



"Boss Lock Nuts"



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

BOSS NUT COMPANY

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

Chief Clerk W. L. Hebard has gone to Eagle River to do some fishing and hunting. While he is gone Geo. Steuer is taking his place.

Switchman M. G. Mellor and wife were called to Kenosha on Oct. 17 by the death of Mr. Mellor's sister. He has our heartfelt sympathy.

H. G. Runge of Fuel Creek made a trip to Franksville Sunday, Oct. 10, to visit his brother.

Operator Warren J. Putnam of Bay View Tower, advises me of the arrival of a "sweet little dear" at his home Aug. 5, a baby girl.

E. A. Brock of Bay View Tower recently returned from an extensive trip through the east, taking in Washington, New York, New Jersey, Philadelphia and Maine. I call that trip "quite extensive."

Mrs. Joe Hardina has gone to Spooner, Wis., to care for her sister, who is ill. We hope for the best.

We were all very sorry to hear of the death of Mr. Breckenridge's mother at Watertown, her home. Mr. Breckenridge has our heartfelt sympathy.

General Yardmaster Breckenridge has returned to his duties in the yards, having been busy on the elevation work since the first of July. We haven't seen much of Roadmaster Anderson around these parts as yet.

If you chance to see Engine Foreman Jake Adams busying himself around Okauchee with a magnet, don't be alarmed. Mr. Adams has a submarine hidden somewhere in that lake—this is how it happened: Jake made what he thought was a lucky purchase of a boat which has been in the canal district for some time, painted it up, and after getting it all ready, attempted to launch the vessel at Okauchee Lake. However, Jake had barely got the boat off the beach when it sank. Charlie Green had a pressing invitation to the christening of the boat—if we are not mistaken, Charlie was to be sponsor, but says he feels a lot safer with both feet on terra firma.

Congratulations, V. B. R., on that ten-pound daughter of yours—if she is as pretty as the name you have selected for her, she must be a little dear. Also glad to learn what your last name is, Mr. Ross.

Glad to hear from you, J. E. Easterday of the C. & C. B. Ill. Division—hope we get a lot of news from your territory.

We assure you, Mr. Beamish of the R. & S. W. Division, that your game of "bump the bumps" cannot compare with the jumping around that is going on in the Milwaukee Terminals.

T. P. boasts of the grain they are going to move. Just take a peep at the coal Milwaukee is moving.

Guy E. Sampson is poet laureate of the Correspondents' Club, by unanimous vote. His "Farmer Boy's Soliloquy" is the real stuff.

Particularly interesting was the article by Mr. G. McEdwards in the October Magazine. I haven't seen the west and Mr. McEdwards' description makes me even more anxious than ever to make the trip.

I tried out a few of the recipes on the "At Home" page this month, and they well may be classified among "good things to eat." Particularly delicious were the tried recipes from Pasadena.

Welcome to the Children's Page—some of us like to be called big kids, even though we are wearing long dresses.

Tacoma Items.

F. J. J. Kratschmer.

"Doc" O. C. Finley, machine shop foreman, and wife, have returned safely from a trip to Philadelphia and the East.

Boilermaker Foreman Wm. Strinsky made an inspection trip over the line last month.

All our hopes are dashed against the rocks. We had visions of being invited out to a big venison feed, but Porkey didn't even see a bear.

William Densmore, foreman of the "Rip" track, Tacoma, has been appointed car foreman at Cle Elum to succeed Clyde Medley, who was transferred to Deer Lodge to assume similar duties.

William Delaney and Harold Brautigan of the car department have returned from an extended trip through the East. Mr. Delaney had the sad misfortune of burying a brother, who died while he was visiting his folks.

A. J. Kroha, storekeeper, was appointed chairman of the committee on making couplers and parts, at the meeting of the executive committee of the Railway Storekeepers' convention a short time ago.

Assistant Engineer B. & B., E. Murray, and wife of Miles City, Mont., were Tacoma visitors last month.

Messrs. H. B. Earling, W. B. Foster and E. H. Barrett were welcome visitors at Tacoma shops last month.

Joe Molitor of the machine shop has reconstructed his Ford into a real first class up-to-date racer. We haven't given his new car a name yet, but we think the most appropriate name would be the "Red Roach."

A. C. Beinert, timekeeper, is back in "you'll have to show me" land on his vacation. Arthur is having quite a siege of it. After nearly a month's trip along the line visiting the various roundhouses, Arthur returned to us only to start out on his vacation.

There is a rumor afloat that a certain store department clerk FEL(L) for a certain fair damsel back East. What is there to it, please?

Beginning the first of October Tacoma shops went on five working days per week.

F. E. Loonam has submitted an AFE for a new roller top desk, and is also contemplating hiring a private secretary. Frankie sure needs them both, as his "mail order" business has increased to such an extent that his hip pockets will no longer carry the mail.

Engineer Bert Bagley of the Tacoma Eastern copped the prize buck of the season while out hunting near Ashford last month. His prize after being dressed, tipped the scale at over 250 pounds.

J. V. Miller jitneyed to Seattle a few weeks ago in his new Ford.

Mr. J. E. Brady,

Seattle.

Dear Sir—What do you think of running an office by this time? Please advise.

B. W. Zilley, roundhouse foreman, Tacoma, and Mrs. Hazel Converse of this city, were united in marriage at the home of the bride's parents on September 22. About fifty of their friends were present, and after a genuine old-time serenade, the happy couple were presented with a dinner set. Mr. and Mrs. Zilley spent their honeymoon in Southern California and the fair.

Fireman George Webb took unto himself a wife on October 2. Miss Daisy Smith of this city was the "guilty" party.

And still another one we have to report. Fireman A. J. Kirsch, after being away for two weeks on a "vacation" returned, bringing with him his "better half."

A. J. Kroha, storekeeper, spent two weeks in Milwaukee the early part of October. The occasion was the 40th anniversary of the marriage of his father and mother.

George T. Felzer of the D. M. M. office took a two weeks' layoff last month, and journeyed to La Crosse, Wis. George was getting so lonesome that he just had to go back and get his wife.

"Dad" Marvin performed the duties of night janitor during the absence of Mr. Easter, who was operated on for stomach trouble.

Items from the Chicago Terminals.

C. M. Bartel.

Miss Anna Merzlake, emergency telephone operator at Galewood, spent her vacation on board her father's tug boat, of which he is the skipper. She reports a delightful time out on the lake, but says the smoke is bad for the complexion when around the river. While on board she acted as chef and the crew are anxious for her to make them another visit. "Ship ahoy."

Switchman W. H. Whitmore, Galewood, figuring on his annual vacation, has requested

transportation to Healy and return. He will spend his few days off at that point. We don't know of any amusements that would interest Willie around Healy, but understand he is interested in the new victrolas that are being manufactured and put on the market at that point. Some musician, Willie is.

I get it from good authority that Mrs. Henry Bischoff, bride of Engineer Bischoff, has compelled Henry to put the boots on the shelf. This is very evident as he is wearing a nice new pair of tan shoes.

Chief Carpenter Beesley has recently completed a new shanty for the use of the yardmaster and switchtender at the water tank east end of yard 3. Yardmaster Palmer is very busy skirmishing around for furniture and other necessary fixtures to equip it. It is much larger than the old one, and presents a fine appearance.

Engineer Jesse Earl has been off a few days building a storm porch on his residence in Mont Clare. Jess must think we are going to have a hard winter.

A. C. Van Zandt, chief clerk to Trainmaster Costello, is about to leave us on his annual vacation, which will include a tour through the principle cities of the East. Think it will be kind of chilly on the board walk at Atlantic City. Van is popular around Galewood, especially among the lady bill clerks, and will be greatly missed. We wish him a safe journey.

Cashier P. B. Nolan was off for a short vacation a few days ago and he took advantage of it by motoring up to the Elkhorn fair. From what Pete says he had one good time.

It is rumored around Galewood that one of the lady employees was secretly married and is still working. Pretty hard to get away with a secret at Galewood.

Chief Operator W. G. Murbach, "GT" office. Galewood, is surely working very steady these days. This is noticed by every one around the building and it is surmised he has either lost his lady love or has no place to go on account of the summer gardens closing up. What is it, Bill? Cheer up.

Train Director O'Mara, Tower A-2, just returned from the Panama Exposition, where he spent several days in company with his family. Denny left the folks out there and presume he is now conducting a bachelors' hall. He reports a swell time and says the West is some country. Assistant Director Tabbert took care of the traffic over the crossing during Mr. O'Mara's absence.

