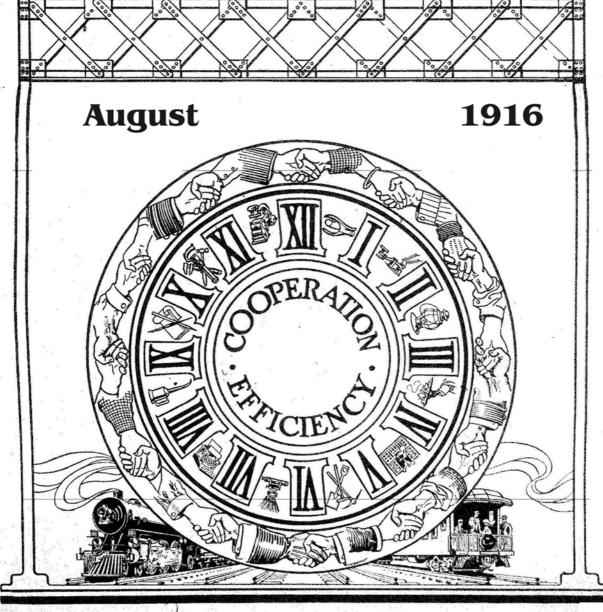
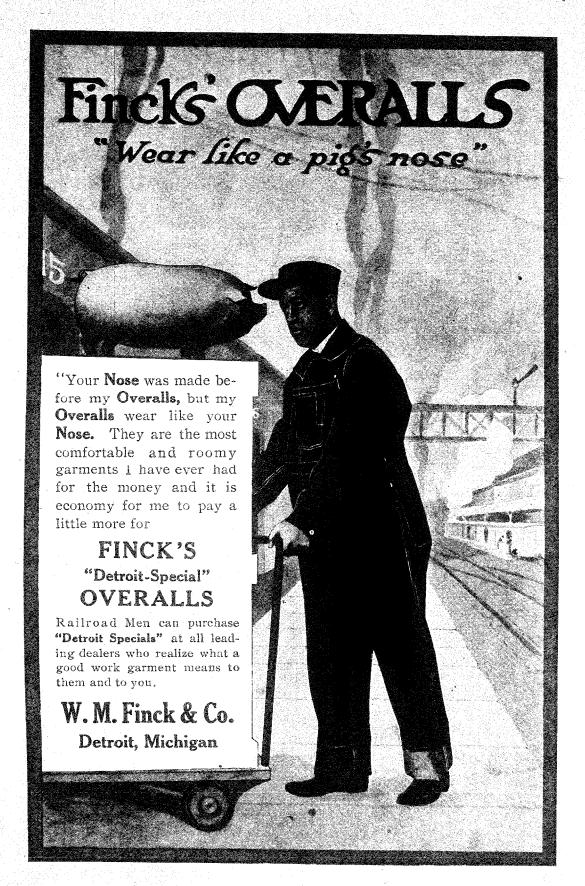
# THE MILWAUKEE RAILWAY SYSTEM





VOLUME 4

No. 5



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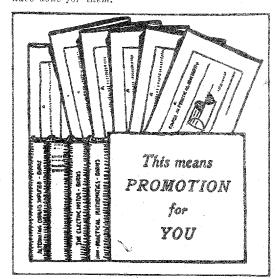
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# The Milwaukee Railway System Employes' Magazine

Railway Exchange Bldg., Chicago

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

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**VOLUME IV** 

AUGUST, 1916

NUMBER 5

## Flag Raising at West Milwaukee Shops

Men from every nation are we, But Americans all in homage to thee,— Old Glory.

That the men of West Milwaukee are True Americans, was thoroughly demonstrated at an enthusiastic flag-raising there, on July 15th. Over two thousand men from the various shop departments stood with bared heads and uplifted hands while they repeated after, C. G. Juneau, department Commander United Spanish War Veterans, an oath of allegiance: "I swear allegiance to my flag and the Republic for which it stands. One nation undivided with liberty and justice for all." Then Miss Loretta Kuhn of General Storekeeper G. G. Allen's office stepped forward and raised the flag, and as Old Glory was flung to the summer breeze two thousand voices joined in three splendid cheers for the flag of our country. Chas. G. Juneau of the Car Department/who had charge of the program then introduced Superintendent of Motive Power, A. E. Manchester, whose address full of patriotism and high ideals is given in full:

Fellow-Workmen:-

"This is an event that I am proud to participate in, and I wish to congratulate you, all of you, for its conception and execution in this splendid form.

"Patriotism, Love of Country, and Admiration for the Flag are principles and usual characteristics of the best citizens, father, husband, neighbor; and all do themselves credit and honor by joining together and in concentrating their best influence and efforts towards inspiring in every mind and heart that great principle—Love of Country.

"It is fortunate that it is, for it is true, that the citizen, the one who loves his country and the flag which stands for same, is the good employer or employe, and is the best associate in whatever line; and the enterprise that surrounds itself with Flag-loving citizens will best prosper. Enterprise, ambition, frugality and economy lead to great results and are all qualities to be honored in the citizen. The Flag stands for all of these.

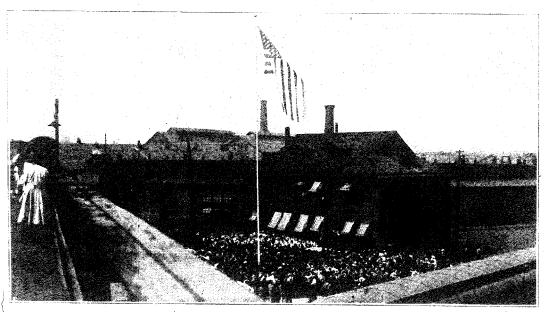
"It does not stand for selfishness and greed; and the effort of all good citizens should be that it continue in the future as it has in the past, to be the emblem of Liberty, that Liberty that makes it possible for all, with the proper effort. to prosper; but impossible for those who aim to succeed at the expense and injury of others.

"We are to-day hearing much of preparedness; great events are now taking

place; history is being written faster than ever before; and the implements of offensive and defensive warfare have been developed and armies equipped with instruments that made them almost irresistible, except when opposed with equally effective machines. It takes time to develop and bring such equipment into existence; hence the cause for the preparedness agitation of today.

"While the question of preparedness at this time is more important than ever before, what in my judgment is the great element of strength to any country is the that the sight of its stars and stripes will continue to inspire in our breasts and those of others following us a stronger Patriotism and Love of Country.

"One of the happiest sights it has been my pleasure to witness was the United States Army officers and men on their parade grounds or elsewhere, in the honor and respect which they show the Flag at every opportunity. Whatever they might be doing in the line of pleasure or socially, when the band would play 'The Star Spangled Banner,' they stop, put themselves in an attitude of rev-Patriotism and Loyalty of its people. The . erence and respect; if they had on their



Raising Old Glory.

Hag being the emblem of the country, our love and respect for it is one of the strong signs of our Loyalty and Patriotism. Those of us who were born and reared under the Flag ought to love it. in this country however there are many, while not born under the Flag, have adopted it as their Flag; and I believe, love and respect it as well or better than a native born. Those of us born here had no personal choice in the matter; but those who have adopted it did so of their own free will and accord; and in the past that class have, by their actions when the country was in need, shown that what I have said here is well founded, and that they can always be depended upon.

The raising of this flag is an event that I trust and hope we will all remembor with pleasure; and with the hope

hats, they were removed with their right hands and hats placed over their left breast, their heads bowed; they stood in this position while the band played that soul-inspiring air-'The Star Spangled Banner.

"In their good-night to the Flag, after their evening drill, they were drawn up in two lines facing each other and the Flag was carried down between the lines; and as it passed each officer or soldier took off his hat, put himself in the attitude as already referred to, and bowed while it was passing; and I am going to ask you all to join with me here and now in making our obeisance to the Flag, following that Regular Army practice.

Mr. Manchester was followed by Master Car Builder J. J. Hennessey, whose

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talk was entirely extempore, and the Magazine is, therefore, unable to give it all. Mr. Hennessey reviewed the long and splendid forward march of our Flag and the several wars, in which it has always marched on to victory; and predicted for it, and those who live and work under it, undimmed glory and a place of highest honor among nations.

Storekeeper Allen said in part:

"It is peculiarly fitting that the raising of this flag take place on this day—a day that has been set aside to give the people of our city an opportunity to show their patriotism. I do not mean by this that patriotism consists merely of marching, cheering and waving of flags and having bands and music; it does not mean a passive interest in the affairs of our country; it means a devotion that puts our country before anything else; it means a willingness to work, fight and, if necessary, die, that our country may be preserved.

"Preparedness is the order of the day. Let this flag then inspire us to a preparedness, not only as against war, but such preparedness as will insure us everlasting peace."

In the afternoon, following the flagraising ceremony, our road employes to the number of several thousand participated in the Milwaukee Preparedness Parade, a demonstration that proved conclusively, by its size and spirit, where that city stands on the doctrine that "it is better to be ready and not go than to go and not be ready."

The flag, a large and handsome one, was procured by popular subscription among the shop employes, and much credit is due Mr. Oscar A. Epp for his management of the whole affair.

#### The Juice on the Sky-High Road

(On the electrification of the Chicago, Milwaukee & St. Paul Railway Company's Line through the Rocky Mountains.)

Out whar the mountains grow sky-high an' the'r caps air made of snow,

Whar it seems that heaven's a short way off an the plains air miles below,

Thar's a man-made path on the canyon rim, with its endless bands of steel,

Whar the man-made cyars go to an' fro as they curve an' rock an' reel.

Now, that was a time when the cyars went slow, as the injines puffed an' coughed,

An' the smoke they belched as the way growed steep made rings that sailed aloft; An' the wheels went 'round in a tired way—sometimes they purt' nigh quit—

But the injinemen they just stayed put an' they climed on bit by bit.

But thar's come a change in the railroad plan where the old Milwaukee runs

An' thar ain't no more of shovelin' coal while they're h'istin' up the tons:

Thar's the same steel track an' the same steel cyars an' the same man up in front, But they don't have use for steam no more—it's the juice that does the stunt.

For they upped the'r poles an' they strung the'r wires whar the eagle has her nest, An' they built an injine diff'rent like, such as few men ever guessed,

An' they brought the juice from a far-off dam an' they shot it through the wire—
So the thing was done an' they had a hoss that would pull an' never tire.

Now the injine leaps along the track quite regardless of its load,

An' thar ain't no silence broke at all as she skims along the road,

An' the tourist he just sits back, ca'm, an' he 'lows it ain't no joke

For to ride on this here sky-high road whar thar ain't no noise or smoke.

It's good as a tale by A. Rabian Knights. but I can't put on no frills,

An' it 'pears to me as I think it out that it holds a lot of thrills,

As I think of that thar climbin' train as it rushes, night an' day,

Just bein' driv' by the juice that's made more'n a hundred miles away.

Away off thar on the old Missou' is the dam whar the wheels go 'round

For to make the juice that I've hearn tell can pull more'n a million pound,

An' the snow that caps them mountain peaks it will melt an' run below

For to turn them wheels an' make the juice that will make them injines go.

O, it's good to live in th' electric age, for to see what man can do,

An' it wore does make my eyes hang out when I see them cyars go through,

For you don't git stalled an' you don't eat smoke while you climb that God-built spire.

An' you say "Hooray" for the men that put that juice in that thar wire!

Helena, Mont. —WILL AIKEN.

## Scenes and Happenings on Our Division

W. H. Shafer, Conductor La Crosse Division.

La Crosse is our western terminal. We are departing on a freight train from the big yards at North La Crosse. Our first important view is Grand Crossing, where four railroads, the C. M. & St. P. Ry., the C. B. & Q. Ry., the C. & N. W. Ry., and the G. B. & W. Ry. cross. The peculiarity of this is that each road crosses the other three. Draw four straight lines, kind reader, and make each line cross the other three, and you will have Grand Crossing. The frogs are all within a radius of twenty feet of each other. The tower is about eight feet from each track, with thirty-two levers, which are operated manually.

Upon leaving Grand Crossing, our line follows the La Crosse River Valley for a distance of thirty miles. Three miles east of Grand Crossing we hit the C. & N. W. Ry. again at Medary. From Medary to four miles east we run along on Salem Flats. The next three miles to West Salem is an up-hill pull, one of our heaviest grades.

West Salem is a thriving town, situated in a dairying and farming community.

Two miles east of West Salem, we ascend McKinley Hill, another heavy grade, and named after J. McKinley, owner of a large farm through which the road passes. It is said of McKinley, that when the road was built through his farm, he stood guard with an old flint-lock weapon, and threatened to shoot the first man who dared cut a tree on his premises. After standing vigil for two days and nights, he fell asleep. His rifle was taken away, and he had to submit, but when the big oak trees began to fall, under the construction men's axes, he cried like a child.

Our next station is Bangor, also a lively little town, and noted for good farming, stock industry and beer. We don't know the quality of this beer, yet there is a great deal of it manufactured

and shipped. We also notice at this place a sign on an awning—"A. Darling, Meat Market."

Next is Rockland, three miles east, the home town of many retired farmers, and then comes Sparta, a thriving city of five thousand inhabitants. Here is where the Viroqua Branch connects with the main line

From Sparta to Tunnel City, is a distance of thirteen miles. We cross the bad lands of Wisconsin, over our heaviest grade, and every freight train gets a helper all the way. Here we traverse a Government Military Reservation, the United States Government owning fifteen thousand acres, and it is an ideal spot. Twenty thousand soldiers from different parts of the United States assembled here during the summer of 1915 for training and manoeuvering. The station on these grounds is known as Camp McCoy.

Next comes the little station of Raymore. Between Raymore and Tunnel City we pass through the famous tunnel, the only one on the Milwaukee system east of the Rockies, and recorded "Tunnel Number One." It is fourteen hundred feet long and was built in 1875. Tunnel City, located contentedly between two high bluffs looms up when we emerge from the tunnel.

From Tunnel City to Tomah, a distance of three miles, there is a down grade all the way, and we surely "go some." Tomah is a very busy city. Here are located the Company's Bridge, Frog and Switch Shops. Goodyear's saw mill, one of the largest in the state is also located here. The logs for this mill are transported from Blue Bill, Mich., a distance of one hundred and sixty miles. Here the Wisconsin Valley Division has a branch line connecting with the La Crosse Division.

Oakdale is located in the center of a fine farming section. This place suffered

severe 1907, Three Pyran sary t have t rise p try, to three eighth dred i plain stone's them ing or others

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Next Adams siderable heaviest consin. were shi east of severely from a cyclone that swept it in 1907, traces of which may still be seen. Three miles east of Oakdale we pass the Pyramids of Wisconsin. It isn't necessary to go to Egypt to see pyramids, we have them at our door. These solid rocks rise perpendicular out of a marshy country, to heights of from one hundred to three hundred feet, and average about an eighth of a mile in length, and two hundred feet in width. Ten of them are in plain view of the train, some within a stone's throw of the track. Some of them are studded with pine trees growing out of the crevices in the rocks; others are bare without foliage.

One mile west of Camp Douglas we have the Sphinx, close to the track. From a distance it looks like the Egyptian Sphinx and a little sculpture work would soon convert it into an exact likeness. Michael Angelo could keep himself busy if he lived around here. We have seen the pillars in the "Garden of the Gods," but they haven't anything on what we have right at home. It is believed that these rocks were brought down from the Great Lakes country in the glacial period, since they resemble the ones found there.

Now comes Camp Douglas, named after Mason Douglas, a pioneer lumberman. The town is located between high-sheering rocks. Douglas played safe against cyclones, tornadoes and Indians when he pitched his camp here. The C., St. P., M. & O. Ry. crosses our line at this point. The State Military camping grounds are situated here. The large rocks form an ideal back-ground for gun practice and there is a great deal of it carried on during the manoeuvering season.

Six miles east of Camp Douglas we nose into New Lisbon, another thriving place. Here the main line of the Wisconsin Valley Division connects. An average of one hundred and fifty people transfer at this point daily.

Next is Mauston, the county seat of Adams County. It is a town of considerable importance and is one of the heaviest potato shipping stations in Wisconsin. Over five hundred car loads were shipped out last year. Three miles east of Mauston we approach Round

Bluff hill, another one of our heavy grades, and a two mile pull. This hill derives its name from a large round bluff, located about one eighth of a mile from the track, and it reminds one of an overgrown wart on a cucumber. We explored this bluff one day and the only inhabitants we could find were rattlesnakes, gophers, scrub-oak and jack-pine trees. Five miles further on we come to Lyndon Station, another important potato shipping station. Two miles east is Lyndon Sag, a dent in our track about three miles across from tip to tip. Some day we may move Round Bluff into Lyndon Sag and level things up.

Three miles further on we cross the Wisconsin River and the famous "Dells of Wisconsin," at Kilbourn. Pen cannot describe the wonders of the Dells. They are ten miles in length. In some places the rocks rise perpendicular to a height of two hundred feet and the river narrows to forty feet in width. About thirty thousand tourists visited this place last season. The hotel accommodations are first class and up-to-date, and if you are planning on a vacation and recreation trip, kind reader, you will find none better than the Dells of Kilbourn. Here is also located the Southern Wisconsin Power Company's plant, developing thirty thousand horse-power, the electric current from which is conveyed as far east as Milwaukee, a distance of one hundred and eight miles. The Milwaukee street car system get part of their power from this plant.

Leaving Kilbourn the river is followed for a distance of three miles. Two miles east we pass Lone-Rock, Sugar-Bowl Rock, and Ink-Stand Rock. These rocks stand out in the river, forming a very picturesque scene. Three miles further is Cheney Station. Two miles beyond is old Lewiston Station.

Next comes Dead Man Cut, named because of an unknown man having been accidentally killed while building the road. His fellow workers buried him along side the right of way. A board fence surrounds the grave, which is kept in repair by the trackmen. Two oak trees, a foot in diameter, growing on the grave, indicate that it has been there many years. We had occasion to stop there some time

ago on a dark night, one of those that get so dark you can't see a signal light three miles away. We stopped for one of those unavoidable happenings, that always show up at the wrong time, and defy us to run a car on seven hubs,—in other words a hot box. The more we doctored, and petted, and watered this rednosed piece of obstinate steel the more it groaned and sizzled, and spit. Lugging water forty car lengths, and No. 58 due at Kilbourn in ten minutes wasn't keeping us in very good humor either; so when two negro tramps that had been stealing a ride on the train, mushed up out of the dark, and inquired as to where they were, we curtly replied: "Dead Man Cut, there's a dead man lying over there by the fence."

"Wha-what's that boss, a dead man over there?" one of them shouted. "Yep," says we, "been there a long time," and say, if the cavity in that coon's face is up to the standard of his race, he sure had a hard time to keep his teeth from falling out, from the way he chattered.

"How-how far am it to de next town boss?" he stammered between shakes. "Just six miles down the track," we replied, feeling a little shaky ourselves. If those darkeys are keeping up the gait they started off at, they are in Senegambia with their ancestors by this time.

On our next four mile stretch we cross the Hubbard flats, then Portage Hill. another heavy grade, and now we are sliding into Portage Yard.

Portage is our middle freight division point, located mid-way between La Crosse and Milwaukee. Here's where we get off-for the present, with a second section to follow if this slips by the censor and finds its way into our famous magazine.

#### Baseball Gossip.

Credit must be given our first baseman, Anderson, he surely knows how to get 'em. Lamberg is some hitter, he hits 'em where

they ain't.
Sacks looks good behind the bat, but has a fond affection for baseballs after the game.
"Red" Thierien gets 'em all, making it hot for everybody in his territory.
Rooney our sub catcher is a bear.
Kush, our right fielder is coming fast, he will be O. K. with a little coaching.
Now that the weather is getting hot, we expect Phelan to get in form before the close of the season.

the season.

Schneider, our hard hitting utility man, was uniform for the first time and looked

#### The Fast Mail

Geo. E. Waugh.

There is a queer twist to this story which reminds us of the new bridegroom who was sent to market for beefsteak and returned with liver, whereupon the blushing bride removed her blushes and made room for the crimson of rage while she rebuked the "catch of the season" for being so unenlightened as not to know the difference between beefsteak and liver. Though palpably in error the green bridegroom had not yet learned the futility of debating mooted questions when shortly before it had cost him a fiver to have the clergyman extend him the Love, Honor and Obey advice, he did not Obey. But he had assertiveness and defended his "lapsus memoriae" (which is common among newlyweds) with the statement that at least he had brought home something to eat.

Our excuse for the foregoing flow of citcuitous languge is that we were sent out on an assignment to "do" the S. M. Division. and upon reaching LaCrosse found nobody home, but like the bridegroom, have not returned empty handed. So the following regarding No. 55, the Fast Mail on the C. & M. Division, is recited in lieu of the S. M. story.

To begin with it is necessary to mention how it came to pass that we rode the hummer from Chicago to Milwaukee. Word had been sent that we would arrive in LaCrosse on No. 15, but this part of the itinerary was efficiently blocked by a ten minute tieup of the elevated railroad in Chicago, causing us to enlist the service of a taxi in conserving our golden minutes to the time of Fifteen's departure. It was a vain, expensive and perspiring attempt to swing on to the rear car of The Olympian. If we could have swung from the foot of the station stairway to Madison Street we could have made it. But alas, all we caught was our breath and a look of ghoulish glee on a balloon salesman's face, who must have surmised that we held a pass.

Undaunted, we set forth to revise our schedule, for word had been given that we would be in LaCrosse and an editorial promise is as sacred as a circulation statement. So we arranged to ride the Fast Mail which leaves Chicago at 2:35 A. M. and arrive in Milwaukee at 4:25.

The waiting room of a big railway terminal at two o'clock in the morning bears a close resemblance to a mortuary chapel where a few disconsolates sit about awaiting the arrival of the funeral. As you walk in, your heels hit against the tiled floor and the echo of your own racket clicks back to you through the ominous stillness of the place that is. Pandemonium during the hours in which you have had any previous acquaintance with it. The station was dead, and but for one thing, it should have been buried, and that one thing was the stir below the stairs incident to the approaching departure of the Fast Mail Down there in the train sheds was a maze of highly charged currents and cross currents, pushing. rushing pell-mell, hither and you with platform.

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trucks pyramided high with gray canvas sacks striped with blue, pulled together with a hemp draw-string and held by that metal clasp that is more respected by the crook than the great steel doors in which the Yeg pours his 'soup." The Mail-the United States Mail; the orders, the bills, the vouchers, and billet-doux of the nation are in those pouches and they are intrusted to the Milwaukee Road for safe and fast transportation. The Eastern connection was late, but at last a giant engine steamed into the deserted, shadowy train shed and the long caravan of plattorm trucks swung into rapid motion. Mail sacks, not by the hundreds, but by the thousands were swiftly pitched into the long line of waiting mail cars, quickly to be grabbed by that efficient corps of government employes—the United States Railway Mail clerk, and soon the contents are sorted into the hundreds of pigeon-holes and into the gaping mouths of open mail sacks. So light a missile as a two ounce letter is thrown with the deady aim of a sharp-shooter, and always the target is hit—always the index to success is measured on how you hit the ball.

Finally the last truck was unloaded and we glance back from the cab window of a double header.

These magnificient, powerful and swift giants of steel which are the embodiment of the finest mechanical energy that moves, responds to the touch of Engineer Mosier at the throttle of the head locomotive. listened from our high perch in the engine cab for the Fast Mail does not carry passengers. for the sonorous "All Aboard" of Conductor Cahill, but in vain. Dimly we see at the end of the long train the swing of the lantern. It's the "high-ball" to go and Mosier's voice could be heard above the surrounding roar and pounding over switches, telling us to "sit tight." But told or untold we claim to be the tightest sitter that ever adhered anatomy to a cab cushion. Out into the blackness of the night we sped-we were late in the get-away but not at the finish-Chicago to Milwaukee, 85 miles without a stop, was done in 90 minutes, and at 4:24 in the morning, with the first rays of the rising sun, the Fast Mail steamed into the Milwaukee depot with tons of mail of all kinds and classes, but with one male in particular who had received a dash of speed that qualifies him to call Barney Oldfield a drone.

In reckoning this 85 miles in 90 minutes, it must be rememberd that the Fast Mail does not get away from the post with a flying start,

nor does she go under the wire with any undue acceleration. It is slow running through the Chicago and Milwaukee terminals, but once away from those, it's quite different. One mile was clipped off in 36 seconds, meaning that we were traveling 100 miles an hour, while some miles we slowed down and wheeled it in 40 and 45 seconds. Traveling at the 36 seconds pace we were covering about 150 feet of rail every second, and this thought turns us to figures and calculations. You can step at a lively gait across a nine foot space and it will take you at least four seconds, while a train going at the terrifice rate we travelled that night might be 600 hundred feet from you, or about a block and a half, and if you attempted to cross its path, even allowing that much leeway, you would have an excellent chance of being tossed high into the atmsophere. The risk of crossing in front of any speeding train gives you at best but a small margin, and if you make a run of twenty-five or thirty feet, that margin is quickly cut down by trains running fifty or sixty miles an hour. Give a train, no matter at what speed it is going, right-of-way, you can't leg it fast enough to dodge a tlank attack from a speeding locomotive and Doc. Bouffleur never had to "set" any broken parts in one of them on account of a mixup with the genus homo. Safety First—give a moving train its "rights."

We have taken many rides, but that trip on the Fast Mail was GOING SOME, but it was thoroughly enjoyed. It was railroading, invigorating, and brimmed with red-blooded wholesome thrill.

There are employes on the Northern division who are entitled to Carnegie medals. Engineer Ray Lockwood and Brakeman Flanagan, when extra, Pierce Conductor, was approaching Waupun July 7, Lockwood saw a small boy on the edge of a quarry, close to the right-of-way, signalling and acting frantically. He stopped the train and with Flanagan ran over to see what was the trouble. The boy said there was a boy in the hole. They had been swimming and the younger boy about eleven years old got into the hole in the quarry. Brakeman Flanagan without a question dove off the edge of the quarry into the hole and got the boy out. Lockwood, as soon as he saw Flanagan with the bay, rang to the Sanitarium, which was a short distance, for a doctor. The weather was about ninety degrees in the shade and just as Lockwood got to the Sanitarium and got the doctor he collapsed with the heat. Brakeman Flanagan and Conductor Pierce got busy and by the rolling process resuscitated the boy and delivered him to his mother safe and sound.

Send the Magazine to the Front.

To those of our readers who have sons or brothers on the border doing soldier duty, who were one of, or interested in, the Milwaukee employes before going why not send him the magazine each month after you have read it? How much they will enjoy reading all of it and how many things they will see there that you would never think of when you were writing. Please try it this month and ask the boys if they wish you to send it each time. Let us cheer them all we can while they are so far from homes and dear ones.