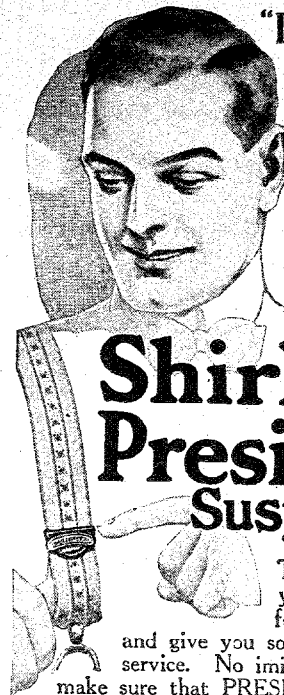
Leverman George Stimpson, third trick operator, Tower A-2, is off for several days and has gone to his old home in Minnesota on business. He is being relieved by Leverman Thomas Brennan, who keeps traffic open at this busy crossing.

Superintendent Rupp of the Chicago Terminals has traded some of his Canada land for improved land in Michigan. His son, Ward, has gone on the Michigan farm and is now a full-fledged farmer.

Yardmaster Frank Dudley, Galewood Hill, is a very busy man these days, as in addition to the regular run of business we are receiving live stock for various points in the East which has been routed through Chicago on account of quarantine restrictions at U. S. Yards. Frank don't care to what Eastern line the stock is consigned, but all he wants to do is to keep it moving and get the trains off the knob and out of the way. As a general thing a train with 20 or 25 cars of this stock requires four or five engines to make the various deliveries, so all Frank wants is the power and you can rest assured he will do the rest.

Train Director Frank Reed has recently purchased a Dodge machine and he can be seen most every day touring the boulevards of the city. Frank says he has seen more of Chicago the past few days than ever before in the twenty years he has lived here.

Miss Helen Murphy, the popular bill clerk at Galewood, was absent a few days the week



"I Buy 'em by
the Buckle"

*I just make sure that the
word PRESIDENT
is there—that means I
get the real, original*

Shirley President Suspenders

The kind that keep
your shoulders free
for work or play,

50¢

and give you solid comfort, style and long service. No imitation can fool you if you make sure that PRESIDENT is on the buckles. It's on the red-striped "money-back" ticket, too. You'll get the biggest 50 cents' worth of suspender-satisfaction if you just **Remember PRESIDENT!**

PRESIDENT SUSPENDER CO. SHIRLEY, MASS.

Look for  on the Buckle

Joe Tinker

Manager of World's Champions 1915
— FINDS —

Hatfield's Parlor Base Ball

very interesting and instructive. You will find it the same—it is the real game—baseball at its best—the one game that brings out all the thrilling situations which has made the national pastime so popular—played with 60 cards on a miniature diamond—8 plays on a card—60 cards to the deck—480 plays to the deck—over a million combinations. You don't have to be a fan to enjoy the game—played solitaire or by any even number—attractively boxed it makes an ideal Christmas gift—invented by a railroad man and dedicated to railroad men—nothing like it in all the world.

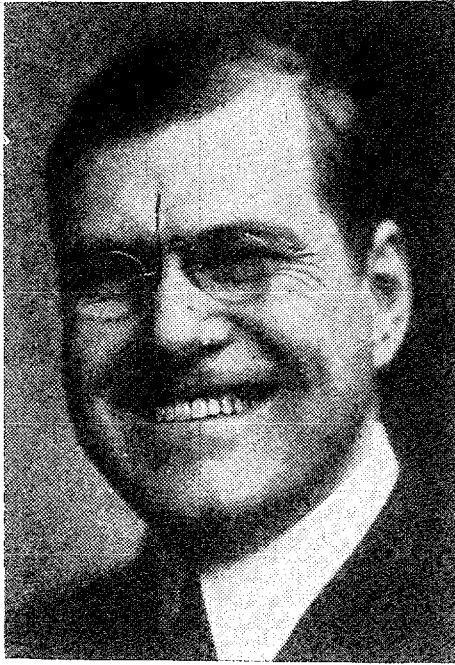
50c Sent Postpaid **50c**
Anywhere for 50c
Agents Wanted **Big Profits**

We are engaging agents everywhere to sell this game—they are making big money—KING KINNEY, a former railroad man, averages \$12 a day in Chicago—you can do the same. Write for our agency proposition—"Use the brains God gave you" and send 50c for a game anyway. Every traveling man should have one of Hatfield's games—Just fits in your grip.

THE HATFIELD CO.
(NOT INC.)

Dept. C., 6401 Normal Boulevard
CHICAGO, ILL.

Inter-State Co. Items



James K. Tomlinson

The above picture is a perfect likeness of the affable General Representative of the Railroad Service & Advertising Co., who has just returned to Chicago from an extended trip to the Coast after having made arrangements to install a large number of the new train bulletins, which the Railroad Service & Advertising Co. are to place in all of the stations on the line.

Mr. Tomlinson is loudly singing the praises of all the C. M. & St. P. employees he came in contact with. He states that never before in all his business career, which extends over quite a period, has he ever been treated so nicely.

Mr. Tomlinson takes this opportunity of thanking his many friends along the line for their kind co-operation. He will leave Chicago November first to tour the balance of the Milwaukee System.

We know you will all be glad to see Mr. Tomlinson, as he leaves a lasting impression wherever he goes.

If any of his many friends wish to correspond with him, address mail to Union Station, care of Railroad Service & Advertising Co., and if he is not in the city, mail will be forwarded.

Courtesy and politeness pays!

Also at this time must say a few nice things of our Mr. Rowe, of Wabasha. Well, he is making good, manages to keep up to the house's reputation, as the Spotless Town Lunch Room, and to please all his patrons, as well as the company.

Chef F. J. Krane, formerly of Miles City, is pleasing the many patrons at our Savanna Lunch Room, with his tasty, well-cooked dishes.

Superintendent Barling, recently spent ten days on an inspection trip, on this division.

Mrs. Holway, of N. McGregor, has returned from taking treatments for a serious illness, and is feeling like herself again.

Manager Greenwood, formerly of Marmath, has taken charge of the Mason City place, and he says he likes the steam heat and electric lights at that place.

Corn Palace, at Mitchell, was attended by the writer, and had been in town only three days, when he spent a dime foolishly trying to get a big doll.

Some competition to see who would feed the crowds at Mitchell, Corn Palace Week, as the seventeen eating places and five churches, nearly all had men with megaphones on the main street shouting the merits of their meals. And we did too.

Superintendent Barling and wife, were at Mitchell four days during The Palace, and assisted at the lunch room during the rush business.

We tried once this summer to express our views on "Floater Restaurant Help," but our offering was "deleted by the sensor." They are now returning from their summer rambles and are very tame at this time of the year.

Yes sir! If you please! and thank you! always, when taking cash or coupons from a customer, for meals or cigars and tobaccos. Yes, sir.

Mrs. Nellie Berto, the manager's wife, of the Hoxie, Arizona, House, is visiting friends and relatives at Milwaukee and Green Bay. The Bertos were formerly located at Watertown Jet.

Superintendent A. A. Barling and his charming wife are off to the Fair. We wish you a good time.

The many friends of A. L. Vachon of Milwaukee, will be glad to hear that he is making good as manager of the Savanna House, which is one of the hardest on the territory to handle. He is sure some hustler.

Mr. and Mrs. S. Baird, managers, of Miles City, are taking a two months' lay off. They first go to their claim at Ismy, and if they sell the crop to advantage, they intend taking in the San Francisco Exposition before returning.

Mr. and Mrs. Chas. Reed, former managers at Three Forks, are in charge of Miles City during the absence of Mr. and Mrs. Baird. Everybody knows Charlie and Anna.

Colonel J. H. McCurry and wife, from the South, are in charge at Marmarth, and from all accounts are running things up to the Inter-State standard.

Our superintendent, Mr. A. A. Barling, has just completed a trip of inspection over this division, which was very beneficial to all concerned. He was accompanied by Mrs. Barling.

Mrs. W. W. Brick, wife of Melstone manager, has been laid up with a very bad sprained ankle. At this writing she is just getting about with the aid of a cane. We hope that her recovery will be rapid, as she has been greatly missed at the Melstone lunch room. W. W. is a busy man these days.

of the city baseball series, and we understand she had a box seat near the Cubs' bench. The fact that she had the same box at every game indicates that there was some attraction on the bench.

Switchman George Casseday has purchased a Ford and is out most of his spare time racing around town. George says you don't have to buy hay and oats, but the thing certainly eats up inner tubes and gasoline. I get it from one of George's guests that he is some eagle eye, too, and that there is no danger of the professional chauffeurs running him into a pocket on the boulevards. With a man like George at the wheel a "Lizzie" is hard to corner.

Word has just been received of the death of John Burke, the nine-year-old son of Roadmaster M. Burke and wife. The sincerest sympathy of every one in the Chicago Terminals is extended to the bereaved family.

C. & C. E. Iowa Middle and West. *Ruby Eckman.*

A. K. Fullerton, agent at Bagley, has been on the sick list for a few weeks on account of an attack of the measles. He was relieved by William Uptegrove, relief agent.