GUY E. SAMPSON, LaCrosse, Wis.

# The Western Larch

## A Valuable Wood Which Is Just Now Being Appreciated

By H. S. Sackett, Timber Engineer.

The Western larch grows principally in Western Montana and Northern Idaho, with a few scattering stands in Washington and Oregon. It grows to a very large size and has a fine clear bole. In commercial practice up to the present time, it has yielded only about ten per cent clear lumber, and eight per cent additional has been lost in the woods because of the heavy butting necessary. The butts are heavier than the rest of the tree and usually cannot be rafted, furthermore they are very shaky. Although the grain in Western larch is very close and the wood firm and hard, so that it makes an excellent flooring and inside finish, considerable difficulty is experienced in drying because of warping and checking. This trouble throws a high percentage into common lumber consequently most of the larch goes into dimension material and rough boards.

The Forest Products Laboratory at Madison, Wis., which is the largest wood experimental laboratory in the world, has recently been making a very complete study of the Western larch, with a view to eliminating the extensive loss due to checking and warping, and to acquaint the public with the many valuable properties of the tree. The strength tests, conducted by the Laboratory, show that Western larch when used as a beam or post is about as hard as bald cypress, long leaf and short leaf pine and oak; it is about as hard as silver maple, sycamore and long leaf pine; about as shockresistant and stiff as yellow poplar, Western hemlock and short leaf pine. When freshly cut it averages about as heavy as silver maple and red gum, but when dried its weight is about equal to that of black gum and short leaf pine.

The following table gives an indication of the place which Western larch occupies in strength among its Western contemporaries:

Modulus of rupture	Crushing strength parallel to grain	End hard- ness	Shear parallel to grain
Lbs. per	Lbs. per		Lbs. per
sq. in.	sq. in.	Lbs.	sq. in,
Coast fir7,800	3,910	510	870
Western larch .7,500 Eastern tama-	3,800	470	920
rack7,200 Rocky Mountain	3,480	400	860
Douglas fir 6,400	3,000	450	860

As a result of the tests conducted at the Laboratory on small, clear pieces, and those on full-sized beams at the Seattle Timber Testing Station, it is found that the unit working stresses for the Western larch are greater than those for Eastern and Western hemlock, tamarack, Norway pine, and spruce, provided, of course, they are all graded by the same rules.

Western larch is used extensively for mine timbers in Western Montana and Northern Idaho, and is one of the most important species cut for cross ties from the national forests in that territory. In 1914 over a million larch ties were taken from the national forests. The Western larch gives evidence in the tests already conducted, to show that it is very easily treated with wood preservatives, there being a better penetration and absorption than in either the Douglas fir or Eastern tamarack.

In a test track at Plains, Mont., on the Northern Pacific Railroad, examination shows that the durability of larch, whether treated or untreated is about the same as that of Douglas fir under the same conditions. Practically all of the untreated fir and larch ties were removed after eight years. Of the ties treated with zinc chloride, only 2.5 per cent of the fir and 4.1 per cent of the larch had been removed, and about 21 per cent of each species had been turned over on account of wear and checking. Larch has shown up so well in comparison with Coast fir, in the various tests as to

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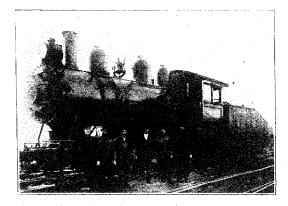
engin they strength and durability, it should prove satisfactory for wood block paving. There are several city blocks of this pavement in Spokane, Wash. Larch is stronger than Eastern tamarack and there are many miles of wood block pavement of the latter kind in the United States.

Inflammability tests have been made on small pieces of untreated larch, noble fir, Sitka spruce, redwood, tamarack, basswood, red oak, hemlock and longleaf pine. These tests showed that larch was one of the three woods showing the greatest resistance to fire.

The following table is a composite figure representing only mechanical properties, such as bending strength, resistance to shock, compressive strength, hardness, etc., weighted according to the importance of each factor in determining the service of a tie:

Western	larch	. , , ,			 .817
Douglas	fir (C	past).		,	 .810
Western	hemloc	ek			 .700
Douglas	fir (Mo	ntana	)		 .651
White fi	r				 .589
Lodgepol	e pine				 .565
Sugar pi	ne				 . 555
Western	yellow	pine			 .546

It is interesting to note that Western larch leads all of the woods, and it is very probable that even if durability were considered, larch would be at least second on the list.



Engine 1250.

The above picture is of crew and switch engine 1250, Engineer McEldoon, Yard Master Henry Biggs, Switch Foreman Tuttle, Helpers Lundsmann, Gribben and Arnold. This engine was shopped here at Mason City for a new set of flues and tires and machinery repaired, being in about a week. Other than these repairs the engine has been working on the switch lead for the past two years, 24-hour shift, with two crews, and gives very little trouble owing to the crew keeping the engine in good repair during the few minutes they have during the day.

#### O'Brien on the M. N. G. Luncheon

Geo. E. Waugh.

"Did ye hear about th' bankwit that the foorth eshtate had at the Hotel LaSalle lasht month?" said O'Brien, the roadmaster. "I did not," said Casey, "Is thot annything loike Raal Eshtate?" "Ownly in wan respickt," said O'Brien, "Ra-al Eshtate is more valuable of the two." "Ye torpedoed me wid that lasht wan," said Casey, "For what in hivin's name is the foorth eshtate?" "Man alive," says O'Brien,—"to think that ther's anny wan thot ivver got the scint of printer's ink in his nostrils, or that ivver read the box score on the lasht edition, that don't know th' manin' of foorth eshtate. Sure it convinces me that thim furrin mish'naries that spind their lives tachin' the Haythin Chinee thou he can load more on a for-rk than he can on chop shticks, wad be dooin' more wanderful wo-r-rk if they'd only tak th' likes of ye. Casey, and knock into ye'r crock, some av th' rudiments of er-yewdishun. Here ye are at the age of for-r-ty five widout th' slightest concipshun that ye nade more than ye'r A B C's to make ye a Bachillor of Arts. If ye wont take the absint tratemint in wan av thim correspondince schools, why don't ye at laste read the circus ads that they hang up in the dapos. Shure there's language in thot litherachure thot wad parrylyze the tongue of William Jennings O'Bryan. But No, ye'll do nothing' to cultivate yer mind, and ye shtand there like an Omadon and ve don't know the manein' of the foorth eshtate.' "Is it a dogma of the Church, or a new pollitis it a dogma or the Church, or a new point-ikill par-r-ty?" said Casey. "'Tis nayther." says O'Brien, "'tis a name thoes given to authors since the days of William Saucer down to Karpinther Kendall." "Ha ha," says Casey, "thot bankwit ye're talkin about, then, had somethin' to do wid the authors on the Magazine." "Wonderful," says O'Brien. "when ye get the annis bag under yer nose. ye can follow the scint like a foxhound. Now that I've got ye inlightened on that point, we'll git back to the bankwit." "Do." says Casey, "I'll bet they'd cor-r-n bate 'nd cabbage." "Don't make a book on it," says O'Brien. "Don't ye know that no fashinib'l mater de hotil wad ivver permit th' name cor-r-n bafe 'nd cabbage to be minshind in the kitchen." "Thot's an outrage," says Casey. "If I was there they'd have it." "I know." say O'Brien, "but shure no hotil wad ivver declare anny extry divvydends from all thi bankwits that ye'd attind. Shure th' har-r-dware and silver they'd lay befure ye alone wad dishtroy ye'r appitite." "Maybe so." says Casey, "but it wad be a trate to see ye handle an oyshter for-r-k afther havin' a line on ye'r raifroad eatin' house manners." "I know," says O'Brien, "but me ettiket has nothin' to do wid th' foorth eshtate bankwit. "I know," says Casey, "go on wid ye'r shtory."
"Well sir, there was about for-r-ty of these

corrispondints and authors on the Magazine got a bid from th' Editor to shtick ther fate under the table wid her for Sunday dinner; and mind ye, the cuteness of her,-she sets the date for dinner on June 25th, jist half way between pay days when anny of thim authors wad be glad to thrill their stummicks wid fifteen cents worth of grub off of the a-r-rm of a chair in Thompsons Ristaurant. Well, the appinted place was the LaSalle Hotel and afther they all got by the house detective, there was a lot of LaSalle's young sons all dressed up loike Col. Moriarity's soldiers of the fightin' sivinth,—thot for some unknow raison they call bellboys, tho' divil a bit of a bell was there on thim or wid thim. But annyway they were most cor-r-dial and agreeable, and they took all the authors as they came, into a place called the Mizzanine flure, that is built loike the loft they have in a freight house for kapin' ould files and sich It is nayther on the firsht or the secind shtoory. It's jist a place that th' architeckts thought of to make use of that fancy name. But it was here that th' bankwit was held. They had a couple av gints wid their hair combed back like a sea lion's, and wearin' clothes that were named afther a famious shmokin tobacco, usherin' the poets and authors into a room where they musht have had a wake th' night befure, for the candles and palms and shrubbery were left th' same's befure the cor-r-pse was removed.

Oh, but ye shud 've seen th' table. It was saggin' in the middle like McCarty's sway-backed horse wid the heft of the handsome chiny that they had all 'round it; and they all had ther names written out on a kard beside the knives and for-r-ks and a lot of other insthrumints that Doc. Bouffleur loaned thim for this occashin. And I'll till ye, Casey, if Karpenter Kendall thought of that kard idea, she ought to have it patinted and sell the roights to Bush & White for their kommisserry departmint; for ye have aften sane min git jammed in the dureway and hav to be karrted out wid ther ribs broken and ther appitite gone, in wan of thim rushes that a conshtrucshin gang make on a mess tint when the dinner bell rings. Now shure if they had the name of each man on a ka-r-r-d at his plate, it wad have saved ye at laste wan broken leg whin Big Tim Mahoney pushed ye off the chair thot was ferninst the dure. But to git back to the bankwit. They had a won-derful male. Shure ther was consommy Printannyere. Boolyon in tassy; blank mange au justbafe and demmy tassy; mank mange au justbafe and demmy tassy." "How'n'ell did all thim fur'ners git in?" says Casey, "Oh my, my," says O'Brien, "ye're hopeless. Shure thot's what they had to ate." "And ye call thot a backwit," says Casey. "Well if Bill Scanlon ivver set thot round house gang down to a feed like thot, ye could sind for Gavin th' undertaker and the Insind for Gavin th' undertaker and the Inshurince Comp'ny could draw in ther securities to pay for the damage that wad be done in that boar-r-din house." 'Y'es, I know," says O'Brien, "but shure there was style to this." "But how can they tell what they're

atein?" says Casey, "afther the cook has put all that drug-store lattin on their clearance kar-r-ds?" "They can't tell," says O'Brien, "thot's what makes it a bankwit. Thin there's another thing that makes a bankwit differint than dinner or supper as the case may be,it's spache-makin'. Every man has to get up and tell how glad they are to be among such a grand galaxy as is assimbled round this festive boar-rd, or anny other lie that might occur to thim. And as this was a reg'lar bankwit, av coorse they had ther oriators. Karpinter Kendall tould how they had all read each other's writins, listened to one another eat, shook hands all round, and that they all kept in mind that safety first slogan,
—kape yer hand on yer watch. 'I'm proud,' says she, 'to find men among ye, like Tay Pay. shure he is the quickest man wid a for-rk that ivver I saw, and remimber I spint five years among the consthrucshin camps on the Pugit Sound Extinshun; and there's Sampson, too, as fine a gintilmin as ivver wore a suspinder. and while I have blue-pincilled his stuff at times, he should be thankful that I nivver cut his hair. It is varry sildom we all get together like this,' says she, 'and while we all know one another, I'm shure that the ladies and gintilmin assembled would loike to hear from thot bundle of hilarity,—Shted, alias Shtedman of Spokane.' And whin he arose, says Ruby Eckman, 'air ye all up?' 'I am,' says Shted, 'to the fullest of me altichude.' 'My, aint he condensed,' say Josephine Healy, 'shure I pictured him about the size of a box car and he's hardly anny bigger than a stub switch shtand.' 'Had I only known,' says he, 'thot me statchure was goin' to disappint ye, I wad've developed elephantitis befure I arrived f'r I had me heart set on makin' a good imprissshun on this bevvy av foine femininity, and aint that remar-r-k jist loike a man wid two thousand miles between himself and his wife and foor children. So the spache-makin wint on till ye couldn't hear the orators wid the rattle av the telephone where they were receivin S O S calls from a lot of Romeos askin' f'r Katherine McShane, the daughter of me old frind Mike McShane of Austin, Minnesoty; and f'r Helga Hackshtock, Josephine Healy and all the rist of the Magazine beauty squad. Finally some wan asked, 'air the White Sox here?' 'They air,' says Ben Simen.' 'Take yer head from under the table, says Beamish, 'tis base ball they're talkin about. 'Oh my, says Ben, blushin as if he'd been sun-burned, 'I thought it was hozhiery.' So the bankwit closed up and iveryboddy wint out afther a check had been made on the silverware be the hotil store-keeper; and it was consaded be all thot they had a grand toime." "They must have had," says Casey, "when are they goin' to eat again?" "I'm no proffit," says O'Brien, "and thot's a har-r-d thing to purdick f'r mimbers of the foorth eshtate.'

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## The Puget Sound Pioneers at Miles City

The fourth annual meeting of the Milwaukee-Puget Sound Pioneers'-Club held its fourth successful Get-Together in Miles City on July 3d and 4th, with upwards of three hundred (including the members' fam-

ilies) present.

Although the meeting was not scheduled before the 3d, the Pioneers began to gather in Miles town as early as the morning of the 2d, and all that day, trains from east and west brought their quota. The hosts of the occasion were the members of the Club resident in Miles City, with their "womenfolks," and each train was met by a host or hostess in charge of an automobile. As most of the visitors were entertained at the homes of the Miles City contingent, they were driven at once to their respective destinations and made welcome with true western hospitality, than which nothing is more delightful and warm-hearted.

On Monday, July 3d, the festivities really opened. The magnificent new home of the Elks' Club was thrown open to the visitors, and made the general headquarters. The annual meeting was called for one o'clock in the Masonic Hall. President Anderson called the meeting to order and routine

business was transacted.

An invitation from the Veteran Employes' Association to the Pioneers to hold their 1917 meeting together in Minneapolis, was read, a vote taken and the invitation unanimously accepted-the date to be decided upon after conference with officers of both Associations.

The cities of Great Falls, Montana, and Tacoma, Wash., also extended invitations for the 1917 meeting in their respective cities, but the prospect of meeting with many old-time friends at Minneapolis won the day.

The following officers were elected: President, E. H. Barrett, Butte; 1st vice-la; 6th vice-president, E. Murray, Miles City; E. H. Foster, re-elected secretary-

On the afternoon of the 3d, while the business meeting was in progress the ladies of the party were received by Mrs. Anderson and wives of other Miles City members, at the Elks' Club, after which all joined in an automobile ride to interesting places in and about the city and the beau-

tiful surrounding country,

Miles City is an old town (as age is reckoned in the Mountain states) and has many interesting traditions and much historical association. It is beautifully situated at the confluence of the Tongue and Yellowstone rivers, a locality that in old days was ravorite with the Sioux Indians. Indeed the place owes its existence to the Custer



Coming Down a 2% Grade by Regenerative Braking.

tragedy, following which, with characteristic precaution Uncle Sam locked up his barn after the horses were stolen, by establishing Fort Keogh, with a large garrison whose business it was to hunt savages. Miles, thus, became an active little Post Town. But with the safety of the country and its inhabitants insured against the fighting Sioux, the cattle-men were not slow to see their advantage in the great Montana free range, and Miles became the "Cow Town," the countless thousands of cattle on the range, bringing to it, enormous wealth. The special features of this industry have within the past few years, been revived in Miles City, in the annual Roundup Exhibition, which is a great out-door fete consisting of a program lasting several days, in which the picturesque cowboy comes back to his own, and there is "broncho-busting, wild-horse riding, a reproduction of a real Roundup-an annual feature of ranch life-Indian dances, etc. This entertainment was a part of the program arranged for the entertainment of the Pioneers, who occupied in force a large part of the grand stand, on the afternoon of July 4th, and enjoyed to the utmost the novel and interesting dis-

The annual banquet—the chief feature of these meetings was held on the evening of the 3d, in Elks' Hall, where covers were laid for about two hundred and fifty. The dinner arrangements were under the personal care of Mr. and Mrs. C. H. Negley, to whom too much praise cannot be given for the splendid success of the affair.

During the dinner several musical selections were rendered by the Miles City orchestra, after which President Anderson introduced Mr. W. R. Lanning, toastmaster of the evening. That Mr. Lanning is as resourceful a presiding officer as he is a bridge builder, was fully demonstrated by his introduction of the speakers of the evening. The first and principal speaker was Hon. Geo. W. Farr, a leading Montana attorney, and the Company's lawyer for that district. Mr. Farr's address opened with a welcome to the guests of the evening, giving them all a hearty greeting and the free-dom of the city. He paid a high tribute to the enterprise and fearlessness of the offi-cials of our Company, who planned and built a modern, splendid, substantial railroad from the Missouri river to Pacific tidewater, thereby conferring inestimable benefits upon the country it traversed. He attributed the recent growth and marked advancement of Miles City, in a great measure to the coming of the Milwaukee and gave unstinted praise to the high character of citizenship represented by the Milwaukee's personnel in that city.

Touching on the Pioneers' Club, he took occasion to say that the Milwaukee road itself was a high-class pioneer—it ever having been a leader in all things progressive, its latest exploitation being the electrification of 440 miles of its main line through Montana, an unprecedented and unsur-

passed achievement—the importance of which, both as an economic question and a pioneering feat could hardly be estimated.

Mr. Farr was followed by Superintendent Spencer, who welcomed the Pioneers and expressed his pleasure at having an opportunity to be with them, even though it were his first and their fourth meeting. Mr. Spencer claims to be the original pioneer, having been on the ground in advance of either engineering or construction forces. He drove over the projected line ahead of the right-of-way man, and saw the country as it was before the men of the Milwaukee took possession and while the New Steel Trail was still a "paper railroad."

Other speakers were Messrs, Frank Rusch, Tarbox, Horan, Negley, Colonel Malone and Mrs. R. W. Anderson.

It being Fourth of July eve, and with the stirring events on the border, the following greeting from President Earling was specially appropriate and much appreciated: "To the Puget Sound Pioneers' Club:

"In these days of patriotism and preparedness, it is the proved reflection of the management of the Chicago, Milwaukee & St. Paul Railway Company that the years of faithful and intelligent service which our employes have rendered, united with that sense of loyalty to our country and to its higher ideals which rises unbidden in the heart of every man when his heritage is threatened from within or without, will enable them to measure up to every call of patriotic duty by fulfilling with marked efficiency their part in the great work of the transportation service; without which the government would be helpless. The privations and experiences of the earlier years of the Puget Sound Lines cannot but aid the members of the Pioneers' Club in demonstrating that their work, whether official or routine, is the thank offering which grateful hearts will offer to their high ideals.

"My cordial wishes and greetings to my fellow members of the Puget Sound Pioneers' Club.

A. J. EARLING."

At the close of the dinner, the party adjourned to the Liberty Theater where a special program had been prepared for them.

On the morning of the 4th, a parade was held, many of the Pioneers joining in the automobile section—coming probably under the head of "distinguished citizens in carriages." In the afternoon everyone went to the Roundup performance at the Fair Grounds.

The meeting closed with a most enjoyable dancing party, in the ball room of the Elks' Club building, and if anyone labors under an impression that Milwaukee railroad men whether "pioneers" or their progeny are not expert trippers of "the light fantastic toe," he should make it a point to attend one of their balls, where the foxtrot and the tango and all the other latest dancing fads make very fair rivalry with the dog-trot and the high-ball on the top of a string of box cars.

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#### The Freight Auditor's Night School

Geo. E. Waugh.

Probably but few readers of the Employes' Magazine who can not recall that period of their youth when they considered themselves misused and abused, when they hustled off to school. The hardships were terrible—we rehelled played "hookey" perhaps, and took our meals off the mantle because we had to stand for our punishment long after it had been administered. We had bummed from the seat of learning and discovered the seat of pain! It did not matter much how vociferously we had protested against attending school-we soon learned that they were more than "Days of Real Sport"-they were the days that we should have studiously applied our hours to train the mind and hands to respond quickly to those tasks whence comes our daily bread. This understanding dawns upon us with the school house in ever so short a distance in the background. But you cannot moralize with the student. And with the employe you don't have not after the first or second pay-day. People are anxious to learn then—they are ambitious and thirsty for knowledge which will help them to promotion—better positions and



Miss Olga Sunquist.

better pay. That is why the night schools established in the Accounting Offices at Fullerton Avenue have been a success from the start.

On February 21st, this year, the Freight Auditing Department as an experiment started a class for adding machine operators and typists. The students came from the girls not skilled in these classes of work. They learned rapidly with the obvious result that both the young woman and the company were benefited, for the student's schooling enabled her to take a specialized position paying more money, and the "Milwaukee" Road was able to make promotions from its own ranks without going outside. The practicability of the night school plan is due to the enthusiastic manner in which both instructors and



Miss Elsie Hwass.

students embraced the opportunity it afforded. It was manifested immediately and the Freight Auditors Night School instead of being an experiment is now a permanent institution holding classes three nights a week—Mondays, Wednesdays and Fridays—for two hours each of these days, from five to seven p. m., and instead of having one class as they started with, the curriculum has been enlarged to three which includes the non-listing adding machine class which is conducted by Miss Olga Sunquist who has had five years' experience in this work for our road. During the day Miss-Sunquist is head clerk in the Computing Division.

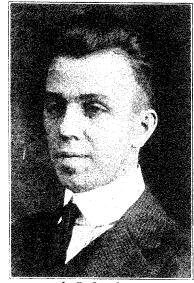
The Typewriting and Dictaphone class is in charge of Miss Elsie Hwass, who is in charge of the stenographic force. This young lady has been with the company six years and she has achieved wonderful suuccess as a pedagogue in imparting her knowledge to the ambitious young women who are making a study of these branches.

The Freight Rate class is open to the men of the department and they have the benefit of the expert tutclage of A. S. Jacobsen, who is assistant head clerk in the Way-bill Revising Division. Mr. Jacobsen has had fifteen years of practical railroad rate experience and he is pronounced by Freight Auditor E. A. Murphy, a close student of the science of rates, their application and construction.

The application for membership in these classes exceed the number that the instructors can handle. Among the young women students the number is limited to the machines available for practice work, while the freight rate class is restricted to a number that the instructor can advantageously handle. Thus we find a list of young men and women employes of the Freight Auditors office awairing their turn for membership in these classes.

Mr. Murphy explained that he found the graduates from these classes of much greater value to the company than those coming from business colleges, for the reason that the practice work performed by the student deals entirely with the actual freight accounting problems included in the work of this office. There are, therefore, no theoretical problems

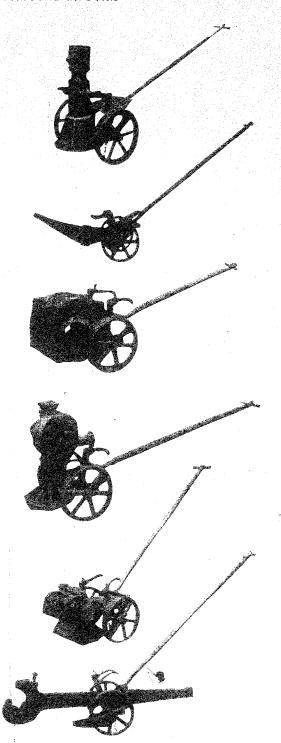
dealt with in these classes but the entire course is made up of the performance of the every-day work of the department. It is an inspiration to see the seriousness with which these students apply themselves in mastering the studies they are taking. They are devoting their own time to the subjects, and while the class work is taken up entirely on the employes' volition, the force has seen that knowledge gained in the night school represents a splendid avenue for more responsible positions and better salaries. Not only has Mr. Murphy found it possible to make these promotions in his own departments, but has also found is practicable to turn over some of the graduates to kindred lines of work on other portions of the road. Once the student enters one of these classes, they insist upon regular and punctual attendance, as irregularity in attending the classes means that the student does not get the benefit of the full course and the tardy member is depriving some young man or woman of



A. S. Jacobsen.

the department of the opportunity of seriously pursuing the studies given. While cvry man's job on the railroad represents an opportunity for learning more about his particular light, the classes inaugurated by the Accounting epartment do something that would be impossible to accomplish without the assistance of the expert instructors assigned to teach these students who manifest the interest to improve their own capacities and worth to the company.

The night school idea is a splendid one and when we stop to consider that no less a citizen than Abraham Lincoln secured much of his education along the same lines as these students, by horrowing books and "burning the mid-right oil," it is assuredly within the range of possibility and in keeping with traditions to find future railroad officers and managers numbered among the students of these classes.



Edmonds One-Man Jack and Roundhouse Truck

The above illustration shows a new contrivance that is being placed in use at roundhouses on our line. It is the patent of Roundhouse Foreman A. J. Edmonds of Madison. Wisconsin. This Jack is a labor-saver of a very acceptable character, for it eliminates the lifting of heavy springs and jacks in the various shops, and with it one man is able to do the work of two or more, with very little exertion. The cut shows the different ways in which the machine handles the material.

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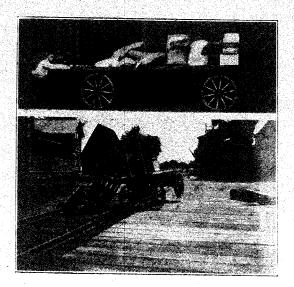
At t with the intende to the Wis. w tion for all train amined

It is corned, pliance a little magazin about it and exa

I ench that you how the see what do happe around y

One of No. 3, his division, past seventell about

This i brake, op



Automatic Truck Brake.

North Prairie, Wis., July 8, 1916.

Dear Editor:

Having railroaded quite a little while (eighteen years) and knowing so very well—as any other "old railroader" does—of the great danger of baggage and express trucks blowing or jarring off the station platforms on to the tracks, or otherwise moving about unattended by the proper person, I determined to study out a way to prevent this danger and, about three months ago, perfected an invention which makes "forgetting" to lock or block a truck impossible, and therefore does entirely eliminate this danger.

At the request of A. W. Smallen and with the ready consent of our division super-intendent, I applied one of these devices to the C., M. & St. P. truck at Genesee, Wis., where it has been working to perfection for the past two months or more; and all train-men and station-men, who have examined it, praise it very highly.