G. L. Arrsmith, agent at Bayard, and C. A. Lee, agent at Dawson, were elected delegates to the grand lodge of the I. O. O. F., which was held in Waterloo, the middle of October. Mrs. Arrsmith was elected delegate from the Rebecca Lodge and accompanied her husband on the trip.

Operator George Halley has been doing relief work as agent on the Middle and Western Division for the last month.

Brakemen W. J. and M. B. Moran and J. J. Conley were called to Gault, Mo., the fore part of October on account of the death of a relative.

Conductor L. A. Hurlburt, who has been on the lay-off list for a number of weeks on account of a broken shoulder, has recovered sufficiently to be able to return to work.

Brakeman L. G. Honomichal will leave the fore part of November for a visit with relatives in New York State.

Brakeman Fred Tomer and wife will leave the fore part of November for a visit with relatives in Indiana. Mr. Tomer has not yet recovered from the injuries he received a number of weeks ago.

Roundhouse Foreman A. J. Vogler was called to Dubuque the fore part of October by the death of his father. The aged gentleman had been in poor health for a number of months.

1900 October 21 1915

Together Fifteen Years and Still Fighting

Mr. and Mrs. George L. Bucknam,
Coon Rapids, Iowa.

The above announcement was issued by Operator Bucknam at Coon Rapids. He volunteered the information that Mrs. Bucknam did not know that they had been circulated, and he was sure there would be a real fight when she found it out. Buck's friends appreciated the joke as they know it is characteristic of him.

On October 6 Conductor H. H. McElroy of the Middle Division tied himself to Boone where he was married to Miss Leona Gilbert, a school teacher of Boone. After a short wedding trip they went to housekeeping in a cottage which the groom had previously furnished in Perry.

Engineer D. A. Lanning, who has been holding a pool on the main line for a number of years, has taken the job as engineer on the Manilla switch engine. He is moving his family to that place.

Machinist C. F. Johnson feels that he was quite honored recently when he was requested to go to Jefferson to make an inspection of some milling machinery over which litigation had been started, on account claimed it was damaged. Mr. Johnson's report after inspection decided the matter.

Eli Brotherson of the Perry roundhouse force recently invested in a Ford touring car

The Biggest and Best Hand Made

On the Market

On sale at all stands
and on trains along

The Chicago Milwaukee & St. Paul Ry.

ASK FOR

"THAT CIGAR IN THE BLUE TIN"

The U. S. Distributing Co.

103 South Canal St. Chicago



Your Time Is Worth MONEY

On request

We Will Send You a Book

to keep a record of your
time when working

We Will Pay You For Your Time

when because of accident or sickness you
cannot work.

The Standard Accident Insurance Co. of Detroit, Mich.

Our Record:—

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

Our References:—

Any Man Who Has Ever Carried a "Stan-
dard" Policy.

Ask Our Agent or Write the Company.

Savings Depositors

at the Merchants National Bank
enjoy the protection afforded by
the new national banking law, the
financial strength of the institution
itself and the conservative manner
in which the bank is conducted.

MERCHANTS National Bank

Established 1872

Capital - - - \$2,000,000
Surplus and Profits, \$2,300,000

Pays 3½% Compound Interest on Saving Accounts.

The Bank of Personal Service

Fourth and Robert Streets

SAINT PAUL, MINNESOTA

and is now enjoying his spare time. He and his wife went to Newton the fore part of October to visit his brother.

Brakeman George Cox of the Middle Division was married the latter part of September to Miss Lillian Holmes. After a wedding trip to Chicago they returned to Perry to make their home.

Mrs. Maggie Emberling, mother of Harry Emberling, caller, visited with relatives in Ottumwa and Washington the latter part of October.

Miss Gladys Burnett of the trainmaster's office at Perry spent a few days the fore part of October in Salt Lake City.

J. E. Kent, oilhouse man at Perry, spent a couple of weeks visiting with relatives in Doodland, Kan. Mrs. Kent accompanied him.

Engineer L. Dibbern and Miss Utterback of Perry were married the fore part of October. They will make their home in Perry.

Fireman Oliver Jensen returned to service the fore part of October after a visit in Chicago.

Charles Murphy, son of Engineer W. T. Murphy, left October 19 for Annapolis, where he will enter the naval academy. Charles stood highest in the competitive examination which was open to all Iowa boys. His father accompanied him to Annapolis and will remain with him until he gets located and started in his school work.

Engineer D. Jones, who has made his home in the Dillenbeck Addition which was close to the site of the old roundhouse, has given up his place and moved to a new residence on Second street, where he will be closer to his work.

On October 20 at the home of the bride's parents in Templeton, Ia., occurred the marriage of Miss Myrtle Windisch and Brakeman H. P. Wicheal of Perry. They will make their home in Perry.

Nelson Rouse is a recent addition to the roundhouse force at Perry, having been put on the list as an engine inspector.

Mrs. E. Bitter of Sioux City, is expected in Perry the fore part of November to be a guest at the house of Roundhouse Foreman Vogler.

Pipefitters McGrath and Hug from Milwaukee have been at Perry for some time installing new steam pipes in the roundhouse.

Agent C. A. Case of Panama station was on the lay-off list the fore part of October. He was relieved by E. J. King.

Agent Bently of Rhodes was in St. Paul the fore part of October. Extra Operator C. E. Land relieved him.

Levi Swanson, assistant roundhouse foreman at Perry, with his wife, visited in Pennsylvania during his vacation.

October 9, at the home of the bride's parents in Dennison, Ia., occurred the marriage of Engineer Charles Stoner and Miss Genevieve Richard. They visited in Omaha and Chicago before returning to Perry, where they will make their home.

R. S. Bently of Milwaukee was in Perry last month assisting Signal Foreman Fleishner with some work in the signal department.

Kansas City Terminals.

The Liberty street contingent are all home from their vacations now and ready for all sorts of work this winter. Some of them have been far afield. Jim Hogan and his wife went to Wisconsin for some boating. Earle White, Harry Studt and L. W. Leonard all took in the Fair. Evert Scott went up to Nebraska again to the ranch. Cooley and Overstreet spent their time gazing at Niagara Falls and the Keokuk Dam. C. B. Young went to the best town in the world as he says, Fort Worth. St. Louis had a fair share—Nellie McGraw, Pauline Nehr, Beatrice Rogall, Leo Flanigan and Miss Wood. C. N. Wright and his wife visited friends in Martinsburg, Mo., and John Geary and his wife at Parsons, Kan. Dan Smith decided to visit Wichita this year. He says he found it pretty wicked. Paul Cassella and Harry Zane intend to go to Denver. Lucile Neuhaus instead of taking a vaca-

tion decided to be married and she is now Mrs. Ralph Galloway.

Last week Mrs. Vail went up to Braymer to charter a chicken to lay her winter's supply of eggs.

Mrs. F. S. Clarke and daughter, Hazel, have returned from Denver, where they made a long visit.

Eugene F. Reed Jr. and August F. Westman just left for Jacksonville, Fla., and will visit other points in that territory.

Conductor Harry Leedom, while switching at Sturges, lost a foot and is now doing well at a hospital in Chillicothe.

Al Smallfield has spent the last week in court as jurymen.

Switchman W. H. Brown is in the Ozarks fixing up his farm for the coming spring.

Machinists Henry McCoery and Thomas McAteer are taking a 30 days' vacation in New York.

Telegrapher McCarthy was called to Cedar Rapids on account of sickness of his baby and was relieved by Operators McKinley and Carey.

Mrs. J. Dowd is visiting relatives in Arkansas City, Kan.

Switchman Edward Thelan has been off a month on account of falling off a car and injuring his foot.

Conductor Russell has moved to Ottumwa, Ia., and Conductor Packard to Seymour, Ia. These two conductors are on the local passenger runs and find a longer lay-over with their families by moving to these places.

Ed Leahy, son of Conductor Wm. H. Leahy, is spending his vacation in Wisconsin.

John Platt, chief clerk at Broadway Yard, spent Sunday fishing at Lagoon Lake in Swope Park. His neighbors were supplied with fish next day, which proves this to be a good fishing place.

J. Couch, Ed Kiburz and John Evans have completed the excavation and pile driving for the foundation of the new addition to the work house of the elevator and have returned to similar jobs out on the division. The short time they were putting the quicksand under control and placing the pile so near the point desired shows their great experience and efficiency in this line and they have permitted the concrete men to start the building which will greatly increase the capacity for handling grain.

Jesse C. Epperson, foreman carpenter, has returned from Arizona, where he has been looking after interests there for six weeks.

Mrs. T. H. Tuomey, wife of the agent at Parnell, Ia., and mother of Operator Tuomey, Coburg, has been making a visit with her son Vincent here; also with relatives in Kansas and a few days resorting at Excelsior Springs.

As it is nearing the cold season, arrangements for steam heat in the yard office are being expedited as the architecture of the new office did not permit the use of stoves.

Northern Montana Division.

Roundhouse Foreman C. H. Arnold of Falls Yard is spending a few days in the Twin Cities taking in the auto races and the Minnesota State Fair.

A report of sixty bushels of wheat per acre will be pretty hard to believe, especially for those back in Illinois and Iowa; however, the Northern Montana Division has the goods this time and those who have a tendency to doubt can be shown even though they aren't from Missouri.

Conductor J. T. Dwire is back at work after a short vacation. Conductor G. E. Murdock had the run during Mr. Dwire's absence.

Mrs. H. C. Curran, wife of Switchman Curran at Falls Yard, expects to go to Chicago and Kansas City for a short visit.

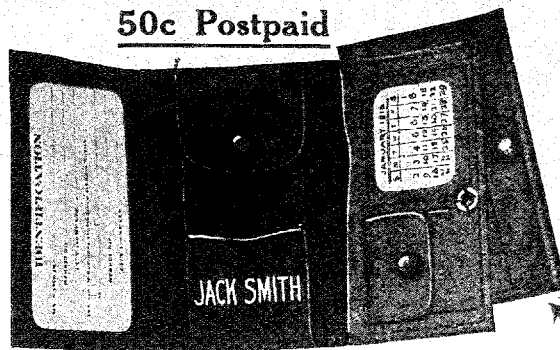
R. B. Rogers is in Lewistown from Minneapolis and has accepted a position in the local freight office.

Mrs. T. J. Hanson, wife of one of our dispatchers, was called to Great Falls by the illness of her mother, who suffered a broken arm.

Dispatcher Bleichner went hunting. He returned fully satisfied with his day's work.

With Your Name in Gold

50c Postpaid



The "LIMITED"

A 20th Century Surprise!

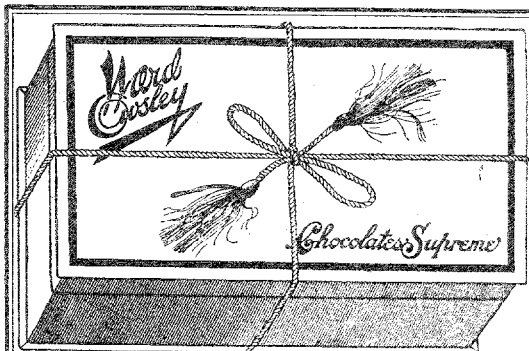
MOST Remarkable Offer ever made in a 3-fold Combination Billfold. Pass and Cardcase, which cannot be duplicated elsewhere for our price, with any name stamped inside or outside in beautiful 23-karat gold (if done outside of our service, stamping alone would cost at least 25¢). Sold under our GUARANTEE and direct only. Will last for years. Carefully made of Handsome, Smooth Black Genuine Leather throughout. Has seven useful pockets, including secret billfold at back, window for your division card, etc., 1916 calendar stamp compartment and three more handy pockets. The "LIMITED" measures 3 1/4 x 4 1/4 inches closed with a strong glove fastener. Orders filled promptly and carefully. We insist on returning your money if not satisfied. Postage stamps accepted.

50c Post Paid

INTER-AMERICAN SUPPLY CO.

(Not Inc.)

Dept. 3H. 5034 West Huron St., Chicago



In all the World no Candy like this

Every Item of Material Entering Into the Making of Chocolates Supreme

It is the Very Finest Quality Possible—The Package is a Mark of Refinement

If Unable to Secure Chocolates Supreme from Your Local Druggist or Confectioner Send to us one Dollar in stamps and we will send a Large Package Charges Prepaid.



He must have remembered his friends because we saw our worthy chief dispatcher smiling broadly.

Mrs. J. B. Trueman and Caroline Trueman, mother and daughter of Ed Trueman, coal dock foreman at Falls Yard, will leave soon for a trip east, visiting at Kansas City and Chicago.

Mrs. C. F. Goodman, wife of the chief clerk to the superintendent, enjoyed a short visit in Salt Lake City, going from there to Kansas City and spending a few weeks at her home in Iowa before returning to Lewistown.

Items from the H. & D. Division.

S. E. Keane.

The hunting season opened September 10 and quite a number of the employes have been out getting prairie chickens and ducks. Prairie chickens are rather scarce but ducks are very plentiful and some good hunting has been enjoyed.

During August the chief dispatchers on the division took their vacations. J. E. Andres, chief dispatcher at Montevideo, was away two weeks in August; also H. M. Gillick and E. W. Lollis, chief dispatchers at Aberdeen. H. F. Gibson, first trick dispatcher at Aberdeen, was also away on a vacation during August. W. C. Westfall, yardmaster at Aberdeen, attended the automobile races at Hamline.

P. H. Quinn and J. E. Hasburgh, roadmasters at Aberdeen, were in Chicago attending the meeting of the National Association of Roadmasters.

The new six-section observation sleepers have been put in service between Sioux City and Tacoma via Aberdeen. This gives the Columbian an observation car all the way through except between Minneapolis and Aberdeen, where the run is made at night. The service is meeting with general approval.

Tower E-14 has been put in service at the M. & St. L. crossing, three miles west of

Hopkins. This is on the new double track that was completed this season.

August 28 Brakeman Chas. Isley on train extra, East, one and one-half miles west of Groton, S. D., discovered a man lying between the two tracks with his head on the rail of the westbound track. The train was stopped and the man was found to be dead drunk. He was removed to a safe distance from the tracks and left there to finish his sleep. It was fortunate that it was an east-bound, instead of a westbound train that found him.

Dubuque Division News.

S. A. Gobat.

Painter Foreman A. C. Quade spent a few days attending the Painters' Convention at Detroit, Mich.

Machinist Apprentice Frank Kaiser and Chester Wylie have returned to work after spending two weeks visiting in San Francisco, Cal.

Boilermaker Helper George Voth, spent several days visiting with friends in Madison, Wis.

Assistant Foreman Charles Karsch is again on the job after a two months' sick spell.

Car Foreman Jno. E. Ricketts, spent a week's vacation visiting relatives in Bloomington, Ill., and Milwaukee, Wis.

On Monday, September 13th, occurred the death of Rudolph Haug, blacksmith in car department. Mr. Haug has been ill for the past six weeks. The sympathy of the many friends is extended to the bereaved family.

Engineer H. Dersch is the proud owner of a new Overland car which he purchased in Chicago, and drove home to Dubuque.

Engineer J. McKown is taking an extended trip through the East, stopping at Buffalo, N. Y., Richmond, Va., and Pittsburg, Pa.

Asst. Machinist Foreman Mat Hansen and wife are attending the C. A. R. encampment at Washington, D. C.

If You Want *Good* Printing Call On

G. B. WILLIAMS CO.

G. B. WILLIAMS, Pres.

LITHOGRAPHERS, PRINTERS.
PUBLISHERS. DESIGNERS.
ENGRAVERS & BOOKBINDERS.

Day and Night Pressrooms

Phones { Superior 2294
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La Salle and Ohio Streets
CHICAGO

WE PRINT THIS MAGAZINE



Painter Helper Chas. Johnson spent two weeks visiting with relatives in Saginaw, Mich. Machinist Gustave Wiedner died at his home, Wednesday, September 22nd. The many friends extend their deepest sympathy to the bereaved family.

The regular Dubuque Division Safety First meeting was held at Dubuque Shops, September 25, 1915. There was a large attendance and some very interesting talks on Safety First movements, also on freight handling, which met with the approval of all those present.

Machinist Apprentice Fay King has returned to work after being on the sick list for two weeks.

Carpenter John Masters and wife of the B. & B. department, spent a few weeks visiting with relatives and friends in Coma, S. Dak.

Carpenter Otto Schenker has returned to work after spending two months visiting in Grafton, N. D., and Grand Forks, N. D.

Machinist Frank Erlich spent a few days taking in the sights in Chicago, Ill.

Carpenter John Barrett has again returned to work after being laid up six weeks with a broken wrist.

Machinehand Charles Doerr is enjoying a six weeks' trip, visiting the Panama-Pacific Exposition.

Carpenter Leonard McClain and wife are visiting relatives in Lemmon, S. D.

Notes from Marion Roundhouse.

Edw. Griffiths.

The first snow of the season Oct. 8.

Machinist Helper Chas. Main has resigned and is moving west on account of the poor health of his wife.

Machinist Apprentice Carl Newman has been transferred to Savanna. The vacancy was filled by Harold Mulhaley, formerly bill clerk at the yard office. Mike will find that learning to be a "nut splitter" will be different than shuffling way bills.

Edw. Daigle, fireman, made a short trip to Mitchell, S. D.

Geo. Titus attended the B. C. R. & N. reunion at Cedar Rapids. "Tite" is one of the "old timers."

There is a new fireman down to Fireman Lafferty's home. Ten pounder. The cigars were good ones, too.