It is my desire, after satisfying all concerned, that this device is a real safety appliance and preventer of accidents, to have a little mention made of the thing in our magazine, but I have delayed writing you about it, waiting for Mr. Smallen to come and examine, it.

I enclose herewith a few photos, in order that you may see and get some idea just how the thing works, and also that you may see what sort of accidents may happen, and do happen, when trucks are left free to roll around with the wind, etc.

One or two accidents, such as shown in No. 3, have occurred just recently on this division, and many have occured during the past several years—any old-time agent can tell about them.

This invention of mine, an automatic brake, operates by the action of the truck-

handle, applying brakes to the rear wheels of any 4-wheel truck to which applied, the instant a truck is left to stand unattended, whether the handle be hooked up, or allowed to drop to the station platform, and without changing the construction of the truck—and with the brakes thus applied, no wind can move it about, nor can three men push it.

When the handle is held in an operative position, the brakes are at once released, and the truck may be moved freely.

The device is simple, sure and effective.

If this seems "newsy" and important enough, I would be pleased indeed if you will give it just a few words mention somewhere in the Magazine.

Yours truly, E. W. TUCKER, Opr. P. D. C, Div.

Cui Bono.  $B_{V}$  "O."

What's the use of sittin'
Pushin' a pen all day,
Or gettin'
Gray
Addin' figgers that tell a
Feller
Down in New York whether his
Green certificate is
An asset or a liability?

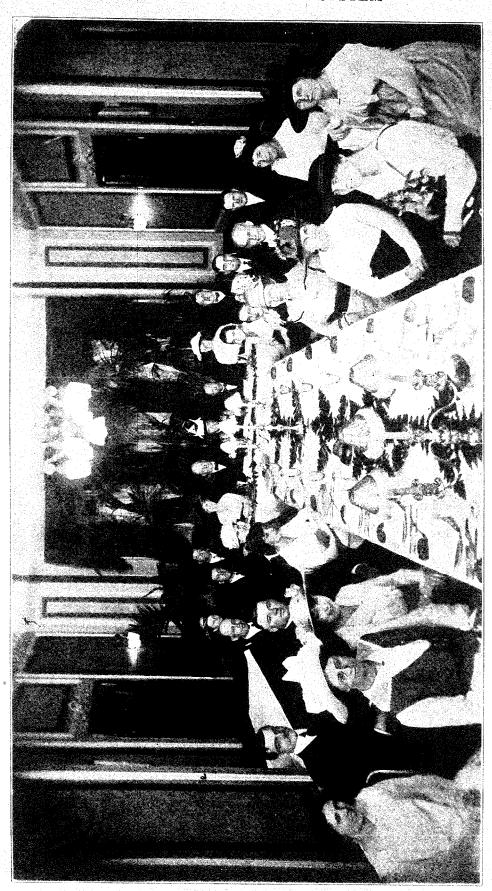
Feet's, itchin'—feel like movin'—Feel like danglin' my legs From the top of a high box In the middle of a slow drag. Up a three grade.

Think when lampin' out the window:
"H - 1!
I'm gettin' so
Can't tell
A bee from a butterfly,
Or a trout from a
Gar!"
Hanker for the sight
Of a cornfield or
Cabbage patch,
Or a hay stack!

Losin' my perspective—
Too multum mahogany and marble floors,
White collars and sneakers.
An' toilet water,
An' chaste diction
Of unsplit infinitives:
Too parvo cloverfields
An' rushin' streams,
An' swimmin' holes
An' cane fishin' poles!

Gimme the makin's
An' a sandwich or two.
An' a Deadwood Dick—
Me flongin' alongside a brook
In a clump o' trees—
An' I'd have Old Wischeimer Omar beat
40 ways from the
Red Ace!

#### MILWAUKEE RAILWAY SYSTEM



Milwankee News-Gatherers at Hotel Lasalle, Jane 23th.

Gath guess Comlightf Salle, lunch with and 1 News must of the in the president

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#### The "M. N. G.'S."

The M. N. G.'s, the Milwaukee News Gatherers on Sunday, June 25th, were the guests of the Chicago, Milwaukee & St. Paul Company and their editor at a most delightful luncheon given at the Hotel La-Salle, Chicago. The prime object of this luncheon was a "Get-Together" meeting, with a view of becoming better acquainted and looking toward an organization of the News-Gatherers for the Magazine, which must of a surety result in an improvement of the service.

The correspondents were highly honored in the presence of E. D. Sewall, vice president and sponsor of the Magazine. It was felt a great compliment that so busy a man would give up his Sunday and it most certainly will act as a stimulus to their in-

creased efforts.

The official staff of the Magazine was represented by our editor, Mrs. Kendall, Mrs. Scott, editor of the At Home department. and Mr. Waugh of Chicago and "Sted" of Spokane, associate editors. The corespondents were there in force. Miss Ruby Eckman, C. & C. B. Iowa, Mr. and Mrs. Gobat. man, C. & C. B. Iowa, Mr. and Mrs. Gobat, Dubuque Shops; "Josephine" and her sister from Milwaukee, Mr. and Mrs. Sampson, La-Crosse division; Mr. and Mrs. Griggs, Milwaukee shops; Miss Murphy, Prairie du Chien; Miss Wedholm and her sister, Twin Cities; Mrs. Hackstock, Council Bluffs; Mr. and Mrs. Wilcox, W. V. division; Miss McShane, I. & M. division; J. W. Malone, S. M. West; "One T. P.," S. M. East; Miss Murroe, Northern division; H. J. Beamish, R. & S. W. division; B. J. Simen, C. & M., and Miss Kapy, Kansas City. A delicious luncheon was served:

A delicious luncheon was served: Crab meat Cocktail

Olives Radishes

Cream of Tomato Soup Fried Chicken

Potatoes au gratin June Peas Head Lettuce

Thousand Island Dressing Ice Cream

Assorted Cakes After luncheon Mr. Sewall made a short address. He explained how the idea of publishing a Magazine had first come about. During the building of the Coast Line, there were many people west of the Missouri river who felt a strong connection of one kind or another with the lines east, many of the men from the Eastern Lines having been transferred to the Western Lines. Magazine was to serve as the connecting link between the old line and the new, stretching out into the West. He said that the Magazine in its three years of existence had succeeded beyond all expectations, due entirely to the never-ceasing and untiring efforts of all concerned. Mr. Sewall urged the correspondents to give the very best that they had to the Magazine, every one having within himself qualities that can be developed, probably beyond his or her realization. He was

most encouraging, being kind enough to say that he had noticed an improvement in every one's work. In closing he offered as the slogan for the M. N. G.'s: "GIVE THE VERY BEST YOU HAVE TO THE MAGAZINE, AND MAKE IT NOT ONLY A VERY GOOD MAGAZINE BUT THE VERY BEST MAGAZINE."

Mrs. Kendall had various suggestions to offer for the improvement of the service. She urged particularly that all words be written out in full, not abbreviated. The compositor who sets up the Magazine is not so well versed in the railroad vernacular as the railroad employe, and the Magazine might be a strange and fearful sight if the editor did not take the trouble and the time to rewrite many of the notes that are sent in. The correspondents when they understand will surely mend their ways. Mrs. Kendall also asked that any work being accomplished on the various divisions be included in the items submitted. These suggestions may quite often form the basis for special articles which would prove of interest over the entire system.

With Mr. Sampson of the LaCrosse division originated the idea that the correspondents should get together and form an organization. When called on he again emphasized the fact, pointing out that the keynote of the Chicago, Milwaukee & St. Paul Railway was the close fellowship of the employers and the employes. On motion, duly seconded, it was unanimously agreed to organize and the following officers

were elected:

Guy E. Sampson, president. T. P. Horton, vice president. Josephine Healy, secretary. Ruby Eckman, treasurer.

A short meeting of the newly elected officers was called by Mr. Sampson and the meeting then adjourned after a rising vote of thanks to Mrs. Kendall for her thought-

fulness and kindness.

The Milwaukee News Gatherers now have an organization and are eager to prove their mettle. It will be their pleasure to give their best not only to their Magazine and their Editor, but to the Chicago, Milwaukee & St. Paul, their road.

Associate Editor Ginet and "Aunt Jennie," who were unable to be present, sent the following greetings which unhappily were not received in time to be read at the

luncheon.

Inncheon.

Seattle Wash., June 20th, 1916.

My Dear Friends and Co-Workers:—
Until this morning (June 20th) I had confidently hoped to meet with you, but certain unexpected conditions have arisen making it impossible for me to do so. Those of you who are fortunate enough to be enjoying this first meeting of the Magazine Correspondents will appreciate how great is my disappoint-

will appreciate how great is my disappoint-

I am sure you will all be benefited by having taken part in this meeting, and undoubtedly there will be a general exchange of ideas and experiences which can not fail to be reflected favorably in future issues of our magazine.

I can also well imagine what a great pleasure it will be to you all to become personally acquainted after these many moons of acquaintance at long distance; and say won't somebody please drop me a line and tell me how "Josie" and "Sted" get along together; do they "Show Up" in real life as well as they do on paper?

And now friends in order to make sure that I am not interfering too long with a program that I know must be full of interest and pleasure permit me to offer the following, (which you may have seen before) as a toast to you and "Our" magazine: Our magazine's a dandy, there's none that can compare,

compare. It's instructive and newsy, and the punch

is always there. But what makes it so good, what keeps it

at the top?

It's the talent which we have, the bunch that's on the hop. Sincerely,

JOE GINET.

Seattle Wash., June 18th, 1916.

My Dear Boys and Girls:—

It is impossible for me to be with you personally during your coming jollification, but I want you to know that Aunt Jenny is with you in spirit and also with you in your work of making the Milwaukee Magazine a big success

We are playing a game, my dears, and every boy and girl knows that if a game is going to be enjoyed and be successful, each player must do his part honestly and willingly and promptly.

So let us all join hands in our game and paly it with a zest and a will and enjoy it. Push but don't shove, and keep cheering—"Long live "The Milwaukee!"
Have a good time during this convention but don't do anything your Aunt Jenny wouldn't do!

With bost wiches

With best wishes,

"AUNT JENNY."

#### Northern Division News. Helen Munroe.

Richard Yahr attended a skat tournament at Milwaukee July 8 and 9. Dick always has better luck playing when not in a tournament.

M. B. Smith and wife are spending a couple weeks visiting their parents at Clinton Jct. and Wausau.

Lester Rief, son of Engineer Heinie Rief, has been braking on the Portage way freight for several days.

Mr. and Mrs. George Persons and children, Joseph and Lucille were visiting Horicon friends for a couple weeks during the hot weather

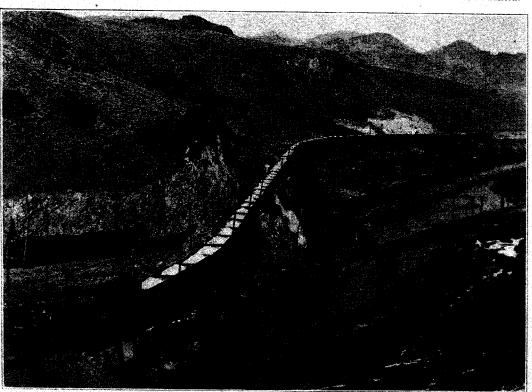
weather.
Harold Hargraves of Milwaukee has been out over the division getting strike votes about the eight hour a day law.
T. J. Newton, third trick operator at Horicon, enlisted with Company D of Ripon and is now at San Antonio.
A. J. Stock, Northern division dispatcher, has been at Winneconne fishing.
Charlie Wolfrom had a slight attack of sun stroke and has not been working for a couple weeks.

sun stroke and has not been working for a couple weeks.

Martin Luck and Sharron Boudry, aged thirteen years, while in bathing in Rock River at Waupun noticed that the Railway bridge was on fire. They ran down to the bridge and put the fire out so that no great damage was done. damage was done. Chas. Edwards and crew of carpenters from

Chas. Edwards and crew of carpenters from the Superior division have been working on the depot at Waupun—they are going to Pardeeville to remodel the depot there also.

Station Agent August Heuer, Randolph, who shot off his big toe while rabbit shooting last January with Section Foreman Wiley Grimes, has now resumed work. Before going back to work Mr. and Mrs. Heuer took a trip through North Dakota and Montana, Clarence Numedoor who relieved Heuer is back at his post as operator at Horicon. Before coming back to work Numedoor was married to Miss Weckworth of Woodland.



A Milwaukee Freight Train and (overhead) a B. A. & P. Ore Train in Silver How Canyon. Both Electrically Operated.

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To

## The Railway Leagues

The game of Saturday, July 15 at B. & O. grounds, Twelfth and Harlem avenue. The day, without doubt, was the hottest of the year. The effective pitching by Ostrosky enabled the C. M. & St. P. to take the game by a score of 9 to 1, and allowing only 4 hits, he also struck out 12 of the opposing batters. He should have been credited with a shutout but for Kush's bad throw to Siems on third base, forcing the base runner for the only count.

only count.

The batting honors were carried off by Kail, Anderson and Thierien each getting three safe hits. Siems distinguished himself by accepting nine chances at third base, some of them were very difficult. Kail also had a good day at shortstop. Lamberg, our big center fielder, had to give up in the eighth inning, owing to the extreme heat. Otto, nevertheless played a good game, which will prove itself by looking at the score below. Rooney was given a trial behind the bat and showed real class. The only real error of the game was when Reitz, our manager, fell off the bench in the fourth inning when Sacks threw out a base runner at second. The score:

C. M. & St. P.

		~~~	
C., M. & St. P. R. Kail, ss	H.	P.	A.
Kail, ss 1	3	0	4
Baiderson, II.	õ	Õ	ō
Ostrosky, p. 1	Ō	Ŏ	2
Siems, 3b1	í	2	$\frac{2}{7}$
Anderson, 1b	3	11	Ö
Lamberg, cf1	2	-õ	Ŏ
Sacks, c-rf	Ö	12	ľ
Thierien, 2b	3	2	1
Kush, rf	Ť	- 0	ī
Rooney, c	1	ŏ	õ
Schneider0	õ	ŏ	ŏ
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Totals9	14	27	16
B. & O. R. R. R.	H.	P.	Ā.
Ainsworth, 2b0	2	5	2
Elliott, ss	ñ	2	5

Miller, c
P. Reinke, cf
Erickson, 3b
L. Reinke, 1b
Hesslau, lf
Characteristics Schwendener, rf ...... Schroder, p ...... 

The Chicago, Milwaukee & St. Paul R. R. defeated the Chicago & Alton R. R. at Washington Park Saturday, July 8th, by a score of 12 to 1. The features of the game were the pitching of Thierien and the batting of Sacks, who made three clean hits, one of them a double Sines lead his team with three hits.

ble. Sipes lead his team with t	three	hit	s.	-
C., M. & ST. P. R. R.— R.	H.	P.	A.	E
Siems, 3b 2	2	3	5	(
Balderson, lf 1	1	1	0	(
Lamberg, cf 2	1	0	0	1
Stoffet, ss 2	1	0	3	Ī
Anderson, 1b 2	1	14	Õ	- 0
Sacks, c 2	4	5	Ó	Ō
Thierien, p 0	2	0	2	- (
Phelan, 2b 1	1	2	3	0
Josephsen, rf 0	0	2	0	1
Totale 19	19	977	10	•

	0	-•	~ •	-
Chicago & Alton R. R.— R.	. н.	Ρ.	Α.	E.
Parker, ss 0		2	2	-2
Landale, 3b 0			3	2
Sipes, If 1	3	2		· ō
Carpenter, 1b 0			Õ	ĭ
Sulzer, 2b 0			ň	î
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Blocker, rf 0				
Daeckher, c 0	3	5	2	ាំ
Dubois, p 0	Ō	2		
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Totals 1	7	97	÷ 0.	

			R. H.E.
C., M. & S	st. P1	. 1 0 0 2 5	0 2 1—12 13 3
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The Chicago, Milwaukee and St. Paul railway team defeated the Erie railroad, 3 to 2, at Grant park. The features were the pitching of Detloff and the hitting of Anderson and

Kusch. Score:			2.5	
Kusch. Score: C., M. & St. P.— Kail, ss.	R	H.	P.	A.
C. M. & St. P.— Kail, ss. Siems, 3b. Ostrosky, c. Lamberg, cf Anderson, 1b. Josephsen, 2b. Kusch, rf. Phelan, 1f	0	n.	ैं:	ૈંર
Siems, 3b	1	ាំ	2	2
Ostrosky, c.	ō	i	8	ត
Lamberg, cf	. 0	$\bar{0}$	ŏ	ŏ
Anderson, 1b.	1	2	14	· i
Josephsen, 2b	. 0	$\bar{0}$	0	៊ែ
Kusch, rf.	. 1	ĺ	ì	$\bar{\mathbf{o}}$
Phelan, lf	. 0	1	10 Tu	0
Detloff, p	. ŏ	$\bar{0}$	õ	2
Totals	. 3	6	27	9
Erie—	R.	H.	Ρ.	A.
Erie— Polensky, lf	. 0	0	2	1
Fisher, 3b	. 0	Ŏ	2	3
Luggee, 1b	. 0	- 0	12	1 2 3
Whitehead, ss	. 1	1	. 2	$\overline{2}$
Blumenthal, p	. 0	1	1	3
Wittbolt, c	. 1	0	. 6	Ŭ.
Frankl'd, 2b	. 0	Ō	2	
Weimer, rf	. 0	. 0 0	0	Ü
Wilson, cf			Ü	ŭ
	·	-		
Totals	. 2	2	27	12
C., M. & St. P1 2 0 0 0	0	0	0 0	3
Erie 0 1 0 1 0	0	0 "	0 0	2
Errors-None. Two base hi	ts	Siem	s, P	he-
lan, Whitehead, Blumenthal.				
Kusch, Struck out-Detloff, 7:				

Bases on balls-Detloff, 1; Blumenthal, 3. The Chicago, Milwaukee & St. Paul railroad am defeated the Chicago, Burlington &

town deleated the chicago,				-
Quincy railroad at Grant Park.	S	core:		
C., M. & St. P—	$\mathbf{R}$ .	H.	$\mathbf{P}$ .	Α.
Kail, ss	. 2	2	5	3
Siems, 3b	. 3	1	2	2
Ostrosky, c	. 3	3	6	1
Lamberg, cf	. 2	1	2	0
Anderson, 1b	1	O)	10	1
Phelan, 2b	. 0	0	U	1
Rietz, 2b	. 1	0	0	2
Sacks, lf	. 1	2	1	0
Kusch, rf.	. 0	0	θ	.0
Detloff, p	. 1	0	1	2
Snell, p	. 0	0	0	0
Totals	1 4	a	97	7.7

	rotais	14	9	$Z^{\gamma}$	11
	C., B. & Q.—	$\mathbf{R}$ .	H.	P.	Α.
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F	elder, ss	2	2	4	3
St	enger, cf	2	1	0	0
M	eyer, 3b	2	1	1	1
	herle, lf			1	0
	ndeen, c			5	1
	derland, 1b				1
$\mathbf{D}$	ran, rf	1	. 1	1	().
	sper, p		0	0	0
$\mathbf{D}$	ish, p	0	0	$^2$	0
$\mathbf{E}$	ans, p	0	0	0	Ð

#### Baseball Talk.

If the boys only do as well for the balance of the season as they have in the past four games the other contenders for the pennant better look out.

Manager Reitz has received letters from Milwaukee and Minneapolis asking for Sunday

When it comes to playing short stop, Kail is.

Balderson is our speediest outfielder and

base runner.
Ostrosky has been converted from a catcher into a regular pitcher—some pitcher.
Siems at third is as good as any of them—

some boy.

#### At Home

Anna M. Scott, Editor.

то выплативной принципации при



Donald William Smith, Little Son of Machinist W. J. Smith, Mason City, 98½% Score at Better Bubies Contest.

Stylish Frocks for Young Girls.

While I do not think the item of "style" for young girls should be advocated to the exclusion of appropriateness and becomingness, yet I do think that many mothers, in making clothes for their young daughters, think principally of making pretty clothes and do not give much attention to the matter of their being stylish. When you are making a frock for the daughter, you can as easily give it a certain "style" as to have it only pretty, with the effect after she has it on, of the child being merely a little frump.

I will try to describe a couple of pretty and stylish frocks that I saw in a Michigan avenue shop recently. One was a blue, flowered voile, with plain blue batiste trimming the waist and sleeves. A yoke of white net was edged with an upstanding frill of the batiste. Two slits were let into the yoke on each side and a bright colored ribbon drawn through, their ends hanging to the belt. The skirt was made with a plain front, the sides and back gathered on a yoke and finished with a ruffle at the hip that exrended clear around to meet each front. This model would be very pretty in a colored linen, leaving off, perhaps, the ruffle at the hips. The other was an afternoon frock of organdy trimmed with net. On the waist a little ruffle of net dropped softly over the shoulder and down to the belt, front and back, while around the neck was a flat collar of dainty lace, giving the waist an exceedingly pretty finish. The skirt was full and had three ruffles of net around the hips. A wide sash of coral ribbon gave richness to this very pretty and stylish little creartion.

#### Mid-Summer Fancies.

The rolling collar, in one style or another, with pointed front opening, is shown on many new blouses.

Skirts with deep flounce effects, like the old Spanish flounce, are much in vogue. Some new models show double and triple flounces, others have hip yokes lengthened on the front into a panel, to which the sides are joined.

Loose blouses in middy, smock and Norfolk effects are excellent for outing and sports wear.

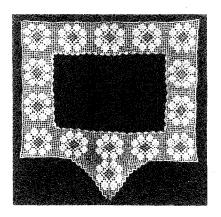
It looks as if pockets, small pockets and large pockets, wired and filmsy, have come to stay.

Fashion favors large hats, and the droopy sort bid fair to be the most popular.

Summer furs (very wintry ones, too), are much worn, particularly the short-hair furs, such as mole, ermine and seal. The old-fashioned collarettes, fastening under the ears, are shown very extensively, and although very uncomfortable on a hot summer day, they are stylish, and that is quite enough.

Jersey silk is much worn, particularly in the gaudy stripes shown in sport suits and dresses; also the old-fashioned mohair worn by our grandmothers, will be shown in the high colors.

Marabout trimmings are going to be very good, especially on the jersey silks, and all silks. The brown is particularly popular. Ostrich boas are shown extensively.



Crochet for Summer Pastime.

The accompanying picture is a very beautiful filet yoke done by one of our crochet experts. The pattern was shown and full details of how to do it, published in Needlecraft for March, 1916. It was Yoke No. 2. I should like to reprint the directions here, but space forbids. The work may be done with either 60 or 70 crochet cotton.

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Very dainty and convenient for the woman who wants a light and pretty bag to match or correspond with her gown, is the little filet affair, directions for which are given below:

Directions for Making Bag:

Chain 47, d. c. into third stitch and continue whole length. At each end increase one stitch until there are five rows, then decrease until you have forty-four stitches. Leave off twelve stitches and crochet the same as at first, increase only on lower edge. Crochet edges together, make a long chain of stitches, cover a ring and fasten one end of the chain to the bag. Bring the other end through the ring and continue until you have about six strings in the ring and fastened to the purse. If preferred make a little point of single crochet stitches at the bottom.

Design for Handkerchief or Towel.

4 d. st. 1 p. (\*), 3 d. st., 1 p. 1 d. st., 1 p., 1 d. st., 1 p., 3 d. st., 1 p., 4 d. st., close to ring, make 4 d. st., join to last p. of previous ring, repeat from star.

Way to Hang Skirts.

In laundering skirts made of pique, cotton or woolen it is better to pin them to the line by the waistband, so that they will hang straight down. If pinned at the top they will shrink evenly all around instead of sagging as they too often do when pinned by the hem.

When cane costs in

the hem.

When cane seats become slack, sponge both sides of the cane with hot soapsuds to which a handful of salt has been added, stand in the open air, and when nearly dry cover with a cloth and iron with a hot iron. The seats will be as good as new.

Good Things to Eat.

Sweet French Bolls—Cream one-fourth cup butter and one-fourth cup sugar together, gradually beat into a pint of light sponge. Add two eggs, whites and yolks beaten separately, and flour enough to make the same thickness as before. Cover and stand in a warm place until it begins to rise, then add flour to make a soft dough and knead well. Set aside again until doubled in size, then shape like Parker House rolls.

Some Tasty Salads.

Stuffed Lettuce Salad—Take one small head of lettuce for each person, wash it and remove the heart carefully so as not to break the head. Chop one bunch of celery very fine, one cucumber, one small onion. Mix well with French dressing and stuff the heads of lettuce with this mixture.

Tomato and Grape Fruit Salad—Cut three grape fruits in two; remove the pulp and take out the tough inner skin, peel the tomatoes and chop them fine; mix with the grape fruit, put in the hollow halves of the grape fruit and put a spoonful of mayonnaise dressing on top of each and garnish with parsley or cress.

Date Salad—One-half pound of dates cut fine, one banana sliced, two oranges cut in small pieces, the juice of half a lemon; mix lightly and serve on lettuce leaves with a mayonnaise dressing.

The Canning Season.

The canung season.

The real housewife is always anxious that her "canned goods" run not low, for, although canning and pickling mean a great deal of trouble to her, eating the results of her labors means a great deal of pleasure to her family. There are certain rules to be observed in preserving. In making syrups the sugar should always be dissolved before it is placed on the fire. If this is not done the scum will

not rise well, nor the fruit retain its nice color. Also, the fruit should be put up and sealed while hot and jars filled to the brim.

Strawberries, blackberries, and red and black raspberries may be put up in their own juices. When picking over the berries lay aside only the finest to be canned whole; mash up the small and less perfect ones, add just enough water to prevent their burning and boil. Strain out juice add to it the required quantity of sugar syrup and pour it boiling hot over the fruit to fill the cans.

Watermelon Fickle—Take rind from a large melon. Pare off the green and red and cut into squares or oblong pieces. Cover with water. Put in two tablespoons of salt and let stand all night. Then pour off the brine, put the rind into a kettle with a little fresh water, and cook until clear and tender. Make a syrup by boiling two cupsful each vinegar and sugar, pouring it into the kettle, which should contain about one cupful of the water in which the rind was cooked. Put in a bag of spice and cook for twenty minutes, then pour into cans and seal.

The Tourist. One T. P.

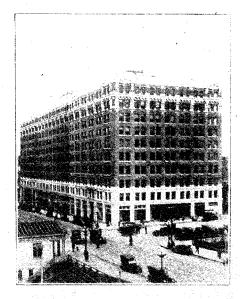
Behold the Weary Willie As he sits beneath the tree, To work he thinks is silly For his mind from care is free.

In his thoughts there's naught of trouble, Nothing comes to worry him, Though his face is full of stubble And his pocket book is thin.

When the copper with his billy Stars the traveler on the jump Never daunted is the Willie, As he calmly steals a "gump.

Life to him is but a pleasure, As he sits among the "boes." Of the feast he takes good measure, Then enjoys a sweet repose.

When the weather gets too chilly As the snow begins to fly, We will miss our Weary Willie, To the southward he will hie.



Home of the Seattle General Offices.

## The Spokane Terminal

Editor......Nora B. Sill Associate Editor.....Skip Editor.

Once upon a day most dreary, every clerk was office weary over many an anxious letter that just wailed with railroad lore, while we nodded, nearly napping, and the steno did her tatting, suddenly we heard a rapping, rapping on the office door. "Tis some hobo." Nelson muttered, "wants his money at the door, simple hobo, nothing more." Ah! distinctly I remember, it was early in December and each desk contained an ember that would make directors roar: eagerly I wished the morrow, for perhaps I then could borrow ten from Nels to quench the sorrow garnered from this railroad lore. From that gay and festive railroad whom old Wall street named "No More," nameless even on the floor. Then, a silken, gay, uncertain rust-ling like a silken curtain thrilled me, for that curtain was a skirt ne'er shown before, and again there came a tapping, on our office door that rapping, and our steno quickly scooted towards the Boss' private door. "'Tis some hobo," Nelson muttered, "wants his money at the door, get his number, he's a bore, simple hobo-nothing more." Presently my feet grew stronger, for he yelled he'd wait no longer, and old Nels he grabbed an inkwell and forgiveness did implore. Then again that frenzied rapping, not an easy gentle tapping, I was scared and so was Nelson tle tapping, I was scared and so was Nelson when he opened up the door. Once again did Nels implore, just implored and nothing more. Then this stranger—hailed from nowhere—gave us all a chilly eye stare, and his actions savored beware as he slammed the office door. "Let me see," he seemed to mutter, once again did softly utter without symptoms of a stutter, "Have I hit this place before?" Rolled his evehalls nothing more symptoms of a stutter, "Have I hit this place before?" Rolled his eyeballs, nothing more. Nels, he rolled upon the floor, simply rolled and nothing more. Then he jumped upon the counter as if seeking an encounter, waved his arms and rolled his eyeballs; 'Tis such actions I deplore. Then this noisy yap from somewhere made a sound just like a nightmare, said he was a "simple steno," out of work and nothing more. "Hypo steno," murmured Nelson, hypophosphate au revoir mured Nelson, hypophosphate, au revoir.

We sized up the women's styles at the convention. They were a little short. Out here in Spokane they are a little shorter.

Josephine has all the advance notices displayed, but then she is not all of the Joe fam-She has a sister.

There was a fellow held a girl's hand at that convention. I know this to be a fact as I was standing beside the girl when it oc-

Carpenter Kendall and Anna M. Scott, as a committee, won words of praise from all.

There are Rubies that are jewels and some hat are imitations. Our Ruby is the real

thing.

Margaret and Helen were at the banquet—what became of them afterwards?

Mrs. Sampson believes in dreams.

Miss Kapy was busy taking notes, but her bright smile was working all the time. It seemed a duty of pleasure.

Some one requested us to inquire of Bill Ennis if he could recall the time he was held up at Pleasant Creek. How about it, Bill, would it make a good story?

It was a bully convention. Every one called each other by the first name and held each other by the first name and held each other by the first hand. Where do we meet next year and when? Oh, let it be soon.

We are in receipt of a communication from

We are in receipt of a communication from Claim Agent Bullwinkle of Butte, in which he details at great length—or rather I should write shorth—his ideas on styles as advocated by the fair sex. Bull is a horrible writer and I can't decipher whether he is speaking of women's shirts or skirts. If the latter, he is right; if the former, the subject is a deep one and I will have to make a few inquiries before advancing his ideas. before advancing his ideas.

That was a hot one Nora B. Sill fired from the summit at Loweth. When Billie Cummings and I sat on the rear of the observa-tion car passing Loweth, and one of the prettiest women I ever set eyes on was standing on the platform, I asked Billie who she was, and he replied "Nora B. Sill." At that I waved my hand and the prettiest woman in Montana waved back. Now if that was not you, Nora, find out who it was because I want to meet her.

Our Editor has been down to New York, and out to Montana, and now she is busy writing up electricity and New York fashions. If she gets her wires crossed, look out for a fire sale.

· (That's about enough from you, Sted, you'll be getting a C. G. if you persist in this fash-The Editor.)

You seem to be quite a fisherman; would you mind answering the following question: If a man goes ten miles fishing, how many fish will he catch? H. R. M.

It all depends on your imagination and the faith of your personal friends in your veracity.

We have just learned of a Missoula division chap who keeps a scrap book record of everything that appears in type exposing his personality. We will fill that scrap book in two months if he will pay advertising rates and not stick at anything to make the price worth while. If any ambitious youngster wants a choice selection of personalities to pass around the table when the guests are assembled, he will not find our prices so steep as he might

Also Bull has a short stanza on girls that re and girls that was. Evidently Bull has are and girls that was. been stung some time or other for with all his years of experience, Boy Waugh says he cannot think of an American girl that ever was. They all are.

Every morning just at nine, enters office, one divine; charming air and pretty face, fluffy ruffles, dainty lace, merry air and winning smile; looks demure, yet right in style, soulsmile; looks demure, yet right in style, soulful eyes with depths that shine; ah, there, pretty Angeline. Moulded form, a slender waist; think you that I lack in taste? Could you glimpse her through my eyes, you'd declare she was a prize. Neatly patterned, no display; smiles a-working all the way; eyes that sparkle, cheeks aglow, happy mortal! ah, I khow how you once did tempt your fate, Has Been at the Garden Gate. My own luck has played that way; I'm an also ran; but say, don't it brighten up a room, makes old winter seem like June, when she comes a-tripping in like a winner? What a sin that Old Styles, like you and I have to pass these stenos by.

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#### Get Together

#### Everything Ready for the "Vets."

The committee in charge of the arrangements for the first annual meeting of the "Vets," to be held in Milwaukee, August 15-16, consisting of W. D. Carrick, chairman, and the Messrs. P. C. Eldredge, C. A. Lapham, W. H. Dodsworth, J. M. Davis, W. J. Boyle, W. B. Hinrichs, H. W. Griggs and L. S. Taft, desire to make the following announcement concerning the program for the entertainment.

The Assembly Hall on the second floor of the Milwaukee Electric Rai.way & Light Company, in the Terminal building, on the corner of Third and Sycamore streets, less than a block from the Union Depot, has very kindly been placed at the disposal of the committee for use as headquarters, where all members will register, receive their badges and all necessary information. Members arriving on the 15th, or those already in Milwaukee, will find the reception committee on hand, both at the depot and in the headquarters, and the morning of the 15th will be taken up with preliminary details, and to meeting old acquaintances. A committee of ladies, members of Veterans families, will also be present to welcome and entertain the ladies who accompany the Veterans to the meeting. And let it be understood that the women folk are not only cordially invited, but expected to be present.

The regular business meeting will be held at 1 P. M., the 15th, in the Terminal Building Hall.

On the afternoon of the 15th, a visit may be made to the city parks. Mr. Lapham who is Assembly Hall on the second floor of

The regular business meeting will be field at 1 P. M., the 15th, in the Terminal Building Hall.

On the afternoon of the 15th, a visit may be made to the city parks. Mr. Lapham, who is in charge of this part of the program, will have someone present to distribute street car tickets to those who wish to make this trip. As it would be practically impossible to foretell how many will be on hand for the Parks trip, no arrangements could be made to charter special cars, but all desiring to go will be turnished with a round trip ticket and the Street Railway Company will furnish extra cars so the Veterans may make up their own parties for this ride and afternoon entertainment. The parks of Milwaukee are exceptionally beautiful. Lake Park occupies a location on the high banks of Lake Michigan, that is unrivalled in the world, and Washington Park, on the west side, has many attractions, chief of which, perhaps, is a remarkably fine "Zoo"—one of the most complete in the United States.

The evening of the 15th is set apart for the grand banquet at the Deutscher Club. This Club occupies the old Alexander Mitchell homestead and with its beautiful grounds, forms one of the most splendid club homes in the country. The banquet will take place at 7 p. m., and there will be a musical program together with addresses by officers and employes of the railroad, the Mayor of the city, and probably Governor Philipp of Wisconsin. The banquet is the only feature of the entertainment for which there will be a trip to West Milwaybea State.

charge. Tickets for this are one dollar each person.

On the 16th, there will be a trip to West Milwaukee Shops. A special train will leave the Union Depot at 10:30 a. m., for the Shops, returning before noon. In the afternoon, a lake trip is arranged, on one of the fine Crosby Line steamers, which has been specially chartered for the occasion. The boat will leave the Crosby Line dock, which is located south of the west approach to the Buffalo street bridge. The boat will leave at 2:00 p. m., returning about 5:00 p. m. This will close the two-day program, in time to give members an opportunity to start for home, if necessary on the evening trains of the 16th.

In arranging this program the committee has given its best effort and thought, and

every Veteran is assured of a royal welcome and a fine time.

The Veteran Employes' Association of this railroad, although not yet a year old, has already grown to the enormous size of over fifteen hundred members, and while this is the first of what will come to be looked forward to each year, as the one chief vacation feature of its members, the Milwankee meeting will be a great "home-coming" and a grand send-off.

On account of a number of the Executive committee being absent, there has been no meeting since June, therefore those applications which have been sent in since about the middle of that month are awaiting action. A meeting has been called, and all who have made application and are entitled to membership, will receive their cards and buttons in time to attend the annual meeting in Milwaukee.

Up to July 1st cards and buttons had been

Ing in Milwaukee.

Up to July 1st cards and buttons had been sent to all members who have paid their annual dues. It appears, however, that a few of the members have failed to receive these, in which case, each man failing to receive his badge and card should notify the Secretary advising what date annual dues were paid, and how the money was sent. The lost articles will then be traced, or duplicates sent.

#### Obituary.

On July 17 Don J. Whittemore, for fifty-seven years the chief engineer of this company, died at his home in Milwaukee, at the advanced age of 86 years. Mr. Whittemore had been in failing health for a number of years, and the overpowering heat proved too much of a strain for his impaired constitution. He was a native of Vermont and had been in the employ of this company for sixty-three years. He was an engineer of more than ordinary reputation, he having served several terms as president of the International Society of Civil Engineers, to which office he was first elected at a meeting of that organization held in London, at which Mr. Whittemore read a paper that attracted the favorable attention of all the engineering societies of the world.

attention of all the engineering societies of the world.

No man of this company has been more closely identified with the growth and construction of the road than Mr. Whittemore, whose task it has been to supervise the location and actual building of every important extension that the company has ever undertaken—his last work being the Puget Sound extension, a labor that he assumed after he had passed his seventy-sixth birthday. At the completion of that notable task Mr. Whittemore retired from active service, and became consulting engineer. He was a man greatly beloved and admired for his sterling integrity, unswerving fidelity to his duties and his extraordinary mentality.

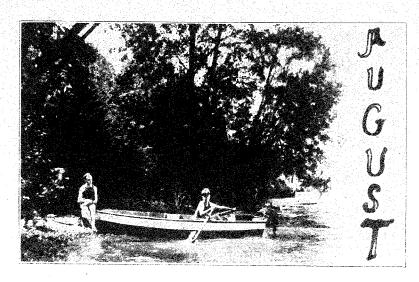
Mr. Whittemore is survived by his widow and one daughter, Mrs. Phillip Littell of New York City.

Conductor G. Dann died at his home at Janesville after a brief illness June 29. Mr. Dann was taken ill while on a vacation. He was an employe of the "Milwaukee" for many years and was one of the oldest passenger conductors on the division. The employes extend their sympathy to the bereaved family.

Engineer W. E. Lees died at his home at Milwaukee, June 16. Mr. Lees was engineer on the "Waukesha Scoot" for many years until he was taken ill about three years ago. He never regained his health enough to go back to work again. Besides his wife he is survived by one daughter and two sons. Mr. Lees was buried at Mazomanie.

## The Children's Page

Jennie B. Ginet.



#### Four-Leaf Clover.

I know a place where the sun is like gold, And the cherry blooms burst with snow, And down underneath is the loveliest nook, Where the four-leaf clovers grow.

One leaf is for hope, and one is for faith, And one is for love, you know, and God put another in for luck— If you search, you will find where they grow.

But you must have hope, and you must have faith,

You must love and be strong—and so ft you work, if you wait, you will find the place

Where the four-leaf clovers grow.

Ella Higginson.

#### What Is a Bird?

"Who can tell me exactly what a bird is?" said Lady Grey.

"A bird isn't a plant; it is an animal," said Tommy Todd. "Yes, but a cat is an animal, and a snake, and a horse; and we are animals ourselves,

"A bird is a flying animal," returned Sarah,

"Very true, but so is a bat, and, as you know a bat has fur and looks very like a mouse, and a bird does not." said Lady Grey. Then she added:

Ah, you give it up? Very well, listen and remember. A bird is the only animal which has teathers! With his hollow bones filled with buoyant warm air, and covered with these strong pinions, he rows through the air as we row a boat through the water with the oars, balancing himself with these wings; also steering himself with them and

with his tail made of stiff feathers and shaped to his particular need. His small feathers laid close, overlapping each other like shingles, and bedded on an overcoat of down are his clothes, protecting him from heat, cold and wet,'

Mabel Wright.

Good little boys should never say, "I will," and "give me these."
Oh no! that never is the way
But, "Mother, if you please."

Turner.

We do not know how cheap the seeds of happiness are or we would scatter them oftener.

#### Answer to July Puzzle. The Letter "L.

Puzle for August.

Suppose a man has a wolf, a goat, and some cabbages on the bank of a river, and he wishes to cross with them. His boat is only large enough to carry one thing besides himself.

He must take them over in such a way that the wolf may not devour the goat or the goat the cabbages. How does he do it?

> Seldom "can't." Seldoni "don't". Never "slian't" Never "won't."

After Study Mours.
This is more difficult than former puzzles of like construction. It also sives a clew to the

answer.

"THE DOORRING TIDED III.

By changing the letters about you will have the title of a very pretty story about a little girl and a wolf.

E. W. D.

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# Electricity in the Railroad Man's Home

Lack of Knowledge About Electricity Keeps Many from Enjoying the Comfort of Electric Light, Heat and Power.

It is surprising how many questions are asked by persons who contemplate the installation of electricity for light, heat or power in the home.

Isn't is dangerous? How much will it cost to wire the house? How much will the lamps cost? Isn't electric light expensive? What is the cost of electric fans and cooking devices? Can I really afford it?

These are but a few of the many interrogations fired broadside at the electrician by nearly every prospective customer.

In the first place electricity is not dangerous. It is nowise associated with lightning. Facts, figures and carefully kept statistics show that electricity is far safer than gasoline, oil, or even candles, as a source of light. It is safer than any other form of heat and it is far less dangerous than steam engines, gasoline and oil engines as a source of power.

Each and every one of these questions pertaining to the installation of electricity can be answered by the lighting company which supplies electricity for your city or town. The employees of the company are only too glad to talk with prospective customers. They will tell you how long it takes to wire a house, what is will cost, how much current ten lamps will consume in a month, or an hour; they can readily tell the purchaser the price of everything and clear up any little doubts and fears which may suggest themselves during the conversation.

Rates vary in different towns. This variation is but little and is the result of supply and demand. Where there are plenty of customers, and lots of current used, the rates can be somewhat lower. The more customers there are the lower the rate. The men who make a specialty of installing electricity in buildings can easily figure out the exact cost of wiring any home. Whatever figures you

decide upon, however the installation is planned, they can figure out the cost. The lighting company can give the first cost, and the cost of operation, of any electrical device, such as an electric flatiron or coffe pot. In many towns a cheaper rate can be obtained where the current is to be used for power, or for heating and cooking purposes. This is because much more current is used for motors or for cooking and the company, like any other manufacturing concern, can afford to sell cheaper in larger quantities.

Electricity is not expensive. With a little care and attention, the electric lamps will cost no more than any other kind giving the same amount or light. Many who find electricity expensive are merely careless. They go away and leave the light running, they do not turn them of when they should. They use too large lamps, and otherwise waste the energy. In a large number of cities and towns electricity is considered economical when used in reasonable quantities, even when compared with other sources of light, heat or power. Electricity is safer to use in the house than any other form of energy. It requires no care, or attention, on the part of the user and can be as readily drawn from the wires as water from the house tap. There are no ashes, or refuse, to remove, no fuel to carry, no cleaning up after it is used. Electricity will not destroy the air in the room as will gas and oil lamps.

The convenience of electricity is ideal. At the pressure of a finger it will give light, will cook the meals or will do the sweeping, or other hard work, about the home. It has been roughly estimated that it will cost about \$2.00 a lamp to wire the house for electric light. This means that if you desire one lamp for each of ten rooms it will cost \$20.00 to wire the building, including fixtures, wire, labor and all. These lamps can be operated in an ordinary home for about \$1.00 a month for an ordinary family, at a rate of ten cents a kilowatthour. If the rate is fifteen cents it will cost \$1.50 a month.