Machinist Helper Fred Nebelung spent a couple of days in Chicago.

General Boiler Inspector Ed W. Young of Dubuque gave us a call the other day lining things up.

Passenger Brakeman Frank Davis of the west end made us a call the other day. Frank has the distinction of having been chief of police of Marion for several years, and during his time as such never made an arrest.

Roscoe Stevens, engineer, made a visit at Ottumwa with his folks last month.

Boilermaker Foreman Hopp of Dubuque shops was at Marion looking over one of the pets.

Engineer Packard has given up the Clinton switch engine and taken an engine in the Marion yards. He expects to move his family to Marion in the near future.

Ed Sigfred, the popular clother of Marion, has presented two nice large mirrors advertising the Penn Overalls, one for the engineer's wash room and the other for the office. Thanks to Ed and everybody appreciates them. We don't see the Penn in the Magazine, but we ought to.

Boilermaker Harlan Briggs has completed his new home in Cedar Rapids and has moved his family to that city.

Machinist Art Law had another toothache the other night and was unable to work. We often wonder what is the best cure for such a thing, especially when one works nights and has to do all his visiting in the day time.

Otto Bensch, the popular blacksmith at Marion roundhouse, is back from the Fair. We all think Otto saw it all, but then Otto can work and talk at the same time.

Machinist Helper Thompson, who was struck

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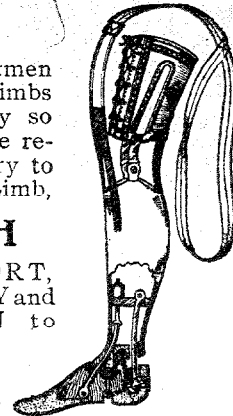
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by No. 19 while crossing the tracks about a month ago, is back on the job.

Engineer James Anderson has taken the half-and-half job in the yards for the winter.

Engineer "Morg" Hildreth says that he has got the best engine running out of Marion, the 719. We all think she is, too.

Business is picking up on the Calmar branch line, as we are handling from 75 to 100 cars of stock a week, going to Kansas City.

The Milwaukee steam fitters have been at Marion making the necessary repairs—Fred Kaiser, Koenig and Ed Klemm and their helpers, Harvey Ducey and John Maske. The boys did a good job and you can bet the "Kaiser" made things hum while he was on the job.

Sparks from S. M. (East) Division.

"One T. P."

Am very grateful to Brakeman F. E. Rickard for breaking the ice and sending in an interesting account, also a photo of "John Bunny" the second, which will appear in an early issue of this magazine. All those who desire a copy should notify your newsdealer or send in your subscription promptly.

My "Cub" reporters out along the line are laying down on the job and only way I can account for it is the fact that it rains too much and inflicts them with "coldfeetis." Come on, A. W. T., and all the rest of you erstwhile newsgatherers who used to send in the elusive news items.

By the way, A. W. T. on his way to Albert Lee Stopped in to chat with "One T. P."

You know, an editor who dares to print the truth, the whole truth and nothing but the truth sometimes meets with violent usage at the hands of his irate victims.

I didn't know but what A. W. T. had called to take a fall out of me for my few slams at him for being derelict in his duties as reporter but no gore was shed as he came in peace.

He was as peaceful as Billy Bryan, who recently CGed himself. We had a nice long visit and hope he will call again.

Just at present the editorial hours at this sanctum sanctorum are from 12 midnight until 8 a. m., while we wait for the aforementioned rain to let up so a few belated farmers can thresh their grain and get it on the market. We while away the "wee sma' hours" of the night making up "rotten" verse or things that's worse, and hope the sun will shine some day.

Do you believe in horseshoe finding and other symbols of the "Goddess Luck?" We used to scoff at such and think that naught counted but good hard work, but we have scoffed our last scoff.

For some time past your humble servant has contemplated taking up a new domicile nearer his place of business and the white lights.

At last the fatal day arrived when one takes up the "white man's burden" of "Lares and Penates" and a thousand other things and transports them in a state of happy confusion to their new resting place.

For a week prior to this "happy?" event yours truly, who rides one of the two-wheeled "Jits" that you run with your pedal extremities, ran over and picked up divers horseshoes and half horseshoes until he thought he was to be showered with a regular "rain" of luck.

He was, as the last piece of wandering chattels was transported to its resting place, the rain descended and fell in torrents on the just and unjust, but what cared we, for everything was into clear.

Too bad, Josephine, but I am married as aforesaid must prove to you, but even though you are about ten years late, I'll tell you something.

I had my fortune told to see if perchance there might be any use of one fair Josephine doing the "watchful waiting act" and I was informed that some time in my eventful career, I was to be married twice, so just keep up your courage and despair not.

Operator Charlie Higgins, who keeps posted on everything around North La Crosse on third trick, and his side kick, Pat Keaveny, clerk at same office, have started on their wanderings once more for three weeks. Understand they will stop at Salt Lake City, but don't think they will become Mormons, for then what would "Bertha" do? No doubt they will take in the two fairs and bathe in the salt waters at Frisco and otherwise disport themselves. We wish them a fine pleasant time and envy them the trip.

Oswald Black, night ticket agent at La Crosse, after a nine weeks' siege of typhoid in the Lutheran Hospital, has gone out on the "farm" in North Dakota to rest and recuperate.

Extra Dispatcher E. H. Laugen has been appointed regular third trick man at Madison new office, created on account of increased business. Operator Peter Berg, the "Slim Jim" from Wells, landed in the side table chair.

By the way, Trainmaster Johnston of the River Division, on one of his recent trips to La Crosse, landed in the same chair a little too strenuously. Result, one new chair wanted, other one pulverized.

Come often, L. T. J., as we have stronger chairs now well reinforced and guaranteed.

K. D. Smith, the man that usually throws lightning with his "bug" at West "Y" when not too busy telling big fish stories about catching big monstrous pickerel and pike right out of the window, had a few days' vacation recently. On his return he is filling Higgins' brogans at North La Crosse, being relieved by Relief Operator Frederick.

"Spike" Parker escaped from the Canadian officials without being taken as a subject of "Der Kaiser Wilhelm" and is back on second at Ramsey. Hubbell from Ramsey to Wells in Petrograd's place.

You know Petrograd was the antebellum name Saint? Peter's berg. Operator Swella from the I. & M. worked few nights at Ramsey while "Spike" trekked his weary way back from the Dominion.

Operator Nolte of Spring Valley off after ducks or at least we will hope that is it, for we know he is a good shot for we sampled some of his victims once upon a time. New man named Christie from I. & M. filling in.

Operator Bloom drew Ramsey third on bulletin, but at the time we go to press has failed to materialize. Presume he is still lost out west of Woonsocket somewhere.

Wonder if the Dan Patch Railroad will change the number of their motor car "13" now? The other day it was derailed in Mankato yard and they had to beg, borrow or steal the necessary ammunition from our company to reraill it.

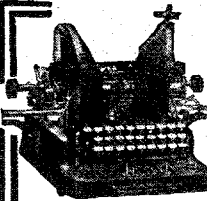
I know that you all read the magazine and want to have lots of news in it. Now just this little plea from your numble servant, "One T. P." Send in anything of interest you hear about news or near news and I will promise to rehash it so that it won't know itself and if it proves to be false I will take the blame.

Suppose I must make an excuse for not attending the "Safety First" meeting at Cameron House in La Crosse recently and it will "be brief." (No doubt some of you have seen these words be brief before.) My only excuse is "Safety First."

The means whereby I make the kale to pay my way is earned "shooting trouble" from midnight until 8 bells ante meridian, consequently I endeavor to sleep or rest during the interval off duty whenever I can do so amid the various noises which assail one afflicted with a night job.

On the day of the meeting, which I fully intended to take in, I am positive that all the carpenters in town were working on a house on one side of me and what were left were rebuilding the one on the other side. At any rate, it was an off day for sleep and as a matter of "Safety First" I went in the "hay"

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from 6 until 11 pm after the "wood butchers" had ceased from troubling.

Sorry I wasn't there, as my friend Sampson was right there with bells on, so I hear.

Remember the address and that the latch string is always out; call or send your news items by A. D. T.

"Bobby Canfield," until recently operator and major domo around Winnebago, failed to stage a "come back" and we understand has resigned. Too bad, Bob, hate to see one of your tender years thrown out into the hard, cruel world, but here is good luck to you in anything you undertake. "Bobbie" was the baby of the division and used to take train orders when he was so small that the conductors had to carry a spyglass to find him. He used a stepladder to climb up onto the telegraph table, but he was there and over when it came to slinging the lightning.

L. L. Stewart, the veteran agent who held down the fort at Huntley, Minn., for many years, has gone for an extended visit with his son, Fred Stewart, formerly agent at Flandreau, S. D., but for a number of years located at Auburn, Wash., in the same capacity.

Operator Langan from Houston drew Winnebago when "Bob" made his escape.