# Safety First

A. W. Smallen, General Chairman.

Efficiency and Safety First.

W. H. Smith, Conductor R. & S. W. Div.

The topics, Efficiency and Safety First are two very, very prominent subjects for discussion at the present time, not only in the railway service, but in general. We have had the privilege of reading some very excellent articles on these subjects in our own Magazine, but they have almost always been treated separately. Why not unite the two.

Efficiency is the act of doing something, and the better we do it, whatever the work may be, the more efficient are we; also, by practicing Safety First, we are more efficient, not only to the company employing us, but to ourselves and our families, by taking every precaution to preserve life and limb. These two things, if followed up constantly, will shortly become a habit, and a good one, too.

We do occasionally hear Safety First lightly spoken of, but we should not let that influence our conduct or thought, for without a doubt the person who has spoken thus lightly, is himself doing his work more carefully and in a different manner than he did a few years ago, as a result of the general change brought about by the Safety First movement. I know I, myself, do not take the chances I did a few years ago—I, somehow, always see the Safety First sign loom up before me when I attempt any move that is endangering myself or property. We cannot, of course, prevent all accidents, but I do know that I have prevented quite a few by practicing careful inspection of trains and close watching as we go along our way.

In looking at the front cover of our Magazine we are reminded of the different kinds of employment in the service of the railway, and of the Efficiency of each department and person, from the head of the road to the lowest paid position, and we can draw therefrom the lesson that by our efficiency and co-operation, we may climb the ladder.

Railway companies derive their revenues from the transportation of freight and passengers, and the men in the train service are placed where the character of their work has a direct influence on the revenues. Efficiency should show here, if anywhere—and it should be shown not only in our work, but in our manner of treating the patrons of the company. Incivility and surliness should always be avoided, for those traits may lose the company a valuable shipment or a valuable patron, where courtesy always may win many. We cannot expect to become one hundred per cent efficient in all branches of the service, but we certainly can improve in our own.

In regard to Safety First, let me make a few suggestions—perhaps they may have been made many times before, but in this matter, good ideas cannot be too often repeated. Don't pass near to the ends of the cars when going through an opening in the yard, or at a highway crossing; especially in a big yard, as an engine a long way off may be making a movement on that particular track.

Don't step on the draft irons or air pipe when climbing between cars, your foot may be injured, or you may close the angle cock in train pipe line.

Don't walk backward in track to adjust a knuckle while cars are moving, you may stumble over an obstruction in the track or over switch rods and rails.

Don't sit on the brake wheels or stand near the end of the car or near the edge of the roof while riding on top of the cars—air brakes and steam are quicker than a person, which has been proven by accidents that have happened from these causes in the past. There are no nets to catch the trapeze performer on a railroad.

Don't lean on a switch stand while a train is passing. Get clear of the switch at least; or, better still, be on the opposite side of the track, an obstruction on one side of the car may strike you, or you may become confused and throw the switch.

To engineers, I would say: Don't pull out of a station too fast, as at the present time, you nearly always have a half mile start of the men who board the rear end of the train, and many times they have tools or lanterns in their hands and poor footing.

Always remember Safety First and keep your mind on your work. Don't be like the commercial traveler at a Wisconsin City, who usually drove in a car when calling upon his customer. But on one occasion, was driving with horse and buggy. He had finished his business and came to himself while attempting to crank the horse. A man like that better stay away from Montana or South Dakota, as a broncho would not stand for such treatment.

Section Foremen's Debating Society.

By P. J. Moran, Section Foreman.

The Section Foremen's Debating Society held their July meeting at Elgin on July 25th. There are probably a good many employes that have never heard of this society, so will try to explain their workings.

It is for the purpose of discussing questions on and pertaining to track work. They hold four meetings each year, March, June, September and December. At the December meeting the officers for the ensuing year are elected. The officers for this year are, Herman Nagel, president, section foreman at Monroe Center; G. L. Green, vice-president, section foreman, Byron; P. J. Moran, secretary and treasurer, and Chas. Olhaber, doorkeeper, section foreman, Bensenville.

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The electric the entire 4 road and the yards of the Railway is power plants whose main Falls, Mont. From Great 100,000 v

From Grea at 100,000 v located alon transmission sion type p Fig. 3. Th separate unit of units in climatic cond



Fig. 2-

## . Навонично принциперативний принциперативно принциперативного принциперативного принциперативного принциперативн Transmitting Power for the Electrification

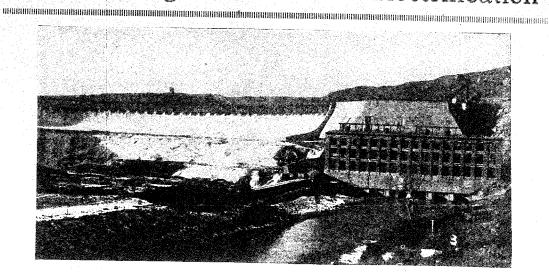


Fig. 1-Power Plant and Dam at Great Falls.

The electrical power employed to operate the entire 440 miles of electrified main line road and the 160 miles of electrified spurs and yards of the Chicago, Milwaukee & St. Paul Railway is obtained from the hydro-electric power plants of the Montana Power Company whose main power plant is located at Great Falls. Mont. Falls, Mont.

Falls, Mont.

From Great Falls the power is transmitted at 100,000 volts to the fourteen substations located along the route. The 100,000 volt transmission line is insulated with suspension type porcelain insulators as shown in Fig. 3. These insulators are made up of separate units connected in series, the number of units in a string depending upon voltage, climatic conditions, etc.

In each of the fourteen substations the voltage is first reduced from 100,000 to 2,300 voltage is first reduced from 100,000 to 2.300 volts alternating current by means of transformers. The 2,300 volt alternating current is then fed into motor generator sets and changed to 3,000 volt direct current which is then fed to the trolley.

The trolley feeder line operating at 3,000 volts is insulated by small pin type porcelain insulators.

voits is insulated by small pin type porceian insulators.
It is important that the insulation be dependable for the continuity of power supplied to the electric locomotives must be maintained. Installation of reliable insulators has aided materially in producing satisfactory results in operation.

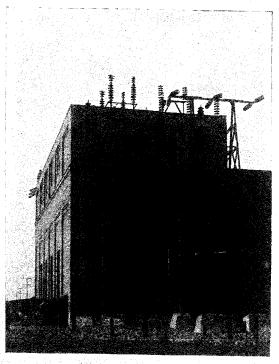


Fig. 2-One of the Sub-Stations.

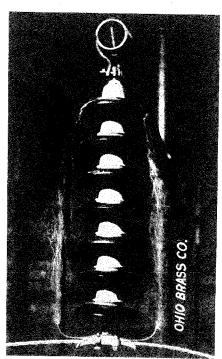


Fig. 3-Suspension Insulator Under Test.

This Society was organized about twenty years ago and is kept up by the members, who must be roadmasters of section foremen. The meetings are held on Sundays, so that the men can all attend. G. R. Morrison, superintendent C. C. B. Illinois Division attended one of the meetings as the guest of W. H. Kofmehl and when called on to give them a talk expressed himself as much pleased at the business like manner in which track work was discussed by the members, showing from the intelligent answers they gave on any subject, that this Society was a great help to the men themselves and also to the company.

The way they do about having papers for debate: They appoint a committee of three members to get up about ten questions on some kind of track work, and the best way to go about doing this work. At the same time there is a committee appointed to give answers to those questions then at the next meeting those questions and answers are read by the secretary and laid on the table, to be taken up for discussion by all the members; same to be adopted or rejected. There are always two papers on hand,—one for discussion and one for the men to think about during the interval between meetings. Every Foreman is expected to serve on those committees as his turn comes. These meetings are a great help to the section Foremen in doing their work, and more particularly new Foremen just promoted. It is also a great value to the Roadmasters to belong to this society as they can more easily explain subjects to the men than by writing to them. Also the Foremen and Roadmasters get better acquainted in these meetings. It also helps the Foreman if called upon to serve in the capacity of Roadmaster, as in the case of Aug. Frederick, who successfully handled the C. B. Ills. Divn. while Mr. Kofmehl was on a leave of absence. I will give a few names of Foremen that once belonged to this Society and were promoted to Roadmasters, all making good so far as I know: B. C. Dougherty, P. J. Murray, John Boland, W. F. Boland and Geo. Reese. If a Superintendent should be looking for material for a Roadmaster it would be a safe place to locate one when we are holding a meeting on the C. C. B. Ills. Divn.

#### The Monthly Loss and Damage Letter.

The membership of the General Committee for the Prevention of Loss and Damage to Freight, which now includes every employe of the company whose duty connects him in any way with the handling or moving of freight, is respectfully referred to the following report for the month of May, 1916, during which period the amount paid for Loss and Damage was \$80,430.71. During the same month in 1915 there was paid \$95,791.60. which indicates a decrease for 1916 of \$15,360.89.

By comparing these figures with those shown in our monthly statements for February, March and April, you will notice that the Loss and Damage Account for May is considerably less than for either of the three

preceding months. We now have this account running in the right direction—down. It will, however, require persistent and continued effort on the part of every member of this large Committee if we are to maintain the advantage already gained and continue to pound this account down until it reaches a reasonable proportion.

In our last month's letter, your attention was called to the arrangement made whereby cracked and broken castings of all kinds could be repaired by the General Storekeeper at Milwaukee Shops. A number of castings have already been forwarded there and every agent should bear this in mind, as these castings will be repaired at an average expense of not to exceed \$1.00, whereas their value is anywhere from \$5.00 to \$35.00. This refers especially to furnace castings, which are perhaps the most expensive.

The watermelon season is now on, and agents receiving carload shipments of watermelons will please insist on consignee unloading all of the melons including the broken and rotten ones. It has been found that these damaged melons, heretofore left in the cars, breed a plant germ that infects the next load of good melons, and in order to prevent this infection the entire load should be removed.

Considerable trouble is being experienced at our beer shipping stations on account of agents accepting empty beer packages for return movement without requiring the shipper to mark them plainly, showing consignor's full name. This results in mixups at the receiving stations where large numbers of these packages are received. This can easily be corrected, and the consignor required to do the work.

A number of suggestions have been received from agents regarding a new form of seal record book. This matter is being considered now. Additional suggestions are invited.

At a number of points on the line we are handling shipments of perishable freight, especially cheese, on short hauls where no refrigerator arrangement is in effect. Ou all such business receiving agents should be particular in issuing bills of lading to insert thereon BOX CAR SERVICE ONLY.

In our May letter reference was made to the question of removing all nails from ear floors in front of doors. The agent at Union Street, Chicago, advises me that they have taken 2,500 pounds of nails from ear floors and door jambs at his station in the last three or four months, and the nails turned over to the Storekeeper.

A number of cases have recently been reported of refrigerator car floors being flooded on account of drain pipes not having been cleaned at loading station. This invariably results in heavy claims and particular attention is directed to this matter now, as the refrigerator season is at its height.

The heavy shipping season for coal will soon begin and our agents should bear in mind that the grain boards used in carload shipments of coal belong to the company, and

(Concluded on page 35)



The railroad man who bought a Hamilton so long ago

that he isn't sure whether it was twelve or fifteen years is satisfied. The man who bought a Hamilton recently - a few months or a year or two ago-is satisfied.

And if you decide today to buy a Hamilton, you can bank on the same satisfaction. It is a knowledge that the Hamilton has the accuracy, durability and dependability that the railroad men must have.

miltonaffla

"The Railroad Timekeeper of America"

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size - 21 jewels) and No. 992 (16 size - 21 jewels) are the most popular watches on American Railroads and will pass any official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement alone (in Canada \$13.00), up to the superb Hamilton Masterpiece at \$150,00 in 18k heavy gold case. No extra charge for Safety Numerical Dial on new railroad grades of Hamiltons. A Hamilton movement can be fitted to your present watch case if you desire.

Write for the Hamilton Watch Book— "The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information.

HAMILTON WATCH COMPANY

Dept. 20

Lancaster, Pennsylvania

## Special Commendation

I. & M. Division Brakeman A. W. Hazeltine has received credit and a letter of commenda-tion for his prompt offer to fire the engine on Train 52, July 5th, from Owatonna to Austin, after Fireman Whitlock had been overcome with the heat and incapacitated for further service. 92 was thus able to proceed

without any unusual delay.

C. & C. B. Engineer George LeGuire has received a letter of commendation for prompt action in stopping train at Sabula on account of a dragging brake beam in A. R. L. Car 7583

of a dragging brake beam in A. R. L. Car 7583 May 24th. Such attention to duty and the interests of the company are much appreciated. River Division Section Foreman N. C. Nahler discovered a dragging brake beam under a car in train passing Frontenac, June 11th. He immediately inspected the tracks and switches and had the section men remove the brake beam from the center of the track before any further accident occurred. Mr. Nahler, has received credit in the roster and a letter of commendation.

Agent N. K. Driscoll, Riggs, Iowa, has received credit and a letter of commendation for discovery and prompt report of a loose banging door on car in 4/61, June 17th. This was a dangerous condition and Mr. Driscoll's

hanging door on car in 4/61, June 17th. This was a dangerous condition and Mr. Driscoll's watchfulness is much appreciated.

C. & C. B. Brakeman W. E. Cole has been given credit and special commendation for thoughtfulness in reporting to Engineer Gordon on light Extra East, June 5th, that there were a gang of workmen with hand cars, just around the curve west of Paralta. This probably prevented an accident, as by being forewarned, Engineer Gordon was able to proceed with caution around the curve, and otherwise warn the laborers of the approach of his train.

Operator John McGuire, Oxford Junction, has been given a credit mark for discovery and report of a hot box on 1/70, June 28th. Upon inspection the crew found the journal on C. R. L. 6003, red hot, and if it had not been for the timely discovery by Operator McGuire, a serious derailment might have been the result been the result.

Superintendent C. H. Marshall received the following letter signed by the men who accompanied 59 cars of stock over the Milwaukee, and were much gratified with the courteous treatment they had received:

Dear Sir:—
We, each and all of following shippers from Idaho, beg to thank you and your employes for their kind and courteous treatment for our welfare on this trip, more so than any read shipped over.

(Signed) SHIPPERS.

(Signed) SHIPPERS.
H. A. Morrow.
A. K. Seaver.
C. Hayes.
H. Hayes. N. Stanfield by F. R. Sels P. R. Sels. E. Todd. R. M. Telfor. F. H. Skillern. W. J. Dunn. Hugh Stanfield.

W. J. Dunn.
Frank Hart, station helper and gateman at Milton Junction, Wis., has been specially commended for prompt action that prevented an accident on the morning of June 24th. While No. 93 was pulling out of town he discovered a broken spring hanger on one of the cars in that train, and succeeded in attracting the notice of the crew and getting the train stopped. The car was set out for repairs.

J. Thornton, Albany, Wis., has received a letter of commendation for promptly flagging No. 208, when he discovered a broken rail near that station, on June 29th. His quick action no doubt saved a serious derailment, and is much appreciated.

Roadmaster O. J. Franklin of the Min. Pt. Division, while standing on the rear platform of caboose on No. 91, June 21st, dis-

covered something dragging in the track. He had the train stopped and it was found that a brake beam had come off the head car and was being rolled along under the car. Mr. Franklin has received a letter of appreciation and special credit in the service roster.

T. M. Division Roadmaster D. Gorman has received special commendation for discovery of dragging brake beam in train, May 31st. By promptly notifying train crew, the damage was repaired before any accident occurred.

T. M. Division Conductor P. Neylen, and Brakemen R. Wright and S. R. Pridgen have received credit in the roster and special commendation for promptly extinguishing a fire which they discovered under Bridge 182, May 23rd, thus saving the bridge from total destruction.

ard, thus saving the bridge from total destruction.

T. M. Division Operator A. E. Kirby has received credit and special commendation for discovery of a dragging brake beam under train, the morning of May 30th. His watch-fulness undoubtedly prevented further damage and a possible accident.

T. M. Division Brakeman D. B. Collins has received credit and special commendation for discovery of a damaged head block while in the performance of his regular duties May 30th. This timely discovery without doubt prevented a serious accident.

Columbia Division Conductor J. D. Atchison has received a letter of commendation from Superintendent Sawyer for his discovery of a drawbar in bad order in Train No. 63, while it was pulling by his train at Doris. Careful attention to the interests of the company, such as in this instance is valuable and much appreciated.

appreciated.
Train No. 92, Engineer T. M. Christensen, was flagged about six miles south of Necedah, woman who gave her name

was flagged about six miles south of Necedah, July 10th, by a woman who gave her name as Mrs. McBain. Some miscreants had placed a number of ties on the track ahead evidently with a view of wrecking a train, although no clue could be found to that effect.

On June 15 Engineer P. J. Donovan on engine 6330 discovered the loss of a crosshead shoe when he stopped his train at Elberon Signal Maintainer A. E. Long, and his assistant, J. Lubbers, who were at Elberon at the time looking after signal trouble, volunteered their assistance to Mr. Donovan, and by the use of their motor car they went out and found the lost shoe and the engineer was enabled to get his train started with considerable less delay, than otherwise could have been done. Mr. Long and Mr. Lubbers were given a letter of commendation by their supervisor, and mention was made of same on their records. pervisor, and mention was made of same on records.

On June 30 Engine Inspector C. C. Smeltzer while on his way home from work at the roundhouse, noticed a brake beam down under a car in a train which was ready to leave for the east. Mr. Smeltzer stopped the train and assisted the trainmen in disconnecting the brake beam. He was given a letter of commendation and credit in the roster for this service.

ter of commendation and creat in the for this service.

Vice President J. H. Hiland received the following written on the blank page of the Pioneer menu card by a man whose residence is far away in the Island of Java:

"To Mr. J. H. Hiland, Vice President:

"I've heard of this dining car in Java and of Dan. They told me when I ever should make a trip in the United States to take Dan's car. I did so and was surprised at the very good dinner on the C., M. & St. P. Railway.

(Signed)

"B. STEEPHLAND.

"Bandoing, Java."

The Lanark, Illinois, Gazette of recent date, contained the following concerning Conductor

P. Ry., i avoirdup morning against senger t Garner north an the parl until Br bed him as the fall agressaved M

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when ca be recla grain ca ceivers ' now, ar whereby and put the comp In nex

give you 30th. O confident months ( To ma

to do a Give us advice th of preve as to the Conductor W. Brown of the C., M. & St. P. Ry., is some sprinter despite his girth and avoirdupois, which is considerable. Saturday morning about 10 o'clock he was leaning against the depot building waiting for the passenger trains to get out and give him a clear track when he observed our old friend James Garner about to cross the tracks from the north and a special fast train coming along by the park at a forty mile gait. It was very evident that Mr. Garner did not see the train until Brown, in a half dozen jumps, had grabbed him around the waist and held him just as the flyer whizzed by. The spectators are all agreed that Mr. Brown's prompt action saved Mr. Garner's life and also that they had never before seen a fat man run so fast.

A Passenger's Tribute.

Give me the Olympian, Train of the Gods, Whether I go or come, bother the odds.

Train of steel on the trail of steel, Awake or asleep alike at home I feel.

Give me the service of the diner fine, No better table spread with meat and wine. Give me the berth in which I sleep, With downy pillows and mattress deep.

Give me the berth higher, wider and longer, The Milwaukee berth sure is a wonder. Give me the Porters, who with service fine, Are without equal on any railway line.

Give me the observation car so grand, No better comfort anywhere in the whole land, Give me the Milwaukee service first and last, No better treatment and attention can I ask.

From smoky, windy eastern cities off we go To Pacific's balmy breezes and sunsets golden glow.

Over rolling prairies and mountains topped with snow,

Far and near better scenery none 1 know.

A railway built on mountain side with skill, Through canyons deep and tunnels through the hill.

No greater feats of engineering skill and brain Than prepared the trail for this great train.

Last of all they harnessed the waterfall From Nature's sleep, electricity to haul Olympian train sublime over the Great Divide, This great feat is heralded far and wide,

If a trip I am about to take,
I choose, and for my own good sake
For time and service, decide quite hasty
The Milwaukee Line for comfort and for
safety.

The Monthly Loss and Damage Letter.
(Concluded from page 32)

when cars are unloaded these boards should be reclaimed and piled up for recoopering grain cars. An understanding with the receivers of coal on this point should be had now and arrangements made with them whereby they will not take these boards and put them to other use. They belong to the company.

In next month's letter we will be able to give you the results for the year ending June 30th. Our new fiscal year starts now and we confidently hope it will show twelve straight months of decrease in Loss and Damage.

To make this showing everyone will have to do a little better than was done last year. Give us your best efforts together with any advice that may occur to you along the lines of prevention, and there will be no question as to the successful outcome.

Yours truly, C. H. DIETRICH, A. F. C. A.



Indigo Cloth. It bears alike the weight of rough wear and grimy, greasy soil; and the brunt of Sun, water and washboard can't take out its Ioyal blue color. As indestructible as a fabric can be made in weave and color.

Remember, it is the cloth in your garments that gives the wear, so see to it that this little label the cloth on the garment you of the railroad REGISTERED man's garment cloth that in its history of over 75 years has

never been successfully imitated.

Cloth manufactured by

#### J. L. STIFEL & SONS Indigo Dyers & Printers WHEELING, W. VA.

NEW YORK	260-262 Church Street
PHILADELPHIA	
BOSTON	31 Bedford Street
CHICAGO	223 W. Jackson Boulevard
SAN FRANCISCO	Postal Telegraph Building
ST. JOSEPH, MO	Saxton Bank Building
	Coca-Cola Building
	928 Victoria Bullding
ST. PAUL	
TORONTO	14 Manchester Building
WINNIPEG	400 Hammond Building
MONTREAL	Room 500, 489 St. Paul Street

#### On The Steel Trail

#### North La Crosse News.

H. J. Bullock.

Perhaps it will interest some of the old-timers to note the signatures and dates on the following train order recently found in the old depot at Sparta. No. 3 had a double-header, account heavy snow and severe cold

Milwaukee, 1-5, 1886.

Condr. and Engr., No. 3:

No. three (3) hold at Winona Jct. for No. twelve (12) to arrive. Ans. D. C. C. Sig.: Gibson, Williams and Blanchard.

Sig.: Gloson, Williams and Blanchard. Clark.

Clark.

Mrs. C. A. Bush and children Sundayed at Edgerton, Wis., June 18.

Carl Spreen, formerly steam shovel engineer for the company, was instantly killed by falling down an elevator shaft at Milwaukee, June 14.

Car Repairer C. Limpert recently had his hand injured while cleaning air brakes.

Ed. Whalan formerly train dispatcher on

Ed. Whalan, formerly train dispatcher on the S. M. Division, gave us a pleasant call during his vacation period. Ed. is now train dispatcher on the C., G. W. Ry, at Scotland,

Ben Cobb, coal shed foreman, spent July 4th at Kansas City, Mo.
Yard Foreman L. Giroux is suffering with a sprained back.
"Brudder" Sampson acted as master of transportation during the first mobilization of troops at Camp Douglas.
Switchman C. Hyde and wife made a trip to Chicago recently.

Chicago recently.

Telegrapher E. C. Bergeron of the West

Yard office, enjoyed a short vacation July 1 to 7 He was relieved by E. S. Manning. Yard Foreman Fred Stirneman and wife were called to Tyndall, S. D., July 14, account serious illness of relatives there.

General Agent C. L. V. Craft and family have returned from Scottle Whene they short

have returned from Seattle, where they spent their vacation.

Ticket Agent F. R. Hartwell has gone to Seattle. Mr. Hartwell, whose health is not the best, hopes to be benefited by a change in climate. He is surely entitled to a vacation after his many steady years of service.

### Kansas City Division Notes. F. R. M.

Jno. Niman, train dispatcher, has returned to work after a month spent in the wild and woolly west.

Engineers Bob Yates, I. Cottrell and Conductor Wm. Costello rusticated at Excelsion Springs, last month.

Operator A. C. English has returned to work

is assigned temporarily to Excelsion

Train Dispatcher J. G. Upp contemplates spending the summer on his farm in Montana. Agent Jno. McEwen of Farson, has returned from the west and resumed work.

Conductor W. W. Birkett went fishing on

7, and caught thirteen carp. (Sted., please

Passenger Conductors Floyd and Packard

laid off over the Fourth.

Several of our boys have gone to the front with the colors, among them being T. O. Beistle, operator, Liberty, Mo.; Brakeman J. R. Houston, Ottumwa Junction; Car Repairer Clifford Marchant, Coburg; Wm. Woodrow, machinst helper, Ottumwa Junction, and Elmer Isackson, storekeeper, Ottumwa Junction.

#### Idaho-Columbia Divisions. Fred Clark

There is a growing tendency on the part of Spokane to Coast travelers to postpone their trip a day or even two days to wait for the train handled by Conductor Clarence Algyer

and Dining Car Steward H. C. Mills. Their treatment of the public certainly warrants the consideration.

and we are to the experience of the least agreement of the another three configurations are the analysis and the

"Sted" has returned from that convention in Chicago. His voice is like a fog horn in huskiness; his complexion like a sun-burned white wild rose and his eyes slightly off color: all of which leads us to believe that he at least had a good time.

Chief Dispatcher Wiltrout has returned from his annual vacation. We, too, in times past, have blamed the sun for the color of our nose, but some people can get away with things impossible for others.

the steepest hill in Malden, he is able with the use of more or less jewishprudence to get to the office mornings; and it is said quite confidentially, mind you, that Maupin's Dray Line accounts for the fact that he is able to make the same trip the next day.

The many friends of Material Clerk Dolph Arnold will be pleased to learn that he was married in Spokane, on July 4th.

Let me to the man who said "Money Talks." We spent several hours in St. Maries recently and the only thing we heard A. Earl Smith's money say was "Safety First," in spite of our usual hungry look.

M. E. Shaughnessey spent a quiet Fourth in St. Maries.

Trainmasters Campbell and Ennis accom-

Trainmasters Campbell and Ennis accompanied the Shriners' Special across the Columbia and Idaho Divisions. Each of them returned with new stories, but, unfortunately, our natural modesty prevents offering them

here.

J. T. Sleavin made us a flying visit during the month, arriving on No. 15 and leaving on

No. 16.

Dispatcher P. L. Hays is spending his vacation quietly in Spokane.

Every time we look at the picture of the Correspondent's Convention, we have to take off our hat. It was certainly a representative gathering of the brains, if not the brawn of this railroad, and it will be our great and lasting regret that we overlooked this opportunity to get our face in the picture and our name upon the roll of fame, and, most important of all, something to eat.

It is with considerable regret that we are forced to chronicle the fact that our "Judy" has ceased to be a news producer for these columns. He is now leading the simple life at Ramsdell on the banks of the "Shadowy St. Joe."

Roadmaster Allen was in Spokane during the month

Roadmaster Allen was in Spokane during

Roadmaster Allen was in Spokane during the month.

C. W. Reed, an attorney of Cresco, Iowa, and Mrs. Reed, cousins of Chief Clerk Grobel of this office, spent a day in Spokane en route east from Southern California. W. L. Barker, accompanied by Mrs. Barker, spent several days visiting Mr. and Mrs. Grobel. Mr. Barker is Mrs. Grobel's brother, and they will return east via the Canadian Rockies.

Ray Shook of this office, is rapidly learning the mysteries of operating his new Overland. He has almost just missed a cow, pig. baby, horse, two stumps, seven dogs, three men and one hundred fourteen chickens, and he has never had it off the pavement.

#### Council Bluffs, Iowa, Notes. Helga Hackstock.

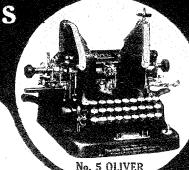
Peter Christensen of the car repair force and his wife have returned from a trip to Ogden and Salt Lake City.
Engineer "Jakey" Brown has been relieving Engineer John Rogers for several trips while the latter is laying off.

vice that man

Such sorte

## Buy This Great Oliver and Pocket the Salesman's Profit Yourself

I Send This Typewriter to You and Let It Sell Itself. What This Saves in Selling Cost Goes to You. Don't Pay for Salesmanship.



Let all the money you spend go into the quality of the machine itself. No matter what you buy, the cost of selling must be added to the price you pay. Others have expensive salesmen and branch offices with heavy overhead. Every sale must share this cost. It amounts to about half the price of every machine sold. I have cut all that out and let you sell yourself this machine after you have used it and are satisfied that it is the best typewriter value you have ever been offered. You save about half.

### The All-Purpose Oliver the Most Efficient

The Oliver introduced visible writing to the world and made it possible to use a typewriter for billing, card record work and loose-leaf writing, thus opening up enormous new fields to the type-writer user. Where others have built special models for these special purposes, the downward-writing Oliver handles all modern demands with its regular equipment. The all-purpose Oliver does everything in the field of a typewriter, does it better, does it easier and does it longer. That's efficiency.

Ask anyone familiar with typewriters which is the most dependable typewriter. The answer will be "the Oliver." And dependability means much to the man who cannot get expert repair ser-

will be "the Oliver." And dependability means much to the man who cannot get expert repair service at a moment's notice. It's not so much the cost of repairs as going without your typewriter that hurts. The Oliver is sturdy, It has been called fool-proof, because its simple construction, permanent and perfect alignment, small number of parts make it almost impossible to get out of order. The regular catalog price of these machines was \$100. They come to us fresh from the nanufacturer, in the original package, and equipped with all the famous Oliver extra-value features such as U-shaped type bar, tabulator and back spacer. Each machine is complete with accessories and instructions. EACH IS GUARANTEED FOR LIFE.

### My Epoch-Making Sales Plan

MARIA LIGITARIA DE LA RELIGIO My faith in the wonderful Oliver No. 5 is so great that I am willing to send it to you on free trial, without the slightest obligation on your part to purchase unless you are perfectly satisfied. It you send it back I won't even ask you why. Use it in your home or office. It it does not sell itself to you there is no sale. This method is responsible for my very low price and for the unusual easy-payment terms on which I sell the machine. I have no salesmen and no collectors. It's all up to you and the Oliver. And this no-expense method is possible only because the Oliver always gives perfect satisfaction.

#### Don't Be Deceived

by unknown typewriters offered at apparently low prices. Many have gone before and have been failures. Some are back on the market with new names to escape the odium of past failures. Know what you are getting. The Model No. 5 Oliver has stood the acid test of many hard years of use by all classes of users and have been found not require in any recent has been found not wanting in any respect.

Act Quick—Price May Go Up

My price and terms can be quoted only in a confidential letter, so
use the coupon at once. The cost of material and labor is soaring.
The cost of doing business is going up and I may have to revise
the price and torus care to the price and torus. The cost of doing business is going up and I may have to revis the price and terms any day, but you will be assured of getting the benefit of this greatest of typewriter opportunities if you use the coupon to get in touch with me at once. Remember, you try the Oliver free. If you keep it you pay but a few cents a day and the machine is guaranteed for life.

TYPEWRITERS DISTRIBUTING SYNDICATE
1510-4U Wabash Avenue, Chicago

John Conway has been relieving Engineer A. W. Morgan.

The Council Bluffs Yard Office has been all fixed up and looks real fussy with its coat of new paint. I noticed also as I came over the division on the 26th coming home from the Get-to-Gether that several of the depots along the line had also been fixed up. They have the fine had also been fixed up. They have been painted yellow and maroon, about the color of one of our brand new passenger cars and really look very nifty. They are easily identified as belonging to the Milwaukee.

We pride ourselves on having one of the roomiest and coziest offices along this end of the line. We have just had house cleaned and

the line. We have just had house cleaned and look real presentable. We planted a wisteria vine on the office end of our building and it has nearly covered the whole side now.

Coming home from Chicago I had the pleasure of riding in the Observation car part way with Roadmaster Murphy and the rest with Roadmaster Barnoske. Each pointed out the many improvements that had been made along their part of the road, and if I am a judge, I pronounce the roadbed very good.

And say, "Sted," you are little, but you are some fisherman, O. K. I enjoy your fish stories very much. Would you believe it I am some fisherman myself. I went fishing last Sunday and caught thirteen—I am not telling how large or how small. You see I have profited by your lessons, maybe.

The mother of Switchman Frank Colburn and Engineer Hyram Colburn has been confined to the hospital for some time. We wish her a speedy recovery.

to the hospital for some time. We wish her a speedy recovery.

Roundhouse Foreman Graff made a quick trip to Dubuque on June 27 and Mrs. Graff returned with him. Mr. Graff says he attended the big Sunday School picnic at Dubuque.

Arthur Graff of Dubuque Shops is visiting at the home of Roundhouse Foreman Graff.

Superintendent Marshall was in Council Bluffs, July 6 and 7. He was accompanied by Mrs. Marshall.

A. J. Hess of the M. C. B. Department of

A. J. Hess of the M. C. B. Department of Milwaukee was a very pleasant caller at Coun-

Milwaukee was a very pleasant caller at Council Bluffs.

Chas. Egholm and daughter, Miss Ida, are enjoying their vacation in the Northwest.

Car Repairer Chris Anderson had a bad ending to his day's work on the Fourth. He was leaving for home when he was called back to fix up a rush load and while he was doing this he cut his hand very badly. He has showed his pluck by staying right on the job and the hand is doing fine.

John Kelly, air brakeman, has taken a trip to Buffalo, New York,

Miss Marion Hansen, daughter of car carpenter Laurids Hansen, is visiting her sister in Nebraska.

in Nebraska.

Nebraska.
The stationary engine at Council Bluffs has en repaired and is working fine. "Nubbins" has her all shined up pretty and our engine room would be a credit to any one.

The repaired and is working fine. "Nubbins" has her all shined up pretty and our engine room would be a credit to any one.

The repair men from Milwaukee, under charge of Mr. TeBrake, are here now making repairs to our air compressor in the power

The fruit business out of here is very heavy The fruit business out of here is very heavy now. We are running quite a number of fruit trains and are combining our efforts to avoid delay to this perishable class of freight. Thus far we have had excellent success. Emmitt Burke, district inspector of Aberdeen, S. D., was here on Company business on June 24.

We are also pleased to have with us now and then Inspector Warner of the Sleeping and Dining Car Department. Mr. Warner has returned to the service after an absence of severage of the service of the service of severage of the service 
turned to the service after an absence of several years.

oral years.

Our Special Officer J. M. Batten made a business trip to Manilla recently.

Car Foreman Martin Schmidt went to Perry on the 28th to visit his old-time friend Gus Anderson, who was formerly car foreman at Perry. Mr. Anderson has been ill for some time. We wish him a rapid recovery.

Mrs. Elsie Larson of Mollen, Iowa, and Mrs. Anna Kirkland and children of Kansas City are visiting at the home of their parents, Mr.

and Mrs. Chris Anderson. The Andersons have also as their guests Peter Cleminson and daughters of South Dakota.

I was trying to imagine the size of the engineer it would take to run "Boy" Waugh's mightiest locomotive. Then I tried to imagine his feelings as compared with his size. Then I wondered how the roundhouse foreman would

feel when he found fault with his engine.

The wife of Machinist Apprentice Harry
Hall is contemplating a trip to Dubuque shops. Fireman Peter Larson has gone to Milwau-kee to be "set up." Success to you, "Pete." Blacksmith Wm. Schultz and wife are con-

Blacksmith Wm. Schultz and wife are contemplating a trip to Cincinnati, Ohio.

Our Company surgeon, Dr. Donald Macrae, has returned from Arizona, where he went to recuperate, and has gone to Des Moines to act as Sergeant Major of the Iowa National Guards. Dr. E. A. Merritt, alternate, has also been in Des Moines for this purpose, but has returned, and he and Dr. Wolcott are looking after the Company's business here.

Yard Clerk Geo. Runyon is still in the hospital but is improving.

We have rumors that Chas. Esbeck of the Car Cleaning Department is to be married in

Car Cleaning Department is to be married in

Car Cleaning Department is to be married in a few days.

Engineer Ernest Cady, wife and daughter are visiting friends in Mason City.

Wm. Breckler, wife and children of North McGregor have been visiting at the home of Blacksmith Wm. Schultz.

The wife of Car Carpenter Andrew Anderson has returned from Clinton where she was called by the serious illness of her mother, Her mother is still in the hospital, but is somewhat improved.

Miss Helen Sandwick has been acting stenographer in the place of Mildred Flemming at the freight house.

Daniel Kinney, boilermaker, and wife and family are contemplating a trip to New York.

Boilermaker Kinney spent five long hours on July 4 watching the Stecker-Lewis wrestling match in Omaha. It turned out fifty-fifty and "Dan" has been sore ever since.

Machinist A. J. Knodell is laying off for a few days.

Boy Packer Lewis Feblowitz is building a

Machinist A. J. Knodell is laying off for a few days.

Box Packer Lewis Feblowitz is building a new \$3,000 home.

Mrs. D. M. Fisk and daughters, Dallas and Carmen, are in Ogden, Utah, where Mrs. Fisk was called by the death of her father.

The following is a tale of woe sent to Little Eva, that's me, by Uncle Tom, and the legitimate bachelor of the freight office force:

"It seems that Chapan bought a diamond ring for 'Casey Jones' to wear on the 3rd finger of her left hand—she wore it a while and then let him wear it—he washed his hands—laid the ring down— it disappeared. He told 'Casey Jones' that some one of the fellows in the office has it—but the truth, if known, we think is this: He 'soaked' it to take her to a movie or to pay the first installment on a little cottage which we hear he has purchased."

Night Roundhouse Foreman Wm. Failer and

Night Roundhouse Foreman Wm. Failer and the misfortune to fracture one of his ribs recently.

cently.

Chris Nelson, machinist helper, will enter the hospital in a day or so to have an operation on his eye, with a hope of restoring the sight. Mr. Nelson's eye was injured by a piece of flying brass some time ago. We hope the execution will be suppossful

the operation will be successful.

Morten Peter Christensen, our veteran storeroom man will be leaving shortly for Cologne, S. D. He will be accompanied by his

Engineer Handler Jno. Peterson will leave shortly for Marengo, Wash., where he will visit relatives. John is rejoicing these days that he has become a grandpa. It is a grand-

Yardmaster Gallagher and wife were in Des

Moines for a short visit.

M. J. LaCourte was a business caller on July 11. He attended the monthly meeting of the Western Car Foreman's Association held at the Union Pacific transfer station.

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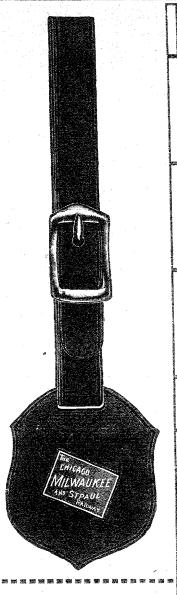
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#### Des Moines Division News Items. Florence F. Fosdick.

Conductor and Mrs. W. E. Ikerd and her mother, Mrs. C. A. McCoy of Seattle, visited

mother, Mrs. C. A. McCoy of Seattle, visited relatives at Iowa City, the latter part of June. Chief Dispatcher G. R. Dickman and his wife are planning on spending Sunday, July 30, with his parents at Sumner, Iowa.

Mrs. Lula Walters and two children of Rockwell City, Iowa, have been visiting her sister, Mrs. A. F. Larson.

Train Dispatcher A. W. Hakes is spending his annual vacation with his brother at Foley, Minn., and will visit friends at Rock Valley and Minneapolis enroute.

Mr. and Mrs. F. W. Chambers and family of Mason City, Iowa, spent a couple of weeks with Superintendent and Mrs. R. P. Edson.

Train Baggageman T. H. Watson and wife started July 5, for Lincoln, Neb., to make a visit of about two weeks with his father and mother.

Train Dispatcher and Mrs. A. F. Larson and little son will leave July 26, to visit his parents at Viborg, S. D., and on their return trip will stop at Lake Okoboji, for about a week, and also at Rockwell City and Lake City for a few days.

Brakeman William Buford and wife are vising Mrs. Buford's father and mother at iting Mrs. Bu Trinidad, Colo.

Trinidad, Colo.

Brakeman and Mrs. P. H. Barker are spending a few days with friends at Madison, Wis, and will stop at Milwaukee and Chicago on their return trip.

Mrs. W. E. Ikerd and mother, Mrs. C. A. McCoy have gone to Seattle, to make a stay of a couple of months.

Conductor and Mrs. C. V. Shannon with their son Joseph and sister Miss Hazel Weir left June 29, for a three months' stay at Long Beach, Calif.

Train Baggageman L. E. Bates left the force

Beach, Calif.
Train Bassageman L. E. Bates left the fore part of the month for a week's visit with his wife's relatives near St. Joseph. Mo. Mrs. Bates, who has been spending several weeks there, returned to Des Moines with him.
Train Dispatcher A. Olson and Conductor N. McGrath attended the forty-second annual session of Imperial Council of Shriners, which was held July 11, 12 and 13, at Buffalo, N. Y. Before returning they will take a boat trip on Lake Ontario and the St. Lawrence River to Ouebec.

Lake Ontario and the St. Lawrence L. . . . Quebec.
L. C. Griffith and wife, conductor on the Southern Pacific, of Pueblo, Colo., have been spending a few days with Conductor W. E. Ikerd and family.
Conductor and Mrs. Bert Sipes have been visiting relatives at St. Joseph, Mo., for a counle of weeks.
Miss Lela Burnham, stenographer in the superintendent's office, has resumed her duties after spending a few days with her mother at Norton, Kan.

Willard J. Hakes, son of Train Dispatcher

Norton, Kan.

Willard J. Hakes, son of Train Dispatcher A. W. Hakes, who has been staying with his uncle on a farm near Atlanta, Mo., has returned home for the summer.

A. Yappen, district carpenter of Chicago, was a Des Moines visitor June 19.

Mrs. L. A. Reaves, wife of Fireman L. A. Heaves, and two children, George and Melvin, left for Manvel. Texas, June 19. for a few weeks' visit with her mother and sister and on her return home will visit friends and relatives at Kansas City and Atchison, Kan.

Agent H. Calhoun, and wife will leave the latter part of the month for Neponset, Ill., to spend a week with Mrs. Calhoun's grandparents, then will go to Pontiac. Ill., to visit relatives and on their return will stop at Chicago to see the sights. Later on they will visit his brother, agent for the Illinois Central, and wife at Parkersburg, Iowa, and will also spend a few days at Emmetsburg. Iowa.

#### Items from the S. C. & D. Division.

B. A. Manley.

Dispatcher E. Gilbertson has returned from his vacation with the skin all peeling off his arms. That's what you get for fishing, but he says he had a good time.

Chief Dispatcher Corcoran and Conductor J. W. Dunham were called to Tacoma on account of a lawsuit. Mr. Corcoran stopped in long enough to say "Hello," and away he went again on his vacation.

District Master Mechanics M. F. Smith calls

on us every once in a while.

Ray Ambler and wife spent a few days in Storm Lake, visiting Mr. Ambler's folks. He had a spell of neuritis while there and had to stay a week.

E. Robinson, storekeeper at the roundhouse, died very suddenly last month. Our sympathy

E. Robinson, storekeeper at the roundhouse, died very suddenly last month. Our sympathy to his family.

Brakeman W. G. Schadle fell from a moving train near Manilla, some months ago, and was quite seriously hurt. He is out of the hospital at present and at his home, but has not entirely recovered.

Switch Foreman M. M. Noonan and two sons spent about two weeks in Belle Fourche. We assume he had a good time; he generally does. Caller John Hurni was sick for a while with chicken-pox, and Joe Cardiello relieved him. John also took a short trip to Yankton, upon his recovery, but is now back on the job, and so far as we can see his fatal beauty is not one whit impaired.

Conductor F. W. Weed should be wearing a big smile, because it is a daughter, but we haven't seen him, so can't say.

Mrs. B. Brashear and daughter Dorothy go to Fairview Pit quite often to see Conductor Brashear who is on the gravel trains.

Brakeman Geo. Miller made a trip to Minnesota recently, on account of sickness.

Conductor A. E. Bryan accompanied his son and daughter to Chicago recently, visiting en route at Monroe. We understand the daughter is to remain in Chicago to study music.

Assistant Lineman Geo. Brixius has had a run of bad luck lately; first, he cut his wrist and next day he nearly put his eye out with a piece of wire.

Dispatcher C. E. Shaft was off duty for a

and next day he hearly put his eye out with a piece of wire.

Dispatcher C. E. Shaft was off duty for a day or two with some kind of a fever. Too late for spring fever though, so must have been a different kind.

been a different kind.
Catherine Cline, daughter of Engineer L. A. Cline, was married about two weeks ago to Dr. A. A. Libold of Chicago. Congratulations.
Zane Jenkins is out again after being in the hospital for about two weeks with bloodpoisoning, contracted from cutting his hand on a car seal.

We had a glimpse of C. A. Beebe, general foreman, one day about a week ago, but haven't seen him since. He is just recovering from a severe attack of typhoid fever.

Ruth Morrison, stenographer at the freight office, was off for a week. Edna Bagley relieved.

Darwin Rowland, son of Engineer Rowland,

Darwin Rowland, son of Engineer Rowland, Fireman Lester Tythcott, James Donahue, son of Conductor Donahue and Roger Mount, clerk

of Conductor Donahue and Roger Mount, clerk at the roundhouse, were all called away with the militia.

L. L. Ostrander, clerk at the roundhouse, went to Manilla, for a day on business.

Assistant Chief Clerk G. M. Burkhead and wife took a trip to Sioux Falls recently. He says he was sick coming home and doesn't like their eats there.

Leo McPherson, employed in this office for a short time, enlisted in the regular army during the recent war scare and has gone to Fort Logan in Colorado, to join the cavalry. He was home for ten days recently, but has returned to the Fort.

returned to the Fort.

Blanche Manley was called to St. Paul on account of the death of a brother-in-law, and was absent for a week.

Davis, Ill.

Dear Editor:
You may have the following placed in our Magazine to show the fact that some of our little station agents have plenty of business as well as the larger ones.
For the month of April, 1916, I forwarded 213,687 pounds of freight, consisting of 432 standard cases of eggs, which weighed 23.292 pounds, and 104 boxes of butter, which weighed 6,262 pounds.

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buil Grov I also forwarded 8 cars of stock and 3 cars of grain and received 576,400 pounds of freight, consisting of 3 cars of feed, 2 cars of sand, 2 cars of lumber, 1 car of automobiles, 1 car of household goods.

My ticket sales were close to \$200,00 and I

My ticket sales were close to \$300.00 and I remitted to the treasurer \$1,000. I consider this very good for a town of 300 population for a period of thirty days.

L. W. COLVILLE, Agent.

### C. & C. B., Ill. Division News. W. C. Head.

Passenger Brakeman E. K. Albright has resumed work on No. 25 and No. 26 after a two weeks' absence.

Herbert Weis, signal helper, has joined the Illinois National Guardsmen, Company E, of Elgin. Company E left Elgin for Springfield, Elgin. (June 23.

Passenger Brakeman John Edelman injured his leg, and was off for a few days nursing it. Brakeman Steinbeck relieved him on No. 34.

Passenger Brakeman Bradley Scott, being off five weeks has resumed on No. 3.
Lineman Claud Burrows was a Michigan visitor for two weeks, Lineman Charles Reimer taking his place while away.
Our former correspondent, Mr. Easterday, agent at Bartlett, has taken a three months leave of absence. Relief Agent A. F. Schultz bid in the agency for that period.

I am informed that on Sunday, June 18, our genial yardmaster at Elgin, with his "lady friend," made a flying trip to Rockford. It is stated on good authority that they could or would not wait for No. 21 on account of the slow time of this train. What was your hurry, Dave?

slow time of this training.

Ty, Dave?

Brakeman Frank Cronkelton having been off for some time is being relieved on No. 38 and 31 by Brakeman V. B. Hovey.

Engineer Geo. McAdams has taken No. 38 and No. 39 again. Glad to see you back.

The dispatchers at Savanna, are taking their annual vacations, first trick operator on side wire, W. G. Ende doing the relief dispatching, Operator J. D. Voltz taking his

Harry Lentz, night clerk at Forreston, who has had three or four years experience in freight offices is a great help to the agent

When the milk cans fly, and the baggage receives a little extra jolting we are aware that our baggageman, R. E. Aldrich, of Elgin, is contemplating a flying trip to see his fiance at Lanark, out on No. 23 and back on No. 8, and sleepy eyes all next day.

Jake Deil, conductor on The Southwest Limited, No. 5, is taking his summer vacation, Conductor M. C. Simons doing the necessary

Conductor M. C. Simons doing the necessary while he is away.

D. C. Guilfoil, vardmaster at Elgin, has had his household goods shipped from Rockton to Elgin. What have you up your sleeve, Dave?

Are you figuring on batching it this summer?

The company gravel pit at Spaulding was closed down June 24, on account of the gravel being too coarse for surfacing purposes. The steam shovel was transferred to the Beloit pit. Gravel from Beloit pit will be used to surface on the C. & M. Division.

Fireman Paul Born has taken the Elgin switch engine, now that the spotter at Spauld-

Fireman Paul Born has taken the Elgin switch engine, now that the spotter at Spaulding has been taken off.

John Ryan, conductor on No. 38 and No. 31 was off celebrating the Fourth. He was relieved by Geo. Gray.

E. Erickson, formerly of Mr. Morrison's office at Savanna, is now working for G. H. Wescott, Railway Exchange building. He has located a home in Elgin, and will commute back and forth to work.

Carpenter G. S. Keeney and wife were Springfield visitors. His son, who is a member of the National Guardsmen, has now left Springfield for the border.

C. H. Logan, agent at Pingree Grove, has built a nine-room modern house at Pingree Grove. It was finished this spring. He is



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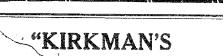
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"The Science of Railways" explains with great particular-ity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engine-men, trainmen and shopmen, written by scientists and practical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

The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Rail-ways; 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

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 hat arise daily in connection with his work. For further particulars, address

#### CROPLEY PHILLIPS CO.,

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CHICAGO, ILLINOIS

now renting it out. No one seems to know when he is going to get married and use it himself as he won't tell. I guess we will have to keep tab on him.

Conductor J. W. Cook, on No. 24 June 25, while coupling into the Elgin lay-over coaches, received a very bad bruise on his finger, taking the nail almost off.

No. 32, July 5, had a brakebeam down on a combination car. This happened between Mannheim and Franklin Park. Brakeman Christenson discovered it before it did any damage, and with Baggageman Agnew's help he took it down.

he took it down.

Operator W. G. Westphal of Elgin, was off for two days, F. A. Pingree releiving him.

W. H. Kofmehl, roadmaster, has returned from a nine months' leave of absence. While away he thought he would try his hand at the commercial end of railroading; was traveling representative for the Chicago Malleable Casting Company, but after putting in nine months of it, he being a railroad man by nature, couldn't resist the temptation to return to the railroad game. He has served the Milwaukee road for thirty-five years, and no doubt is one of the best roadmasters in the country. I thought for a while we were going to lose you Bill, and am glad to see you back with us once more. Aug. Frederick, foreman at Itasca, was acting roadmaster while W. H. K was away

The Safety First meeting held at the City

while W. H. K was away

The Safety First meeting held at the City
Hall, at Elgin, July 7, was a great success.
Some of those present were: G. R. Morrison,
superintendent; F. L. Richards, trainmaster;
W. M. Thurber, chief dispatcher; G. H. Wescott and O. H. Berg, with an attendance of
about one hundred and fifty employes. It
was one of the largest and most successful
meetings ever held on the subject of Safety
First on the C. B. Ill. Division. After the
meeting was over the boys found two special
trains awaiting them at the depot to take
them to their several stations along the line,
one special going east, conducted by M. F.
Coyle, the other going west, conducted by Geo.
Gray. The boys all report a very good time,
and hope to have an even greater attendance
and a better time at the next meeting.
W. H. Kofmehl and P. Moran were marchers

W. H. Kofmehl and P. Moran were marchers in the Elgin "Preparedness" parade on the Fourth of July. This parade and other interesting features of the day drew large crowds from local towns along the line, boosting the local passenger business to almost an overflow. No. 24 had six extra coaches out of Elgin, and an extra conductor, Conductor Wheat acting as second man.

Operator H. F. Wasson, second trick operator, Tower B-12, is taking a vacation and will visit friends at Chillicothe, Mo.

W. H. Kofmehl, roadmaster, attended the roadmasters' meeting held in Chicago, July 8. F. L. Richards, trainmaster, and O. H. Berg were over the line on an inspection tour July

were over the line on an inspection tour July 8 and 10.

The Pennsylvania National Guards, consisting of three special trains, also the Connecticut National Guards, consisting of special trains were handled over the Milwaukee, Chicago to Kansas City, Conductor Geo. Gray getting two of them, Conductors A. V. Sophy, J. P. Plynn, F. W. Johnson and Wilson handling the other four.

Section Foreman Henry Waack of Pingree Grove, was injured while unloading rails at that station, and was taken to the hospital at Elgin, where he was confined for two weeks. This was another case of "hook slipped," and flying back, striking him in the leg. "Safety First," men, and don't let the rail strike the end of the car while unloading rails, for this will always cause the hook to slip or rope to will always cause the hook to slip or rope to

Dispatcher W. H. B. on vacation; understand Dispatcher W. H. B. on vacation; understand he stepped off a porch recently and sprained his ankle. We did not learn the cause for stepping off, but some one suggested it might be due to the queer action the water supply at Savanna has on its inhabitants. However, we are inclined to disregard their suggestion inasmuch as we have never heard of the water affecting Mr. Brown in this manner before.

Motoring on the Milwankee. Up and Down Hill on the East End R. M. Division.

Mrs. N. B. Sill.

How do you Kill-a-watt? Swat it like you do a mosquito? Ask A. G. Correy, at Josephine he will tell you how you do it.

Mr. and Mrs. A. G. Smeltzer have returned

from their trip east. They visited in Pitts-

burg, Pa., and other eastern cittes while away.
Conductor J. J. Toy and wife spent a month
with friends and relatives in Billings and
Sheridan and returned the middle of July.
Jim says his wife makes him run the lawn mower—we doubt it.
Operator O'Brien was relieved at Lennep

the first of July by Operator Sandburg and T. H. Peacock is away for a few weeks with his wife and daughter at Las Vegas, New Mexico. He will bring Mrs. Peacock home with him on his return and her friends will be sorry to learn that her health has not been improved as much as she expected by the change since, she went away in the spring. Mr. Peacock was relieved by Relief Agent C.

H. Davis from the C. P. R. in Canada. Mrs. Hill, wife of the third trick sub-station man at Eustis, spent a few days in Butte the first of the month. The Eustis folks took in the sights of the city of Three Forks the

fourth.

Operator Edison is back on the job at Josephine. We have never been able to find out if he keeps the mine or if it keeps him. Having a dry land homestead which we keep ourselves we have been anxious to find out how Ed. manages it and wonder if he works both day and night shifts like a regular working

day and night shifts like a regular working man. He is much improved in health since his rest at the Hot Springs.

Have been wondering if George Waugh of the Railway Exchange is a Republican? Seems to run through all his stuff this month or maybe he is just peeved because they wouldn't let him do as he pleased around that great big building where they put on the show he speaks of so often. Can't understand what kick he has coming, when he was right there in the city for the "big eats" and we never even got to go at all.

Mr. and Mrs. Layton McGill of the Loweth

Mr. and Mrs. Layton McGill of the Loweth —you notice we can't even say Summit any more—substation were Butte visitors recently and also took in the dance at Lennep with the

rest of us here.

Si Wells and wife, on second at the boiler shop, spent the fourth at Two Dot fishing and the remainder of the Loweth population ate fried chicken and stayed home—taking in the

hop at Lennep in the evening.

Parker Pusey, Eustis sub, was a Lennep caller middle of the month.

Born June 26th at Three Forks to the wife of our side table operator and ex T. B., R. E.

of our side table operator and ex T. B., R. E. Joiner, a six pound girl.

We omitted last month because we didn't know anything about it, the marriage of Mrs. Winnifred Middleton to George Bliss, at Deer Lodge. Mr. Bliss is a messenger on our through trains here. They left after the wedding for Butte and will live in Harlowton.

Mrs. Floyd Sterling, wife of Conductor Sterling, is spending a few weeks in Washington and Oregon. She sent her picture back and looks lots happier than Floyd does. He is on the trouble crew, however, and that may have something to do with the worried expression on his pleasant face—heard him talking about pork chops and steaks and other things to eat so imagine there is some other reason than the trolley wires for the change in his disposition.

reason than the trolley wires for the change in his disposition.

The biggest hit at the Josephine summer resort outside of the fishing is third trick substation Operator Ray Schlyer. His specialty is teaching young ladies how, when and where to fish and little Ray is some kid when it comes to the girls—says he saw a dear, no a deer while out on the last trip. This is not a paid ad.

R.

## Douglas House

Houghton, Mich.

A Fine Hotel
Well Conducted

**RATES** \$2.50 to \$4.00 Per Day

John C. Mann

### **Hotel Crandall**

Kilbourn, Wis.

#### At The Dells

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

Bus to all Trains

All Modern Conveniences RATES; \$2 to \$3, American Plan

Write us for Reservations

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**Excelsior Springs' Finest Hotel** 

## Excelsior Springs Missouri

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

AMERICAN PLAN
Rates \$2.50 to \$5.00 Per Day

# Lake Lawn Hotel and Cottages

Delavan Lake, Wis.

New Furnishings Throughout. 16 Acres of Shaded Grounds.

Best Fishing Grounds at Our Front Door.

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

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