Hubbell at Wells drew Lakefield in the recent lottery, vice Roy Peterson, who fled on Minnesota Lake Agency after J. M. Mayer resigned.

Operator Ihsen on second at Albert Lea is visiting relatives in Illinois, with Operator Rondeau from Winnebago doing the "Red Cross" act.

Once upon a time we had an engineer who was bothered on account of his engine cab being too small for his large overflowing accumulation of avoirdupois. In fact he had an engine enlarged especially for his own use. We note that since we have the larger sized compounds on the middle division he has annexed one of them and no more do his lamentations fill the air when he must perchance change to another mill than his very own. This causes great rejoicing, saves lots of wear and tear on the train wire and peace reigns supreme.

Clem Ellingsen, passenger engineer between Jackson and Madison, was buried at Wells, Minn., Oct. 3. As it was Sunday the company ran a special train for employees and families. Austin to Wells. "Clem" was a good engineer and could always be depended upon to get over the road without any delays. Our sincere sympathies are extended to the family of the deceased.

And that is all from "One T. P."

Coast Division.

J. H. McAllister, agent at Bismarck, is working in "T. C." relay office, Tacoma, relieving.

We are glad to hear that A. M. Clark, clerk in Tacoma freight office, is convalescing after a serious operation at the Tacoma General Hospital.

B. B. Bartels, clerk in Agent Alleman's office, is the proud father of a ten-pound boy. Congratulations, Bernie.

Wire Chief M. J. O'Connor, wife and daughter Helen, made an extended trip to California Fairs, Denver and Salt Lake City. While sightseeing at Universal City, Mr. O'Connor had a very tempting offer to join the Keystone Comedy Co., acting as substitute to "Fatty Arbuckle." However, Mike, we are glad you decided to return to Tacoma.

Although the company is still trying to cut expenses on the Tacoma Eastern R. R., Chas. Farmer has increased the linemen's force—ten-pound boy.

Miss Rose Zurflogh, our "Hello" girl, is on her vacation and is being relieved by Miss Henley.

Engineers Bagley, Wright and Murray and Switchmen Garland and Leaman went to Herrick, Idaho, on a fishing trip. They say they caught 500 fish, but we did not see any of them. However, we are wondering why it

took Roy one day longer than the rest of them to get home. He probably had better luck after the rest of the boys left.

Joe Gengler, stenographer in Mr. Rusch's office, has returned from a two weeks' trip spent at the California Fairs. Evidently Joe made a "hit," as our postman is loaded with mail for him on every trip.

Superintendent Willard of Missoula spent a few days at Tacoma recently.

A. E. Leib, material clerk, superintendent's office, and wife, are visiting in Three Forks, Mont.

Switchman H. E. Steele has gone to Chicago for a short visit with relatives.

C. & C. B. Illinois Division. *J. E. Easterday.*

Miss Grace Thornbrue, clerk in Trainmaster Richards' office at Savanna, spent the first of the month with her mother at Perry.

Conductor W. H. Roe, who has been off for several months on account of sickness, is reported much better. He will leave in a few days for Tacoma, Wash., where he will take treatment. We all hope he will be with us soon again.

We understand that Conductor R. M. Dugan and Miss Ruth Thiers, clerk in Elgin freight house, were married last week. Congratulations.

D. M. Stumphy assigned second trick at Ashdale.

Conductor Walter Christiansen received quite a painful accident at Spaulding while doing the necessary on No. 93 a few days ago. Understand there was nothing serious and he will be back on the job soon.

Miss Coral Grosinger, timekeeper in Chief Dispatcher Thurber's office, is back on the job again after having spent some time sightseeing in and around Denver. Her sister filled the place during her absence.

Edward Alban, brakeman, is again able to be about after an extended illness.

Miss Lola Sites, car record clerk, Savanna yard office, has recently returned from an extended visit in the east.

H. E. Lewen has been assigned to night operator's position at Albany.

The gravel loading in Spaulding pit is now a thing of the past, as the pit has been closed for the winter. Two of the engines are still being held to load the gravel and filling in Hammond pit.

Miss Margaret McGrail, chief clerk Savanna roundhouse, and Mrs. Frank Axelson left Oct. 10 for several weeks' visit in North Dakota.

Brakeman T. Morehead, who met with a very painful accident some time ago, is still confined in the hospital at Chicago.

Superintendent G. R. Morrison, Train Master Richards and Chief Dispatcher Thurber made a business trip over the division last week.

We understand our friend, W. H. Kofmehl, has resigned as roadmaster and has accepted a position as traveling salesman for a railway supply house, and A. Frederick has been appointed to fill the vacancy. We are all sorry to see "Bill" leave us, but hope he will like the new line of work which he has taken up.

Mr. Frederick is a man of many years' experience in railroad building, he having been section foreman at Itasca for a good many years and has handled extra gangs all along the division, making him a fit employee for the position he now fills.

Of the many employees on this division only one came across with items this month, and we are indebted to her for the most of these. She has our thanks. Give us a boost, boys.

Conductor H. W. Wheat spent a week recently with home folks at Kendallville, Ind.

Floyd Larson, steam shovel employee at Spaulding, has returned to his home in Iron Mountain, Mich., having finished his work here for the season.

Foremen Kempter and Williams have just finished installing crossing gates at Bartlett. Makes our town look rather up to date.

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John Labin, brakeman, was called to Pennsylvania the first part of the month to attend the funeral of his brother, who was taken ill and died forty-eight hours after his marriage.

Mr. and Mrs. J. Lawrence, roundhouse foreman, Savanna, announce the engagement of their daughter, Hazel, to J. Price of Des Moines, Ia. The wedding is to take place the latter part of October.

Conductor K. Brown, who has been off some time on account of sickness, is back on the job again.

We understand that two of our passenger brakemen have decided that it is no longer pleasant to live alone. Ask W. E. Grady and G. Jennings to explain. There is also a rumor that some of the freight men are thinking it would be better to change from freight to passenger service.

Baggage man J. G. Jones of Savanna is reported to be improving from a siege of sickness, which we are all glad to hear.

Paul Mullen of Savanna roundhouse is again on the job, after spending his vacation with his mother in Perry, Ia., J. P. Slater acting in his place during his absence.

Archer Richards, son of Trainmaster Richards, spent Sunday with his parents. Archer is attending school at Madison.

Brakeman F. Huffsmith has left for an extended visit with his parents at Norfolk, Neb.

C. & C. B., Iowa Middle & West
Ruby Eckman.

When the operators at Council Bluffs roundhouse were asked for some news for the magazine, they advised that the only thing of importance which had happened there recently was that the yard office had been treated to a new roof.

Engine Dispatcher Wm. Willis, visited with relatives in Kansas during September. His place was taken by John Barker of the roundhouse force.

Machinist helper Harry Hull and Miss Lillian Brown of Perry, daughter of Engineer J. J. Brown, were married in Fort Dodge October 15th. They will make their home in Perry.

F. W. Bean, third trick operator at Ferguson, finds that one of the first of his duties when coming to work, is to clear the waiting room of that specie of hobo, commonly termed "flopers," who like to get into a waiting room by a nice warm fire. On Monday night, October 4th, Bean proceeded with his duty when he came to work at 10:15 p. m. He addressed, the supposed "Willie" in the usual manner, which sounded something like this: "Well partner, we close up here about this time and you will have to beat it." The reply from the slumberer was: "All right, I am portable," and at that he pulled his cap from over his eyes and started to get up. Mr. Bean was very much surprised to find that instead of the ordinary hobo, he had been talking to E. McGuire, the district carpenter who was trying to get a little sleep before train No. 6 came along. It is needless to say that Operator Bean modified the rules of the house and did all he could to help make the district carpenter comfortable during his stay.

Machinist Fred Gage's wife has been to Glasgow, Montana, to look after some land interests.

Engineer George Wickersham has returned to Florida, where he and Mrs. Wickersham have been spending their winters.

Brakeman D. Maxey and wife welcomed a baby girl into their home the latter part of September.

Roundhouse Foreman Mullen of Savannah, spent his vacation in Perry, visiting with relatives.

Mrs. F. L. Askew, wife of the night ticket clerk at Perry, spent a few weeks visiting with relatives in Stockton, Ill.

The Langley brothers, who are machinists at Perry were called to Baltimore the fore part of October account the death of a relative.

Fireman Owen Fox and wife spent the month of October in California, visiting relatives and taking in the exposition.

A number of the Perry roundhouse force, thought to enjoy the evening of October 16th at a dancing party which was held in the country about 12 miles from Perry. They chartered an auto and when about eight miles from town an axle to the car broke. It was early morning before another car came to their rescue and brought them home. Some of the boys say it rained a little.

Mrs. H. Delate, wife of machinist at Perry roundhouse, has gone to Utah for a visit with relatives.

Engineer Elmer Brokaw and wife are visiting with relatives in Minnesota.

Boilermaker Helper Gerald Norwood had the misfortune to have a piece of steel fly into one of his eyes, cutting the eye ball very badly.

Mrs. C. Tomer, wife of roundhouseman was called to Indiana by the serious illness of her daughter.

Machinist Delate and clerk Emil Hunwardson took in one of the big ball games at Omaha the latter part of October.

Fireman George Becker now holds the championship as a wrestler on the Council Bluffs, Iowa, Division. He participated in a match against Henry Ingle of Savannah the fore part of October and won the first two falls easily. George was accompanied by a large delegation of his Perry friends.

Engineer M. O'Laughlin and wife returned home the fore part of October from a visit with relatives in Washington.

T. N. Hulburt of the Perry roundhouse force was off duty a few days account getting a piece of metal in his eye.

October 2nd at the home of Rev. Northrup, the Methodist minister at Marion, occurred the marriage of Brakeman E. B. Brooks and Miss Gertrude Moore. They will make their home in Perry.

H. & D. Division Notes.

Safety First and Proper Handling of Freight meeting held at Aberdeen on the evening of September 22nd. Martin J. Larson, from the general manager's office and A. W. Smallen, general chairman of the Safety committee, were present and addressed the meeting.

On September 29th, I. O. Dorset of Watson, Minn., when walking along the track one-half mile west of Double Track Switch, discovered a broken rail and flagged train No. 4, possibly avoiding an accident if the train had passed over it.

On October 8th, Samuel Luckey, a farmer, living near Alpena, noticed a piece of rail about seven inches long broken out of a rail in a highway crossing as he was driving over the crossing. He immediately notified the agent at Alpena by telephone and repairs were made before any accident occurred.

On October 7th, Dave Burke, section foreman at Alpena, discovered brake rigging dragging on DRI car 32 and succeeded in stopping the train before any accident occurred. The car was in stock extra east, E. Brown, conductor.

On September 20th, L. Keller, car inspector at Milbank, discovered a piece of rim broken off on center wheel in truck on coach 676 in train 18 on arrival at Milbank. This might have caused a serious derailment to this important train. He is also entitled to special commendation for discovering a pair of loose wheels under STP car 59602 in train 96 September 20th.

Conductor C. A. Johnson in charge of train extra east, September 29th at Roscoe, in getting in on side track STP 10971, a double deck load of sheep was derailed, caused by a loose wheel. Conductor Johnson noticed the derailment immediately and went in between the cars and broke the air hose, stopping the train before a serious derailment occurred.

Savings and Health

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

Or will you be forced to stay at home?

A year soon passes. Decide NOW that next year your dollars will help you *earn more* by making you better physically and mentally.

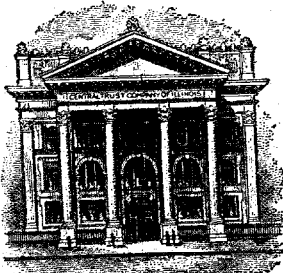
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We solicit your Northwest business
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Pebbles from the Musselshell. W. F. Maughan.

Come to the Musselshell Valley if you want to see potatoes. It does not take many of them to make a bushel.

Section Foreman P. Flinx of Ryegate has been visiting in his old home in Minnesota.

Roundhouse Foreman C. H. Arnold and wife of Great Falls visited a few days in Melstone on their way to St. Paul and other eastern cities. Mr. Arnold was formerly roundhouse foreman at Melstone and the boys were all glad to again shake hands with "Charlie."

A. C. Beinert, timekeeper at Tacoma, has been over the P. S. Lines instructing the locomotive and car departments in making out time slips.

Conductor D. C. Keeler and wife of the Musselshell Division returned Aug. 15 from the Panama-Pacific Exposition at San Francisco.

F. D. Campbell, general car foreman of the P. S. Lines, stopped at Melstone recently and gave things a general inspection. It is said Fred can look right through from one side of a car and see defects on the opposite side. Don't doubt it. Come again, F. D.

Conductor George Boces of the Musselshell spent a few days at the old home in Perry, Ia. Guess they used him well. He came back looking fine.

B. F. Knight and family of the Melstone car department visited friends in Miles City recently.

Conductor J. R. Quass of the Black Hills Division called on the correspondent on his way home from a coast trip. We found his card and were sorry not to have seen him.

On Sept. 16 a solid train of lumber went over the division billed from coast to coast. It had a banner on the head car reading "Our service counts." A good motto.

Conductor W. H. Earling has gone to the T. M. Division to wear the brass buttons a few weeks. Bill, look out for the Sioux.

Caller Macdonald laid off a few weeks. F. A. Rossman took care of the work while Mac broke in those boots.

Conductor William James and family have been visiting the old home on the I. & M. Division. Would like to go back there myself.

Conductor H. Galven and family have been visiting in St. Paul, Minneapolis and other eastern cities.

It is reported that Car Inspector John Waugh of Roundup was married recently. If it's so, the car boys wish them the utmost happiness. SMOKE? No.

G. E. Hickman, chief timekeeper at Miles, has an assistant. He is a nice eight-pound boy. Thanks, we don't smoke.

Conductor E. J. Strebel has taken the Melstone yard, days. Ed gets three square meals a day now.

One solid train of 57 cars of stock went over the Musselshell Oct. 14. The good service is drawing the business our way.

Operator R. T. Wilson has returned from his Wisconsin farm and taken first trick at Melstone.

Car Foreman P. Simm of Miles and his assistant, J. Powell, came to Melstone Oct. 17 on company business.

Engineer L. Middleton was called east the last of September by the sickness and death of his father. We sympathize with him in his bereavement.

Engineer Geo. Brown of Miles returned from the coast Oct. 1.

Conductor S. Murphy is now on the local west of Melstone.

We noticed a new name on the conductors' register recently and were glad to see it was Ben Hill, an old I. & D. boy.

B. & B. Foreman C. B. Levens has had his gang at Melstone several days. He connected the railroad and city water mains.

R. A. Good of the building department visited Melstone recently. Thank you very much.

Mrs. C. H. Wade and mother were in Miles Oct. 17, visiting Mr. Wade, who is in the hospital. He is car repairer at Melstone.

The family of your correspondent received a pleasant visit from their son and daughter, Mr. and Mrs. W. M. Slade of Mitchell, S. D. They drove across country, 900 miles, in their auto.

Des Moines Division Notes.

Libbie A. Garber.

Brakeman R. M. Riddle left the middle of last month for an extended visit at Sterling, Colo.

Conductors A. O'Loughlin and wife, and J. S. Flynn and wife of Des Moines recently returned from Sedalia, Mo., where they attended the horse races.

Engineer Geo. Finnicum and Fireman J. Gressinger are attending the joint committee of engineers and firemen at Chicago, Ill.

Conductor Harry Ogilvie and wife left Oct. 22 for Mansfield, Mo., where they will visit the latter's parents for about thirty days.

Brakeman Neal Horine and wife left the fore part of this month to visit relatives at St. Louis, Mo., and several other points.

The wife of Conductor M. A. Deer visited with friends and relatives at Quenemo, Kan., recently.

The wife of Brakeman Chambers just returned from a visit with relatives at Moulton, Iowa.

The mother and sister of Fireman Henry Corcoran of Des Moines were called to Kansas City, Mo., Oct. 16 on account of the serious illness of a relative.

Fireman C. A. Phares and wife returned recently from Miles City, Mont.

Ira G. Pipes, hostler's helper at Rockwell City, Ia., left the middle of last month for a visit at Butte, Mont.

Mrs. F. B. Dunn, wife of the hostler at Storm Lake, Ia., was a visitor at Marathon, Ia., recently.

Mrs. Freeman, wife of Brakeman K. W. Freeman of Des Moines, is visiting her parents at Jefferson, Ia.

Brakeman E. M. Case visited relatives and friends at Cedar Rapids, Ia., last month.

Brakeman R. C. Smith of Des Moines left the first of October for Cainville, Mo.

Engineer W. D. Chase of Des Moines made a short visit at La Crosse, Wis., last month.

Donald McLucas, son of Engineer Edw. McLucas, visited relatives at Conception, Mo., last month.

Fence Gang Foreman Jesse Huntley attended the funeral of his mother Sunday, Sept. 20, at Coon Rapids, Ia. We extend our sympathy to him in his bereavement.

Engineer Thos. Griffith and wife attended the Ak-Sar-Ben at Omaha the latter part of September.

Mrs. C. V. Ridpath, mother of Engineer T. J. Ridpath, spent last month visiting at Goodland, Kan.

The wife of Virgil Johnson of Des Moines visited relatives the fore part of last month at Lexington, Neb.

Mrs. Mary Bachman, mother of Brakeman C. E. Bachman of Des Moines, is visiting at Keokuk, Ia.