Rates \$10 to \$15 week, \$2.50 per day. E. J. (Jim) Ellis, Harry Mann, Proprietors Substation Operators, Ackerman and Wells and Telegraph Operators Breckenridge, Harrold and Parker Pusey of Eustis were Josephine callers first of the month. Mr. Wells also spent a day fishing there and came back with five or six—not so bad considering the fact that he spent most of the time going and coming and what was left digging for bait. The reason folks from here go away to fish is because there isn't anything here to fish in but the lake and there aren't any fish in it. We drink it. The fish can't live in it and they couldn't use it in the engines, but after you carry water four of five miles and drink out of water barrels you get to be something like a camel and a little thing like 90 per cent alkali and the rest moss don't bother you. Substation Operators, Ackerman and Wells

per cent alkali and the rest moss don't bother you.

Our correspondent from Josephine, says Happy Jack Devora talks of relays in his sleep. Jack has been spending lots of his time on the Josephine relays and suppose A. G. C. knows what he is talking about, we don't even know what a relay is.

Cheer up Mr. Eisenman, we haven't your picture, but if we did have it, we would sure send it to the only magazine in the world. If we were Smoke Welch we would stop teasing Mr. Eisenman, though because he don't know the "agent" at Loweth very well and suppose he thinks we will do all the things everybody tells him about. Cheer up "Ikey" we won't worry you at all, and you don't need to lay off and come up, stay home and keep right on working.

Signal Camp No. 3 with Mr. Petticrew as foreman, is with us again. After moving to Lennep, to Ringling, back to Lennep and then to Loweth. Art Glidden brought back "Where Did Robinson Crusoe Go with Friday on Saturday Night" with him on his return from wherever he went the fourth, no use asking him he don't remember where he went, and if the time he had was anything like the sample of "song" he brought back?

him he don't remember where he went, and if the time he had was anything like the sample of "song" he brought back?

Would like to say in closing to Mr. Waugh of the Railway Exchange, that we are Democrats, and are going to vote on that ticket because someone asked us to, yes, sir. Suppose if any other party had been represented by someone looking for a vote ahead of a Democrat we would have been something else, but it's too late now. Still if Mr. Waugh should happen to be looking for votes we might scratch our ballot.

#### La Crosse Division Doins.

Guy E. Sampson.

Conductor A. Otto who was injured last September has recovered so as to be back on the job again, and has taken his old position

on the Sparta pusher engine.

The foundation for the new depot at Rio is complete and carpenters are rushing the building. A work train has been busy this month hauling filling to level the depot month grounds.

grounds.

P. Kerwin has charge of the extra gang doing the work at Rio.

Thursday, June 22, the Wisconsin militia assembled at Camp Douglas. Sixteen train loads of men and baggage arrived and were unloaded between 10 A. M. and 3:45 P. M. At 5 P. M. every car that had come in was unloaded and on its way. Conductor Fowler had charge of the Omaha switch engine and your correspondent held the same position for the Milwaukee. Division officials of both roads were on the ground both Wednesday and Thursday and had every detail arranged with the army officers as to unloading men and supplies. So perfectly was it arranged that every thing worked out splendidly. Besides the 3500 militia men that arrived every passenger train on both roads unloaded a great many people who were anxious to see the many people who were anxious to see the hoys in camp, and all without a single accident. The army officers gave officials of both roads compliments for the way they handled

Baggageman H. W. Bartrum tells us that he succeeded in landing a six pound bass at Pewaukee one day this month.
Carpenters are busy remodeling the passenger depot at Sparta. The major part of the

old one has been torn down and we are informed that when the new one is complete it will be one of the most up to date depots on the system.

sic

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Conductor Harry Martin has been laid up several days this month account of having his face poisoned with poison ivy. He was confined to his room but as some of the boys came in occasionally to see him and one of the girls at the hotel where he boards was kind enough to carry him his meals he man-aged to pass away the lonesome days. Engineer Pedder and wife have returned

from an eight days outing spent near St. Louis. They report a fine time fishing and camping out.

Engineers J. Perkins and B. Montieth accompanied by their wives spent the week of July 4 at Pappoose, Wis., fishing and camping out. The boys had fine luck and the girls managed to land a 16 pound musky.

Fireman Fred Elliott did the dish washing at his home a couple of weeks and then went

to Aberdeen, S. D., after his family who had

been visiting there.

Conductor Wm. Keeney has joined the married people's society and settled in a nice

Conductor with Keeney has joined the married people's society and settled in a nice home at Portage.

Mrs. Dengle, wife of Brakeman Otto Dengle was taken to a local hospital in Milwaukee for an operation this month but we are glad to report she is getting along nicely.

We were told that the official reporter would make a full report of the M. N. G. meeting at Chicago, June 25, but we can't refrain from saying we are glad we were there. And with co-operation on the part of the correspondents we are sure we can gain a higher standard of efficiency, thereby improving our magazine.

Conductors M. P. Wadsworth and Levens and their families are among those that are enjoying themselves in the cooling norther woods these hot days. Some sport to row and fish 'neath the shady pine trees, when the thermometer registers 110 above out on the road.

road.

Your correspondent made a trip over the division this month and tried to get a few items of interest. At Viroqua we saw Agent Boyle and learned that everything was moving along in the same way, lots of business now and the outlook for a big crop and stock

now and the outlook for a big crop and stock shipment is very good.

The same report was received from all stations along the branch.

We found Brakeman John Malay and wife visiting near Melvina on the farm.

Going over the Madison branch we found the old guard all on duty except at Windsor where Mr. Repstein is taking Agent Donavon's place.

We had quite a visit with Con. as he was going to Madison to take treatment for rheumatism. He has been off duty since February but is improving.

but is improving.

At Madison we had some time to spend so strolled into the office of Freight Agent Fagg.

We were surprised to see the change that had taken place there.

A few years ago a couple of men used to handle the business, where now we found eight or ten clerks and all busy. We are going to ask Mr. Waugh to drop into Madison some fine day and get a photo of the freight office for the magazine.

some fine day and get a photo of the freight office for the magazine.

Agent Whitcomb at Poynette, who has been spending the warm weather in the northern woods, other years, says he is so much improved in health that the trip was not necessary this year.

Engineer J. Ames and wife of No. La Crosse are rejoicing over the arrival of a son July 4th

Fireman George Brisbow, who has been on the M. & P. passenger run for the last 17 years has taken a switch engine job in Port-

Freight Conductors M. Kelly, B. Carlton, A. McPhearson, J. P. Moran and E. Fenner have all been promoted to Passenger Conductors and are wearing the blue on special occasions when business is heavy.

Brakeman Dave Pike of Portage is on the sick list and has been unable to work for some time. His many friends hope for a speedy recovery for him.

speedy recovery for him.

Camp Douglas was sure on the map this month and both the Milwaukee and Omaha railroads were kept busy moving the soldier boys in and out of camp and delivering supplies for them during their stay of three weeks there. Agent Philips was forced to call for extra help to attend to the station business. On June 25th over 15,000 people visited the boys in camp. Both roads run special trains on that day and the following Sunday when something over 5,000 visitors thronged the streets and camp grounds. All the available conductors not on regular runs were pressed into service to man all the special trains.

trains.

Brakemen Art and Bert Holden of Milwaukee, while standing by the pier near a bathing place observed a little girl helplessly floundering in the deep water. At once both started to the rescue. Art was first to arrive and throwing off his coat dove under the unconscious girl as she was going down the third time. So well had he measured the distance that he came directly under the little girl bringing her to the top and swimming to the shore where the two boys, knowing the First Aid to drowning persons, were able to restore her and take her to the home that only for their bravery would have been a sorrowful one.

Brakeman Otto Ristow had the misfortune to get a finger mashed while unloading a piano

to get a linger mashed while unloading a plano from a way car one day this month.

Engineer Geo. Behm, of LaCrosse, had one of his hands injured by a reverse lever going down unexpectedly on his engine.

We notice in the June issue that the R. M. Div. has a Toy conductor. We knew that the electric engines had proved a great success but had never heard that they had reduced the employes to toys

but had never heard that they had reduced the employes to toys.

On June 6th, Engineer Richard Hurley pulled out of North Lax with Engine 6505, hauling 8 coaches. No coal was taken at Portage and upon arrival at Milwaukee it was found that for some reason the same engine would have to go through to Chicago. Engineer Kemp took the same train through to Chicago without taking coal. This is a record cago without taking coal. This is a record that nothing short of an electric engine could beat. The distance of 285 miles without coal-

The distance of 285 innes without coaring up the engine.

The old brick platform at Tomah has been replaced by a new cement one. This was a much needed improvement as the old one had be-

come worn.

E. B. Milligan, clerk in Mr. Rossiter's office, is planning a trip to Washington and New

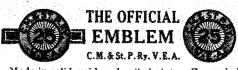
H. J. Bullock, assistant ticket agent, operator and correspondent at North Lax, enjoyed a week's vacation this month, which he spent visiting his parents near Watertown. He also took in the sights at Chicago and Milwaukee.

#### C. & C. B. Iowa (Eastern). J. T. Raymond.

J. T. Raymond.

It is to be hoped that no employe who received a copy of the May and July employe's Magazine neglected to read carefully the splendid articles, written by the Editor, on the Electric Locomotive and the Electric Power Stations. These thoro and painstaking articles indicate a determination on the part of the Editor that the Milwaukee Employes shall not lack for opportunity of enlightenment on one of the most important enterprises of the present age. Better preserve your May and July copies and re-read them.

When Operator and Mrs. W. H. Campbell of Oxford Jct, were enroute to visit friends in Texas near the Mexican border they stopped off at Perry, Kans., to visit with Mr. Campbell's brother and family. They formed a picnic party and were spending July 4th on the banks of the river, the two gentlemen were in bathing each with a little son. Operator Campbell's little boy, William, sud-



Made in solid gold and rolled-plate. Enameled in best grade imported hard blue enamel.

> Sent post paid on receipt of price Buttons Solid Gold with rolled-plate backs \$1.00

H. Hammersmith, Jeweler 326 Grand Avenue - Milwaukee, Wisconsin

Watch Inspector, C. M. & St. P. Ry.

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Established 1882

Capital and Surplus \$400,000.00 **GENERAL BANKING BUSINESS** Interest Paid On Time Deposits

CHARLES J. KELLY. President JOHN D. RYAN, Vice-President C. C. SWINBORNE, Cashier R. A. KUNKEL, Assistant Cashier R. W. Place, Assistant Cashier

JOHN S. TUCKER, Pres. ISAAC HAZLETT, Vice Pres.

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### **MINNEHAHA** STATE BANK

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Special Accommodations furnished on pay days.

> 4% Paid On Savings

Insurance of all kinds in first class companies.

Loans made on city real estate

We keep open Saturday and Milwaukee pay day evenings from 6:00 p. m. to 8:00 p. m.

dealy went under, and before he could be rescued life was extinct. The remains were taken to Sigourney, the home of Mrs. Campbell's parents, where the funeral service was held. The news of this sad bereavement was heard with the deepest regret by the railway employes on this Division. The Employes' Magazine extends deepest sympathy to Mr. and Mrs. Campbell.

and Mrs. Campbell.

Operator and Mrs. B. F. Hoffner of Sabula attended the funeral of little William Campbell at Sigourney. Mr. Hoffner is a brother Ticket Agent L. R. Black'edge and wife of of Mrs. Campbell. Others attending were Marion, Agent L. A. Kell of Wheatland, O. H. Zeihlke and William Lenihan of Oxford Jct. Conductor E. E. Shook on Maquoketa-Davenport run was off for several trips, Conductor J. R. Brown relieving.

The Train Dispatcher's office at Marion has been frequently brightened up this summer

been frequently brightened up this summer with beautiful flowers from the gardens of Conductors Ed Templeton, Tom Hefner and Engineer Wm. Barber. The kindness of these gentlemen is much appreciated by the office

we hope all of the C. B. Iowa Division members of the Veteran Employes' Association will read the fine program arranged for their benefit at the reunion in Milwaukee, August 15th and 16th, and plan to be there and enjoy it

August 15th and 16th, and plan to be there and enjoy it.
Conductor and Mrs. Thos. Nevins spent couple of weeks on an Eastern trip, visiting with their daughter, Sister Justin (Miss Geraldine Nevins) who is now a member of the Dominican Order and is teaching in an academy at Washington, D. C.
Conductor J. F. Briggle relieved Conductor Nevins on Nos. 9 and 30 while the latter was away.

away.

Baggageman Frank Hardenbrook was off duty for a week, C. J. Newlin relieving.

Baggageman L. L. Shaffer is also on a vacation, C. H. Hayward relieving.

Conductors Jack Higgins and Fen Craig spent the Fourth of July in Chicago, just wisting around.

spent the Fourth of July in Chicago, Just visiting around.

Miss Laura Landis is visiting her sister, Mrs. Frank Plummer at Port Angeles, Wash. Miss Alice Brotemarkle has taken Miss Landis' place in General Foreman Miller's office during vacation.

Passenger Brakeman Bert Carver enjoyed several days vacation.

Engineer and Mrs. William Barber and daughter of Marion spent July 4th at Winnebago Lake. They report a delightful time. Operator J. B. McGuire is working third trick at Oxford Jct.; M. Marchant third trick at Paralta.

of the Company as third trick operator at

Browns.

Conductor F. Dloughy and family of Marion were away several weeks visiting New Orleans and other Southern points.

Operator Sherm Carrell, the "Old Reliable" at Savanna passenger station, who is in Chicago on Committee work for the O. R. T. was laid up at Savanna several days account illness, but has recovered sufficiently to return to Chicago to attend to further duties.

Conductor W. T. Kelly was away on short vacation. Conductor C. N. Goite relieving.

Conductor F. E. Pike laid off several trips account Mrs. Pike being injured by their horse getting frightened in the barn. Conductor Thos. Costello was on the run while he was away.

ductor Thos. Costello was on the run while he was away.

Conductor and Mrs. F. E. Johnson and son, Warren, of Chicago attended the funeral of Ralph Keyes, July 3rd, at Marion.

Operator Charles T. Welch of Savanna Yard days was away on a ten days' vacation visiting relatives in Chicago. There were certain rumors, but inquiry reveals he is still "roaming alone through this World's Wilderness."

Christy Dunn of Stone City now gives Conductor Jim Pringle the glad hand daily since Jim got his V. E. A. button and card. Christy has not decided yet which he is the most proud of, being a Milwaukee Veteran or Mayor of Stone City.

The fruit business from the Coast continues with increasing volume. All concerned seem to be fully alive to the necessity of prompt and efficient handling of these trains, resulting in very satisfactory records. On July 13th one train passed over the division consisting of 45 cars of plums and pears.

Agent C. E. Lingham of DeWitt has been

away on a vacation, Operator Hastings re-

Agent Fred Rathbun at Elk River Jct. is not so slow for a Grandpa. Fred pumps the speeder to Sabula with Dave Newman as a passenger, and other such frisky things to work off his surplus energy.

Miss Mamie Brown of Elwood and Station Agent William Bright were married July 12th.

They visited in Minnesota for a couple weeks. Billy is one of the popular Agents on this division and we all join in wishing himself and bride a happy future.

Operator J. B. McGuire was called to Delhi

on account of sudden serious illness of his little girl. The crisis was quickly passed, and she is now rapidly recovering.

Dispatcher F. W. Ray spent several days on his farm at Campbell, Minn. There was twenty-one inches of rain there in six weeks, but Frank's farm is pretty well drained and he expects a good crop if old Jupiter Pluvious will from now on restrict himself to normal from now on, restrict himself to normal activity.

activity.

Section Foreman Truman Peet of Farley while but at work saw a little boy about four years old drowning in a pond about four feet deep near the track. Life was just about extinct when he succeeded in getting him out of the water, but by vigorous and skillful treatment Mr. Peet succeeded in saving his life and restoring him to happy and grateful parents. Mr. Peet deserves a Carnegie medal.

Conductor R. B. Eckhart and family of Marion attended the funeral of Mr. Eckhart's grandmother, Mrs. Jaques, at Arlington, Ia.

grandmother, Mrs. Jaques, at Arlington, Ia. The deceased was eighty-two years old. Engineer W. H. Dahl was called to Waterloo, Iowa, account sudden death of his brother Fred. Fred had been a switchman on the Illinois Central Ry. for 18 years and was re-

linois Central Ry, for 18 years and was recently pensioned.

Ellis Owen, who did extra work as operator at East Marion Yard last year, has again entered service of the Company in the Civil Engineering Department under E. R. Webster of Marion.

'Conductor Peter Pazour is on Nos. 95 and 96 in place of Conductor W. D. Shank. Conductor Joe Pulley is on Nos. 91 and 92.

Harold Rowe is braking extra in passenger service.

ger service.

ger service.
Conductor C. N. Dow was off duty during the extreme hot weather. Conductor Stockton relieved him part of the time.
Operator J. V. Richardson acted as relief operator on second trick at Oxford Jct.
Agent J. B. Howe of Oneida Jct. was away ten days. H. E. Ramsey relieved him.
Passenger Brakeman J. F. Hunter went to Chicago for an operation and is making a rapid recovery.

chicago for an operation and is made rapid recovery.
Chief Clerk Jay Franz and family enjoyed a ten day vacation camping at Clear Lake.
Marion roundhouse was not too hot for Edward to take his pen in hand and give us

Edward to take his pen in name and street those breezy items.

J. J. Timson, engine foreman, Marion, has been serving on the jury for several days.

C. A. Widger, engine foreman, Marion, surprised his many friends by deserting the Bachelors' Beauty Squad and taking unto himself a wife. Miss Annie Sholes of Marion is the bride. Congratulations and best

Miss Mattie Martin, record clerk in Marion Yard Office for the last three years, was mar-ried on June 28th to Walter Van Fossen of Marion. A shower was given in honor of the bride a few days later at which she received many beautiful presents. The Magazine ex-tends best wishes

tends best wishes.

Yardmaster W. K. Saunders of Marion went
to Buffalo on July 8th to take in the Annual

Convention of the Shriners. Convention of the Shriners. W. P. Mullaley acted as Yardmaster during his absence, while

acted as Yardmaster during his absence, while E. W. Crain held down the night yard.
Louie Pazour, Chief Yard Clerk, Marion, spent a day in Savanna recently. The "Days of 49" Company was playing there. While there Louie's red necktie faded on his new silk shirt. Ask him how it happened, but be ready to run ready to run.

ready to run.

I. S. Dove, third trick operator, Marion Yard, is off for a week's vacation, relieved by C. C. Marchant.

Wm. Shawhan of the Chicago General Office visited briefly with Marion friends while enroute East.

Car Foreman Christy Dunn and wife of Stone City visited in Chicago a few days.

#### Milwaukee Shop News.

H. W. Griggs.

No use keeping it quiet any longer, Fred Lange, cabinet maker, early in September is the happy day. Congratulations. You are doing well. As the S. M. East would say: "Josephine, another chance gone glimmering." Machinist Paul Valentine is back at work, after being laid up a week or more from his automobile smash up. Paul was not to blame it seems. It requires something more than a Ford to shake the avoirdupois of Pauly.

A. L. Hutchinson, Foreman of the Pattern Shop, is not as well as we would like to see him. He has been on the job since March 1876 and is truly a veteran if his button was slow in coming.

slow in coming.

The "Milwaukee Road" standard dark yellow has struck Merrill Park depot, much to its improvement and is gradually working west to all company's buildings on the line in preference to the heretofore bull-frog

Toot! Toot! Mr. Edwards, copper shop foreman, was sent up over the crossing stair viaduct over the tracks at the shops with the rest of the men much to the merriment of the squad. Toot! Toot!

rest of the men much to the merriment of the squad. Toot! Toot!

C. H. Bilty, mechanical engineer, was at Davenport two or three days last week in June with the Bettendorf people.

Rate Commissioner Walter Alexander, formerly District Master Mechanic, was a familiar caller June 27th. We boys are always glad to see you Walter.

A goodly number of the shop boys went with the troops to Camp Douglas and joined the colors. We hope to see the boys all home again.

the colors. We hope to see the boys all home again.

The Shops went on 8 hours again June 28th for a while. One car shop is on 9 hours account of working on the 250 automobile car order with the Earling convertible end door for carrying grain also. A description of this car with photos will appear in an early number of the Magazine. Turning out 10 a day at present.

The Essanay Company were at the Shops, June 29th, filming one of the small locomotives as a starter for a reel on "The Growth of the Locomotive." Not many small locomotives are to be seen in these parts anymore.

nore.

It's really hot weather for once again and a wonder. 96° July 2nd and keeping it up pretty well since.

Night Roundhouse Foreman Wm. Kenny, who were injured sometime age is on duty.

was injured sometime ago, is on duty

Keeping locomotives clean by turning the hose on them is being tried out at the Shops Round Houses. A little oil with the water prevents the jackets and bright (?) work

prevents the jackets and bright (?) work from rusting.
F. D. Underwood, President of the Erie, was a welcome caller July 6th.
A conference of the Americans and Hypo-Americans, in seven languages, is being held among the Foremen in regard to stopping the European War. The papers have reached W. R. Edwards, whose decision will be final. Mr. Edwards put down the rebellion of 61-5.
The Magazine was distributed earlier this month (July) this is much appreciated by the

month (July) this is much appreciated by the

At the Western Terminal

### The Seattle National Bank

Seattle, Washington

Resources \$17,000,000

Seattle's Largest Bank

Savings Department Trust Department Foreign Exchange Dept.

First National Bank OF LEWISTOWN, MONTANA

> RESOURCES \$2,000,000.00

The Big Bank of the Judith Basin Territory

#### Sioux Falls Savings Bank Sioux Falls, South Dakota

Resources \$3,000,000.00

Deposits in this Bank are Guaranteed Under the Banking Laws of the State of South Dakota.

"The Bank for Everybody" Largest State Bank in South Dakota

Milwaukee Shops with its roll of 6000 employes and 30 nationalities is a sure enough melting pot and they are all Americans, who marched in the preparedness parade July 15th

meiting pot and they are all Americans, who marched in the preparedness parade July 15th and who put up a monster pole with old glory in the breeze. The car department blacksmith shop and west repair tracks are ahead on the flag display.

A big crowd of Milwaukee Shops men were at the pole and flag raising at Mr. Manchester's office grounds July 15th. Addresses were made by Superintendent of Motive Power A. E. Manchester, Master Car Builder J. J. Hennessey, and General Store Keeper G. G. Allen. The vim of the occasion was Mr. Hennessey who scattered the eagle feathers in fine shape. The men marched in the preparedness parade in the afternoon.

John Horan was at the Miles City Roundup and gave them Milwaukee Road History in the brief space of 50 minutes.

Assistant District Master Mechanic Al. Klumb and wife have just returned from an outing at their summer home at Minocqua. They had a fine time and feeling well.

C. H. Bilty and C. R. Gilman were in Chicago with Mr. Manchester late in July on R. R. B.

Air 96°; water 77° (lake), and still keeping it up.

Ye Scribe was in Pontiac and Detroit. Mich.

All yo, water it up.

Ye Scribe was in Pontiac and Detroit, Mich., July 11th and 12th.

It is rumored that Miss Josephine Healy of the Milwaukee Terminal Office is going to resign. We have a good guess coming as to the reason. Don't leave the Company just

The editor made a hurried call with the V. E. A. entertainment and reception committee at Mr. Carrick's office July 19th. Wish she could have had time to come out to the

Shops.
What was supposed to be a walking-shirt-man-ad on lower Grand Ave. a few nights ago, proved to be Veteran Jno. Horan boosting the Puget Sound Pioneer's meeting at the Miles City Roundup in July. John's trip through the Shops with his Knights of Malta bonnet and Ali-Baba coat created quite a sensation where he was taken as a booster for the V. E. A. Johnny can have anything he wants, even to taking a whole regiment to Mexico.

Engineer F. Bloomfield of the Lax Division suffered a stroke of apoplexy at his home in Portage June 20th. We hope it will not prove serious. Too many of the good boys are having this lately.

Engineer Wm. Kerwin is not improving very fast from his.

Foreman Benzinger of the Car Department had the misfortune to have his arm broken when struck by a motorcycle a few days ago. The Car Shops are turning out a good many automobile cars at present. A detailed and illustrated article of which will be sent to the Magazine. Engineer F. Bloomfield of the Lax Division

the Magazine.

### Around the Railway Exchange. Geo. E. Waugh.

Geo. E. Waugh.

Does all that scenery in the General Passenger Department belong to some theatrical company? asked Fred Hicks last month. The question was perfectly natural, but Fred had the wrong hunch. What he saw piled up was the Walter E. Cooper Atlantic City wardrobe. Last year Walt was the most distinguished stroller on the board walk and since then there has been strife between the hotel people and the smart sets of Newport and Atlantic City as to which place would be favored this season with the bonvivant who was proclaimed the cutup of the port and Atlantic City as to which place would be favored this season with the bonvivant who was proclaimed the cutup of the season by the beach beauties. While the informal luncheons held by the school of sharks who have been trying to horn into the swim with the social lions has not been exactly inviting to those whose table manners would not condone the snapping off of one's limb below the knees. This sort of thing will have to stop if Atlantic City hopes to continue as a favorite with Mr. Cooper. For a beach crowded with kneeless bathers soon loses its attraction. But be that as it may.

Walt has gone despite of warnings. So let every shark do its duty.

Col. Jos. Caldwell of the General Passenger Department has encamped for the past month at Fort Snelling, Minn., directing the movement of troops toward the Mexican border. Talk about your citizen soldiery, Col. Caldwell mounted on his fiery charger looks like the fightingest man that this country has seen since the days of Morgan and Morgan's terrible men.

Major Van of General Whipple's office is another one of our brave soldiers. The Major is assigned to duty at Redfield, So. Dak.

Stanley Roberts having won his spurs on the operatic stage has followed the example of the rest of the Thespian Stars and has gone into the movies. He has just returned from Montana where they have been dramatizing the Electric Locomotive.

the Electric Locomotive.

Katherine Radford our popular night operator who has been away for a month on account of a severe siege of illness is back again at the switchboard. Here's our heartiest salute Kittie, "we missed you while you were away"

iest salute Kittie, "we missed you while you were away."

J. L. Bauer, former night operator in the Railway Exchange has gone to Des Moines as Dispatcher on the D. M. Division.

Charley Herman has succeeded Bauer as night chief in the telegraph office.

It's an eighteen carat copper lined hard boiled shame that Nora B. Sill lost her pocket book last month containing the 415 she had saved up to come to the corresponents' banquet. We all wanted to get acquainted with the creator of McGaffey.

Bessie Berman the petite Advertising Department stenographer is spending her vacation in St. Joe, Mo. Her wardrobe includes an asbestos skirt and waist as the temperature rises there to 110 in the shade.

Col. Bob Watson should worry about the hot weather, he has the finest pongee silk suit that has been seen on Michigan Ave.

suit that has been seen on Michigan Ave. in many a day.

Bob Walker denies that he is going into a monastery and the language he used when interviewed convinces us that he couldn't get in if he wanted to.

Ed W. Witt, assistant chief clerk in the General Manager's Office sprung a surprise on his associates last month when he announced one evening after he had pulled down his desk that he would not be on the job the next day as he was going to be married the following morning to Miss Swanson of La Grange. The wise ones had Ed figured as a confirmed bachelor. The Magazine wishes the young couple a world of happiness and prosperity.

Wisconsin Valley Division Notes.

W. M. Wilcox.

Engineer Frank Bunker returned from an extended trip to the Pacific coast on June 25.

Special trains on this division were a prominent feature during the week of June 18 on account of the mobilizing at Camp Douglas of the Third Regiment.

Mohr Lumber Company has suspended log-

Mohr Lumber Company has suspended log-ging operations on the Hixon Line temporarily on account of wet weather and the over-haul-ing of their Lima engine at Tomahawk.

Conductor Charles Carman has purchased a complied in anticipation of the summer tourist

conductor Charles Carman has purchased a new lid in anticipation of the summer tourist business north of Minocqua.

W. H. Stinson, a former W. V. Division train baggageman is now with the Zimmerman Steel Co. at Bettendorf, Iowa. He has charge of the entire stock of the company at present.

Bert Rasmussen and wife returned from a six weeks' vacation in Montana the latter part of Tune.

six weeks' vacation in Montant the June.

Train baggageman A. G. Shrake attended to business matters in Chicago July 1, relieved by R. F. Oakes.

Engineer Frank Pond has been pulling numbers 41 and 42 in place of R. A. Randow the past few weeks.

The M. N. G.'s (not Minnesota National Guards) held their first annual business meeting and luncheon at the Hotel La Salle, Chicago, June 25 and elected officers for the ensuing year. We are all exceedingly proud of

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part Ka ting Lum cars few W 402 Well mon run,

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days repor