Conductor J. L. Tidball and wife left Oct. 16 for Duluth, Minn., where they will visit their son Scott for about a week.

The wife of Operator W. W. Key of Rockwell City was called to Omaha on account of the illness of her mother the latter part of September.

The wife of Agent M. L. Fitzpatrick of Lohrville, Ia., has just returned home from Rock Island, Ill., where she was called on account of the illness of her sister, Mrs. Art Nelson.

The wife of Conductor W. E. Cramer and the wife of Engineer Harry Garland of Perry, Ia., left the 15th of last month for Detroit, Minn. They expect to be gone about a month.

Max J. Miller is acting as relief agent at Luther, Ia.

Mrs. J. W. Williamson and daughter Ruth of Shelby, Mont. are visitors at the home of her parents Mr. and Mrs. R. P. Edson of Des Moines.

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

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

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

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

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Idaho-Columbia Divisions.

Recently one of the Idaho-Columbia Division boys accepted a position in the office at Fullerton avenue. We will mention no names, but below is a copy of a postal received from the progressive signed, "Jack."

"Hello everybody. How's the gang getting along. Everything here is fine and things sure move swiftly. Have seen nearly all the tall buildings, and have learned to keep out of the way of the cars and autos, although it makes me move pretty fast. Like the town and position fine."

Miss Eve Tracy has resigned her position as stenographer in Agent McCann's office and gone to Great Falls.

In the St. Maries' budget of news for the month we find the following hand bill:

JUDY FORGOT

That Saucy Broadway Comedian
In the Screaming Farce Comedy
"The Girl With the Funny Wink"

at the

IDEAL THEATRE

Tonight

5c

We are glad to have such talent in the railway service, and we feel that if ever the ladies connected with the great C. M. & S. P. Ry. realize that the accomplishments of this young man extend from talking "Spaghetti" to cooking, play acting and knitting, there will be a general rush Swiftwise.

It is hard to break old habits. Passenger Brakeman Walter Harvey McQuade, who graduated into railroading from manipulating the bell cord over his father's ox team, has been noticed strolling on Riverside avenue in Spokane with a prod stick on his arm.

VBR—There may be a chance for you, but my application was declined.

Lee Carlock, baggageman at St. Maries, has left with his family for a short stay at various points in Kansas and Nebraska.

Charles Lewis, Jr., son of Conductor Lewis of St. Maries, has returned to Santa Monica, California, to resume his school work.

Miss Morrow, sister of Third Trick Operator Fred Morrow, spent a few days in St. Maries the early part of October visiting her brother.

Mrs. Pat Gallagher, daughter Cecil and son Conductor Harry, returned the early part of October from a month's visit at their old home in Minnesota.

Chester Phelps (the Harrison Fischer of St. Maries) stenographer in Chief Carpenter Lanning's office, is rapidly coming to the front as a cartoonist.

Conductor C. H. Lewis, of St. Maries, expects to move into his beautiful new home in Carroll Heights early in November.

We enjoyed a call from VBR of "I&WN Notes" on his return from Boise, Idaho, to Spirit Lake, a few days ago, and, considering everything, he seemed to be bearing up well under the new responsibilities. Come again, Ross, we enjoyed your visit.

Conductor Harry Adams called in to inform us that it was not a Ford. He says it is an automobile, and uses regular gasoline.

The little son of Trainmaster A. E. Campbell of Malden, has been quite ill in the Sacred Heart Hospital in Spokane. He has improved sufficiently to be taken home.

Shame on you, TPH. You shouldn't hold them in "suspense" like that.

Welcome to the ranks JEE of "C&CB Illinois." It seems to me that with forty stations and 200 up-to-date, energetic employees you should never want for news. It has been my experience that it does not take two-hundred up-to-date railroad men to make a lot of news, but of course, the Editor won't print a lot of it, but this would sure be some Magazine, if she just would.

Most all correspondents are able to write of a wedding, or a proposed wedding. Not to be left out in the cold we have written Dallas Reed, of Chief Carpenter Lanning's office, and asked if he can yet give us the date. He has not replied.

We have also asked Malden the same question, but understood that Dispatcher Peterson

was not working that day, so we have no news yet.

Judy Swift was in town Sunday—same Judy—same smile.

Clio Clothier was visiting in Spokane recently.

Herb Foster of Missoula, has not been on this division for a month.

City Passenger Agent Zerolin, was a caller in the superintendent's office a few days ago. He had one cigar and was smoking that.

Chief Clerk Wilts of Chief Carpenter McFadden's office, Cedar Falls, must be going to start a ricery. We noted him collecting huge quantities of rice in the Spokane Union Station a few evenings ago. Congratulations old man. We still remember how we felt when we went through it.

Earnest J. Rossbach, of St. Louis, spent two weeks visiting with relatives in Spokane. He is a son of Dispatcher Rossbach.

Cashier Bednar of St. Maries was on a fishing trip last week. Results: Seventeen perch and one fish.

From St. Maries we learn that our "Judy" attended the annual teachers' institute, held at St. Maries during the month. We are forced to commend the interest shown in the education of "Young America," but, was it that?

QUESTION: Did Car Foreman Litwin secure an AFE for the mustache he is endeavoring to cultivate. From the viewpoint of this Magazine this is an addition and betterment.

St. Maries still boasts of having a Chief clerk, roadmaster and conductor on the bachelor list. Can't something be done?

Conductor and Mrs. Noble entertained at a card party last week. A number of the railroad boys were in attendance and all report an enjoyable evening.

Water Service Foreman A. H. Devine and wife have returned to St. Maries from a few weeks spent in Pittsburg. Mr. Devine was called home on account of illness in his family.

"Sted" is contemplating a fishing trip to Herrick sometime during the month. Look out for another fish story.

"Sted", Mrs. "Sted" and son "Sted" spent Sunday at Herrick with "Sted's" son's grandfather "Sted."

Council Bluffs, Iowa, Notes.

Helga Hackstock.

Mrs. Theo. P. Schmidt and daughter, Theon Ardith, have returned from their vacation in Illinois. "Daddy" met them part way.

Mr. and Mrs. Wm. Graff will leave soon for their vacation. They expect to take in Dubuque, Chicago and Denver.

I had the correspondence of the "Magazine News Gatherers." Looks like there would be something doing early in 1916.

The most talked of thing in Council Bluffs at present is the "Billy" Sunday Revival Meetings. On the evening of October 11th, Mr. Sunday gave his famous "Booze" sermon at the Council Bluffs Auditorium, and there were 135 reservations for Milwaukee male employees only. They all think "Billy" was O. K., and say that it would have done one good to hear them all sing "Brighten the Corner Where You Are." Each railway delegation was asked to rise and I am pleased to say that the Milwaukee boys made the best show of all. Well "Booze" has got a lot of boys into trouble and here is hoping that "Billy" will do a lot of good.

Mrs. Joe Antonious has had quite a sick spell, but is much better.

Car Carpenter Laurids Hansen and wife are enjoying a visit from their daughter, Mrs. Robert Knouse and son, Gordon Ray, of Wolbach, Nebr.

Engineer Albert Warren made a business trip to Dubuque the latter part of September.

We have just wondered and wondered who the pretty girls were who went across the river that night with Jeppe Bundegaard and Walter Thompson.

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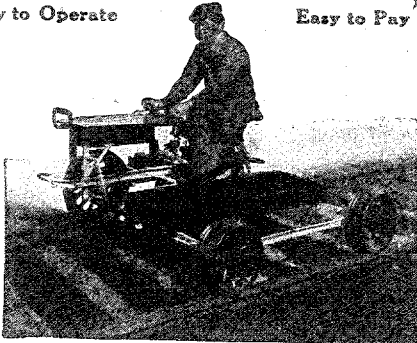
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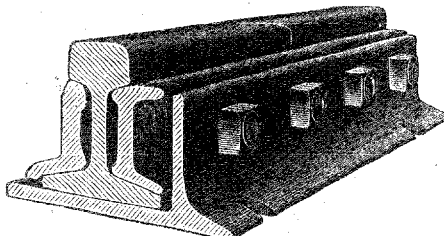


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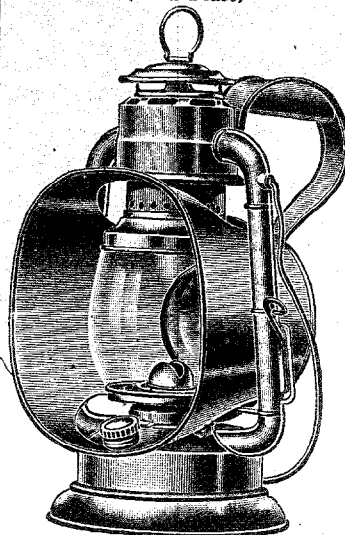
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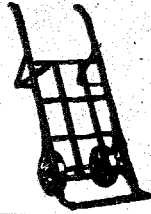
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