up c cars our little organization and glad to have had the chance to meet our fellow correspondents.

Engineer W. C. Williams of Merrill was a caller in New Lisbon between trains on July 4.

Third trick operator, Earl F. Andres at New Lisbon off ten days in July visiting relatives and friends in Freeport, Ill. Relieved by O. T. Balgord.

Conductor E. VanWormer was looking after his auto-livery business at New Lisbon July 8 and 9.

Conductor Morin and wife returned from a

visit to Michigan points July 10.

Brakeman W. Fredericks, who has long been a fixture on the Minocqua patrol run, has been displaced; Brakeman E. Urban being the guilty

party.

The continued hot weather has driven hosts of tourists from the cities to the picturesque lakes north of Minocqua on the lines of the C. M. & St. P.

Engineer Gus Raese, wife and family spent a week's vacation in Mauston and Wonewoo the middle of July.

W. A. Lee left for ten days' outing in Wyoming, July 4 and to look after his mining interests.

Understand Conductor Munger has been laid up on account of being squeezed between two cars at Wausau but unable to get any of the

cars at Wausau, but unable to get any of the particulars to date.

Kasten's extra gang has just finished putting in "Fish Trap Spur" for Brooks & Ross Lumber Co. They have started loading 12 cars per day there, which keeps J. H. Krueger's logger on daily now instead of every few days

few days.

W. J. Plunkett, engineer, has taken 401 and thereby displacing Dan

W. J. Plunkett, engineer, has taken 401 and 402 out of Minocqua, thereby displacing Dan Wells, who has held that run for several months. This seems to be Plunkett's favorite run, as he always comes back for more, Agent L. G. Fredericks, Minocqua, and a friend who is visiting him, spent a couple of days fishing at Arbor Vitae this month. They report a large catch of beautiful black bass.

We took their word for it, but up to date no one has seen the fish.

It is rumored that Engineer Bernard Enck-hausen wishes to rent rooms at Minocqua for the balance of this summer. Evidently he has designs on the Minocqua job with Car-

has designs on the Minocqua job with Carman.

The tourist season in Northern Wisconsin is now in full swing and every train bringing more people from the cities who come after the out-door life of the northern woods, which is certainly enjoyed by them. The weather is ideal for campers and outings and this season should be a record breaker for passenger business on the Wisconsin Valley Division.

M. H. Moore off duty during July hot weather, relieved by E. J. Tierney.

A. B. Brasted laid off July 18 for a few trips, relieved by R. A. Randow on 5 and 6.

#### Items from Dubuque Shops. S. A. Gobat.

Painter Peter Grue, who had the misfortune to fall off a ladder while at work and re-ceiving a broken leg, is reported getting along

ceiving a broken leg, is reported getting along nicely.

General Car and Safety Appliance Inspector M. J. LaCourt was a business caller at Dubuque shops June 21.

Carpenter John Gruetzmacher is reported on the sick list for the past two weeks.

Wheel Inspector Robert Beckler and wife attended the wedding of their son, Robert, Jr., in Grand Rapids, Mich.

For the latest in straw lids, see Boilermaker Joe Kenefic.

The Dubuque Division Safety First meeting was held at Dubuque shops, June 24, a large attendance being present, showing that all are interested in the Safety First movement. Painter Foreman A. C. Quade and wife spent the Fourth of July visiting relatives at Stillwater, Minn.

General Yardmaster E. G. Kiesel is again back on the job after spending a month's vacation in the East.

## Savings and Health

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

Or will you be forced to stay at home?

A year soon passes. Decide NOW that next year your dollars will help you earn more by making you better physically and mentally.

A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

Saving brings happiness. Gives you self-confidence. Makes you ready for Opportunity. Keeps the "wolf" away. We help you save. When you get

enough, we help you invest. If you don't have quite enough to invest, we will loan? you any fair difference.

### SAVINGS DEPARTMENT (On ground floor-just inside of front doors)

3% Interest Paid-Open on Mondays from 10 A.M. to 8 P.M.

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125 W. Monroe Street, Chicago Between Clark and La Salle Streets

#### A BANK

For Your Savings or Checking Account
For the Administration of Your Estate
For the Selection of Your Investments
For the Protection of Your Valuables Capital, \$4,500,000 Surplus and Undivided Profits \$2,000,000



Nothing but an Overland car for me says Machine Hand John Hollnagle and he sure meant it for a nice new Overland car he bought. Leave it to John to pick out the good things.

Our M. C. B. Bill Clerk Peter J. Sand is spending his vacation visiting his brother at

Our M. C. B. Bill Clerk Feter J. Sand is spending his vacation visiting his brother at Cincinnati, Ohio.

The machinists of Dubuque shops held a picnic at a river resort known as Kimball's Park. Baseball, horseshoe and a number of other games were played, regardless of it being 96 in the shade, and all those that went along reported it as one grand time.

It is with a deep regret that we report the death of Coach Carpenter Frank D. Neumeister, which occurred at the Mercy Hospital here July 9, being sick only one day. Mr. Neumeister had been in the employ of the Company here at Dubuque since October 1, 1888, was a member of the Veterans' Association and an efficient employe. The Magazine and his many friends extend their sympathies to the sorrowing family. the sorrowing family.

### Notes from Marion Roundhouse. Edw. Griffiths.

Roundhouse Foreman Arthur Yates is taking his two weeks vacation. Machinist Brousard doing the business while he is off. Working eight hours now at Marion. That's

working eight hours now at marron.
enough this hot weather.
Engineer Hanner on the "Jitney" run between Monticello and Calmar has lost his motor car, and now has a real engine on the

motor car, and now has a real engine on the run.

Machinist John Law took a ten day lay off spending the time in Dubuque.

It is so hot around Marion Roundhouse that one of the switch engines standing in the roundhouse just moved off and went out of the window looking for a cool place. Boilermaker Fred Welter was a little too late to be the hero as Engine Inspector Lee Layton got there first, and brought it back right through the same window which it went out. Engineer Leonard Burrows spent two weeks at Harlowtown visiting relatives.

Engineer Rosco Stevens is taking his vacation going to Seattle.

Otto Bensch, the blacksmith is in Chicago, he claims, having his eyes tested. We are wondering what Otto is looking for.

The C. M. & St. P. hose team attended the tournament at Dewitt, and they brought home their share of the "Bacon."

The Government Inspector paid us a visit the other day and gave us a clean slip on all of our engines.

C. R. Dummler, the popular city agent calls

all of our engines.

C. R. Dummler, the popular city agent calls at the roundhouse every two weeks, on pay

Machinist Geo. Enright, who has been almost every place, says that he thinks there is but one place hotter than Marion Round-

house.

Fireman Frank Millard who has been spending the last two months in California has returned, and says that he is ready for service. Having spent all his money.

Machinist Helper Eldridge Thompson is visiting relatives in Chicago.

Machinist Art Law and Arthur Curtis, the call boy, are going to spend two weeks down on the Mississippi fishing. No doubt but what they will enjoy themselves.

Boilermaker McDonnell is laying off, making hay down on the farm. Mac says the hay crop beats anything he ever saw this year.

year

Machinist Earl Hopp bought an auto the other day and the first thing he did was to see if it would climb a telegraph pole, and it is not a Ford either. The only damage done was a broken wind shield and a few

bruises.
Engineer Chas. Montgomery has been in Chicago the last week.
Engineer Len Low has been up to the Lake tishing the last two weeks. Len says the tishing was poor and he run out of money so he had to come home.
Engineer Vaughn claims he has lost 10 pounds the last week of hot weather. Art won't miss it much as he has 250 left.

Machinist Robt. Law took a few days off.
Machinist Helper Weare Lake who plays
the big horn in the band is spending 10 days
at the lakes. Trying his luck.
Chas. Long the veteran engine handler at
Marion Roundhouse who underwent a serious
operation at Rochester is back again on the

Tom Pullin, the veteran fire builder at Mari-Tom Pullin, the veteran fire builder at Marion Roundhouse has been called to Kansas City on account of the illness of his mother. Geo. Titus' famous calf is dead. We haven't heard the particulars yet, as to the cause. Requiscat in pace.

Chicago Terminal Notes.

Cutherine M. Bartel.

Superintendent of Terminals P. L. Rupp and wife spent several days with their son Ward and family on the farm in Traverse City, Michigan.

and family on the larm in leavelse City, Michigan.

Roy Stahl, pay roll clerk, just returned from Tomahawk Lake, where he spent five days of his vacation. Roy reports having caught one large fish—larger than the one he caught last summer; however, seeing is believing in this

large fish—larger than the one he caught has summer; however, seeing is believing in this case.

Mike McGowan, night yardmaster, is off a few nights getting his glasses repaired. Mike says they have to be in OK order to find the specials and oats for Elsemere, Ike Orris officiating in Mike's absence.

J. E. Ryan, asst. general yardmaster, Galewood nights, was off a few nights recently. Jim bought a pair of new shoes and they put his trilbys on the hummer, so he says, and as his position requires a great deal of hiking, he had to lay off. Ed. Johnson did the honors with the Prairie local.

Yardmaster Thos. Clarey, Yard 1, Galewood, was off about a month visiting his old home in the east. It is stated he brought a Mrs. Clarey back with him. We have not seen any cigars yet. How about it, Tom?

Frank Reed, third trick train director, Galewood, left June 28 for Omaha in his Dodge, accompanied by Mrs. Reed. He expects to visit his old home near Ottumwa, and will drive only in the day time. He expected to strike the Lincoln Highway about Geneva and keep on that road all the way. He took plenty of Tip Top with him and we also understand he took a two gallon jug to keep milk in while enroute. Mr. Reed has gotten to be quite a milk fiend lately.

Switchman W. B. Edmonson and family who have been spending several days in the east have returned home. They report having a splendid time.

Fred Kuhrt is the new timekeeper in Super-

have returned nome. They report accepts splendid time.

Fred Kuhrt is the new timekeeper in Superintendent Rupp's office, having taken the place of Elmer Schildein, who is 'now material clerk for Roadmaster Burke.

#### News of C. & C. B. Ia. Middle and West. Ruby Eckman.

Ruby Eckman.

Arthur Leib, of the office force in Tacoma, spent a few days in Perry, the middle of July. Arthur, who is a former Perry boy, accompanied the bunch of Tacoma Shriners on their trip to Buffalo and stopped off here for a visit with his numerous friends.

Mrs. Wm. Leaf. wife of one of the engineers on the T.-M. Division, returned to her home in Marmarth, N. D., July 17, after an extended visit with relatives in Perry. Perry friends of Mr. Leaf can just see the smile on his face as he goes down the street wheeling Miss Ruth Maxine, the pretty little daughter whom Mr. and Mrs. Leaf welcomed into their family circle while they were at Perry.

Mrs. C. W. Klome and children of Lanark, III., have been visiting in Perry at the home of Brakeman F. L. Tice, Mrs. Klome is the wife of one of the telegraph operators at Lanark.

Harvey Blaisdell of the roundhouse force at

Perry, took a week's vacation from his work, during the month of July.

Machinists Harry De Late and F. Gill were in attendance at the big Elks' meeting in Omaha, the latter part of July.

Engineer Wm. Caldwell has returned to

service after having taken a couple weeks'

vacation.

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Engineer Dick Richardson and family have been visiting wth relatives in Wisconsin for a month. Engineer Calhoun has been on the switch engine during Mr. Richardson's ab-

Engineer Chas. Swift and family spent a

week of July visiting with relatives and friends in Channing, Mich.
Oil Houseman J. E. Kent took a ten days' lay-off during the month of July, and spent the time at home visiting with his daughter, Miss Ethel Kent. who is home from Kansas. where she is superintendent of a hospital.

John Vodenick, who has been spending the left for months in South Polett

last few months in South Dakota, returned to Perry in July and resumed his work at the

roundhouse.

Boilermaker W. J. Barth has returned to work after a ten days' lay-off, during which time he visited with his relatives in Marion and Savanna. He was accompanied by Mrs. Barth and the children, who have been in

Barth and the children, who have been in Marion a month.

Emil Hunwardson, formerly clerk in the roundhouse at Perry, is now playing ball with the Letcher, South Dakota team.

Conductor W. E. Rathman and wife, and Conductor J. P. Slater and family spent a couple of weeks of July at the lakes in Northern Iowa.

Northern Iowa.

Engineer E. G. White, who with his family has been spending the last six months in Florida, returned to Perry the fore part of July, and Mr. White has resumed his work on the road.

Miss Ruth Jones, daughter of Engineer Douglas Jones of the Western Division, is spending her summer vacation visiting with relatives in New York State.

Word was received in Perry on July 4th of

Word was received in Perry on July 4th, of the death of Orvis McCord, at Sedalia, Mo. Mr. McCord was a fireman, holding rights on the C. B. Ia. Division, and while work was slack on this line had taken a leave of ab-

sence and was working out of Sedalia, Mo., when he was killed. Mr. McCord had received notice to return to service on this division. just a day or two prior to the time he was

killed.
O. H. Huyek resumed work at Newhall, July 7, after an enforced vacation. Mr. Huyek had an attack of appendicitis and it was necessary for him to go to the hospital at Cedar Rapids for a surgical operation.
Roundhouse Foreman Arthur Yates of Marion, spent a couple of weeks of July in Perry, visiting with relatives and friends. He was enjoying his annual vacation,
Engineer Thos. Rellihan took a turn at "batching" and boarding the latter part of June and the fore part of July, while his wife was spending a few weeks visiting in Washington.

wife and the fore part of July, while his wife was spending a few weeks visiting in Washington.

Mrs. A. W. Hockett, wife of a C. B. Ia. Division fireman, has gone to Washington to spend the summer with her mother

A. M. Lawrence, roundhouse foreman from Austin, spent a few days the fore part of July visiting with friends in Perry.

Gerald Norwood, boilermaker apprentice at the Perry roundhouse, was off duty a few days the fore part of July getting acquainted with a fine baby girl who came to make her home in his family.

Engineer J. J. Quade and wife have been visiting with relatives and friends in the West, having as their destination the larger cities in Washington.

Engineer Hiram Colburn's wife and children have been visiting with relatives in Colorado and Idaho, during the children's vacation from school.

L. Anfinson was absent from the round-house force for a few days the fore part of

vacation from school.

L. Anfinson was absent from the round-house force for a few days the fore part of July, due to an injury he received.

On July 10. Conductor C. R. Ballard of the Western Division, while working as a brakeman, was thrown from his train at Herndon, and sustained injuries from which he died in about six hours. His funeral was held from

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## 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



the family home a few days later and interment made in Violet Hill cemetery at Perry.

Relief Agent Wm. Uptegrove who has been doing relief work in the Middle and Western

Divisions for some time, has been compelled to be off duty, account of sickness.

Machinist Charles Langley, who has been working in the Roundhouse at Perry, decided that he wanted to go back east to his home in Baltimore. After a few weeks work there, he made up his mind, that the middle west is really the only place to work and that the Milwaukee beats them all, so he joined the

family again at his old place. Machinist Emmett Callahan was in Milwaukee for a few weeks visiting with his

mother.

Ralph Dine, who is a member of the Car Department force at Perry and who works with the crew on steam derrick No. 18, has recently equipped a First Aid Outfit which is about as neat as can be found. Ralph was for a number of years in the Navy and had considerable experience among different hospitals acquiring a liberal knowledge of First Aid work. While out with the wrecking crew, when one of his fellow workmen was slightly injured, when the crew was working between stations, Ralph conceived the idea of rigging up an outfit for just such an emergency, and on his return to Perry, secured a handy carrying case and equipped it with bandages, antiseptics, etc., such as are needed and placed it on the wrecking outfit. He has given first aid to a number of fellow employes who were slightly injured and they now guard the First Aid Box as they would their personal property.

ployes who were slightly injured and they now guard the First Aid Box as they would their personal property.

On June 28, at the home of the bride's father, H. W. Lee, in Perry, occurred the marriage of Miss Bessie Lee and Harry J. Fuller. Both young people have been members of the Milwaukee family all their lives. The bride is the oldest daughter of Conductor H. W. Lee and the groom, the youngest son of Conductor A. J. Fuller. Harry is also in the train service on the Middle Division. After the ceremony the young people took a wedding trip to Chicago and upon their return went to housekeeping in a home which the groom had built and furnished in Perry.

Engineer Wallace Shipton of Savanna was visiting with his numerous friends in Perry the fore part of July. Mr. Shipton bears the distinction of being the youngest Old Soldier in this section of the country, and few who are not well acquainted with him would think by his youthful looks that he carried a drum during the days from '61 to '65.

L. L. Ostrander, chief clerk to the general foreman at Sioux City, was in Perry July 5 looking after business matters.

Engineer Jack Ahern, the veteran engineer of the Western Division, has been off duty

looking after business matters.

Engineer Jack Ahern, the veteran engineer of the Western Division, has been off duty more or less the last few weeks on account of the illness of his wife.

Conductor W. T. Stockton was in passenger service during July, taking the place of Conductor C. N. Dow, who is sick.

Conductor C. F. Bradley of the Western Division took a couple of weeks' layoff in July and spent the time at the lakes in Northern Iowa.

Conductor H. W. Lee and family were at the lakes for a couple of weeks in July.

A number of reserve list brakemen and firemen have been returned to service on account

A number of reserve list brakemen and firemen have been returned to service on account of the heavy business on the Middle and Western Divisions.

S. L. Withrow, who has been working as baggageman on 34 and 35 between Manilla and Perry, has returned to service as a passenger brakeman. G. L. Riggs, formerly baggageman at Manilla, has taken the baggage run and H. J. Wily has relieved Mr. Riggs at Manilla.

Blacksmith Charles Franks' daughters have been spending a few weeks with relatives in Colorado.

Roundhouse men Harry Hanson and Louis Anfinson and their wives will leave in a short time for a trip to Washington, D. C., New York City and other points East.

Black Hills Items.

T. A. Biggs.

Engineer and Mrs. Henry Diehl are the parents of a new baby boy who arrived June 22. Conductor and Mrs. J. R. Quass in company with Mr. and Mrs. J. W. Quass of Cedar Rapids, Iowa, made a pleasant trip to Rapid City and the Black Hills about the middle of

Miss L. A. Elson, agent at Okaton, has been

Miss L. A. Elson, agent at Okaton, has been receiving medical attention at Murdo for a badly bruised foot. On July 14, she departed for Sioux City, to meet her mother, who is coming to Okaton to live.

Miss Carola Ricks returned to her home at Murdo about July 4, from a visit with friends in Iowa, and at Plankinton and Chamberlain, S. D. She also attended teachers' institute at Presho during the week of July 9.

Mrs. Pfaff, wife of Conductor Thos. Pfaff of Murdo, departed July 6, for Parker, S. D., to visit with relatives and attend the Chautauqua there.

Mrs. Fred Diehl and Mrs. P. G. Gallagher of Murdo, went west July 2, to spend the Fourth with their husbands who were working near Rapid City.

Mrs. A. K. Foote, Mrs. A. M. Saxer and Mrs. Fred Diehl of Murdo, attended the Chautau-qua at Chamberlain, during the week of July 9th.

9th.

Miss Hope Jennings, station clerk at Rapid City, went to Chamberlain, July 11, to meet her sister-in-law, Mrs. Clem Jennings of Dubuque. They visited a few days at Murdo, with Mrs. J. R. Quass and then went on to Rapid City.

Engineer Max Newbowers of Rapid City, was called to Running Water, July 12, on account of the serious illness of Mrs. Newbowers' brother. Mrs. Newbowers has been there for some time.

Passenger Brakeman L. M. Sweet and Miss

there for some time.

Passenger Brakeman L. M. Sweet and Miss Hazel Place of Oacoma, were married at Chamberlain, June 30. They will make their home in Chamberlain.

Conductor William Stewart of Rapid City brought into Murdo, July 15, the first train load of the season of fat range cattle for the Eastern market—nineteen cars. They were loaded at stations near Rapid City.

Mrs. Scarlett of Kennebec attended the Chautauqua at Chamberlain.

Twin City Terminals.

Idell N. Wilholm.

S. A. Eddy and wife left July 8 for an extended trip through the East. They will stop at Atlantic City for a "dip."

G. A. Van Dyke, superintendent of terminals, has been spending most of his time at Fort Snelling lately on account of the very heavy movement of troops at that point.

Carl Jacobson, O. S. & C. clerk at Minneapolis freight office, has gone to Turtle Lake on a fishing trip.

fishing trip.

Harvey Lobdell, claim agent, Minneapolis freight house, is spending his vacation at

fishing trip.

Harvey Lobdell, claim agent, Minneapolis freight house, is spending his vacation at Alexandria, Minn.

Hubert Des Marias, revising clerk at our Minneapolis freight office, is still making his regular trips to Faribault. 'Fess up, Hubert, what is HER name?

A. R. Alexander, signal supervisor, spent the Fourth at Madison, Wis.

Miss Katherine Willoughby, daughter of Division Freight Agent A. S. Willoughby, and who was stenographer in his office, was married June 24 to E. C. Crane. Congratulations. George F. Hancer and wife, car distributor in the superintendent's office, left July 16 for Lac Ste. Anne, Alta., Canada, to spend his vacation.

vacation.

Miss Catherine Connor, expense clerk at our Minneapolis freight office, will spend her vacation at Virginia, Ill.

Messrs. Alexander, Harstad, Stackpole, Yellick, Campbell and Houle spent Sunday at Big Stone fishing. They claim they left a few fish in the lake.

lick, Campbell and Houle spent Sunday at Big Stone fishing. They claim they left a few fish in the lake.

Frederick Johnson, prepay and advance clerk at the Minneapolis freight office, has just returned from a trip East. New York was too large for Fred, and while strolling down the East Side he became lost.

Miss the tr Terry, Miss superi Dows visited Ear super Lake. Divisi Geo neapo Clai neapo a posi neapo Peoria Jim cently while from W пеаро kee of Mes clerks ing th Mrs a wee ter. Mis at the

> Con days pound G. Waba week, kind Div., ing a Bra Indian John the fi ing do Bra vacati Con River Cas Iowa Fra a few Geo

was a Fre

Waba E. C kee, w Wal Waba lately rains

Condu Clavy ple lef They Augus On wood made set ou the er movin fine w Eng Fourth fine ti people.

F. E family Stough

Miss Katherine A. Wright, stenographer in the traffic department, is visiting friends in

the traffic department, is visiting friends in Terry, Mont.

Miss Elsie L. Bender, stenographer in the superintendent's office, has just returned from Dows and Cedar Rapids, Iowa, where she visited friends.

Earl Covey, stenographer in the signal supervisor's office, spent his vacation at Long Lake, with John Sundheimer of the River Division superintendent's office.

George Gorgas, yard clerk at South Minneapolis, has just returned from Omaha, Neb. Clarence Carlson, window cash clerk, Minneapolis freight office, has resigned to accept a position with the Washburn-Crosby Co.

A. Woodward, demurrage inspector at Minneapolis, spent the Fourth at his old home in Peoria, Ill.

Jim Tobin, car checker at Minneapolis, re-

Peoria, Ill.

Jim Tobin, car checker at Minneapolis, recently made a trip to Great Falls, Mont., and while there met several of his old friends

while there met several of his old friends from St. Paul.
W. M. Smith, baggage agent at the Minneapolis baggage room, was called to Milwaukee on account of the death of his father.
Messrs. A. E. Flynn and F. W. Hennessy, clerks at the St. Paul freight office, are spending their vacation at Detroit, Mich.
Mrs. C. Leach of the Travelers' Aid spent a week at Milbank, S. D., visiting her daughter.

ter.
Miss Agnes Connor is a new expense clerk at the Minneapolis freight office.

#### Biver Division Items. H. D. Witte.

H. D. Witte,

Conductor Paul Andres is all smiles these days on account of the arrival of a big tenpound boy at their home.

G. W. Poeschl, second trick operator at Wabasha, was absent for a few days last week, relieved by Operator Lager. It looks kind of suspicious, Geo.

H. C. Kassabaum, R. C. V. and Wabasha Div., is taking his annual vacation and spending a few days at Spooner, Wis.

Brakeman C. C. Kassabaum made a trip to Indianapolis, Ind., last week.

John Ostrom, C. C., was trying his luck with the finny tribe last week. John says: "Nothing doing, but I'll get 'em yet."

Brakeman Fitzwater is off for a few weeks' vacation. Jess you surely deserve it.

Conductors J. Murphy and C. Torrance of River Div., are taking their annual vacation.

Cashier Grieser of Durand made a trip to lowa the past week.

Cashler Grieser of Durand made a trip to lowa the past week.
Frank Poeschl, cashier Chippewa Falls, spent a few days with relatives and friends at Durand the past week.
George Miller, car repairer at Red Wing, was a Wabasha caller last week.
Fred Olson, R. M. clerk Red Wing, was a Wabasha visitor this week.

E. Greenwald, general iron foreman Milwau-kee, was a Wabasha caller the last week. Walt Dinnels, lineman on the C. V. and Wabasha Div., is the busiest man on the Road lately chasing trouble on account of the heavy rains. Say, Walt, how is fishing?

### B. J. Simen.

Thursday, July 6, Marie Kress, daughter of Conductor B. H. Kress, was married to Elmer Clavy of Highland Park, Ill. The young couple left for Los Angeles on their wedding trip. They will be at home at Highland Park after

Angust 1.

On June 21, train No. 160, Conductor Kirkwood with Brakemen Scholten and Abbott made a record that will be hard to beat. They set out the Grayland milk car and picked up the empty at Grayland, and had their train moving in just three minutes. Boys this is fine work

fine work.

Engineer Louis Kohlman and wife spent the Fourth of July at Druces Lake. They report a fine time, they chaperoned a party of young

people.

F. E. Allen, auditor of expenditures, with his Fourth at the lakes around family spent the Fourth at the lakes around Stoughton, Wis

### Saint Paul Road **Employees**

do you realize that it is possible for you to have your name on two payrolls-one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

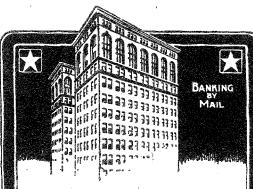
In this case, whether or not your pay increases depends entirely upon you-the more you put in the more you get out.

#### Merchants National Bank

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

> Fifth and Robert Streets SAINT PAUL, MINN.

The Bank of Personal Service



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has been the invariable rule of the Old National Bank since its inception in 1891. The soundness of this policy is attested by the fact that for the past decade its deposits have steadily increased at the rate of a million dollars each year

(This strong bank invites you to avail yourself of its broad banking serviceto become one of its army of more than 17,000 depositors

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#### OLD NATIONAL BANK

OF SPOKANE

Resources . . . . \$12,000,000

Dispatcher J. H. Valentine spent his vacation with his family at Janesville. This is Jack's old town and he does not get a chance to drop in on them as often as he would like.

Operator George F. Root, first trick man at Rondout Tower, is fishing at Delavan Lake; he is on a ten days' vacation. He is relieved by Operator Hamilton.

On June 11 a daughter was born at Libertyville to Operator J. W. Strike and wife. Con-

gratulations, Jack.
Brakeman J. H. Costello, regular on the Fox Lake ice train, has become so popular with the "summer girls" that he thinks he would like to ride on the passenger trains (on Sundays) he is now a passenger brakeman and looks like a real tin soldier in his new uniform

Agent E. J. Carroll of Warrenton is enjoying a vacation of sixty days or more. This is his first vacation in a great many years and we hope that he will have a fine time.

O. J. Jeager has been appointed as operator at Fox Lake. Agent Jake Larson did a good passenger business here over the Fourth. Fox Lake is entertaining large crowds over week-ends and will continue to do so while such hot weather prevails.

M. J. Hughes, for many years an operator in "C. G." general office, Chicago, died at Groveport, Ohio, on June 23. He had been failing in health for several years. The news of his death was a shock to his many friends, as his condition had been reported as much improved.

proved.

F. D. Movery is now working the third trick at Tower A 23, Deerfield. G. L. Taylor having gone to Edgewater as agent.

Mrs. John Barbour, wife of Engine Watchman Barbour of Libertyville, is entertaining her two sisters, Mrs. W. Barnes of Conneaut, Ohio, and Mrs. Jackland and daughter, Irene, of Fitzgerald, Ga., for a couple of weeks.

Engineer C. D. Anderson and family visited his brother at Mobridge for a few days.

Several of our C. & M conductors are off on their vacations. Mitchell is up in the woods, Wybourg in his place; Sweeney also up north, Cahill relieving.

Conductor Jean Hare hurt his hand in an electric washmachine, it was necessary to take

Wybourg in his place; Sweeney also up north, Cahill relieving.

Conductor Jean Hare hurt his hand in an electric washmachine, it was necessary to take several stitches in the wound; he has been off for three weeks, but expects to go to work soon. Jean, come back to the old fashioned washtub, the worst that could happen to you then might be to get a splinter in your finger. Conductor Jack Cahill is relieving him.

Conductor W. B. Carr is working in the place of Wood, who is sojourning at Lauderdale Lakes, and Conductor "Axel Halverson" Bond slipped from the ice train into Carr's place on the Libertyville local; this only keeps him busy during the day and a man who has been in the habit of putting in sixteen hours of hard work daily on an ice train, has too much energy to be satisfied with such short hours, therefore he must do something at night, so he is featuring a vaudeville stunt nightly at Bond's Drug Store at Libertyville. Everybody is invited.

Conductor P. P. Taintor of the Walworth milk run is on his annual three months' layoff: W. B. Cottrell is relieving him.

Charles Sowatzke, who has been handling an extra gang at Warrenton, has resumed work as section foreman at Libertyville. Foreman William Carpenter has returned to Gratiot. Dispatchers G. T. Carroll and R. A. Woodworth with Operators Geo. Root and Jack Strike of Rondout tried their luck at fishing at Duck Lake at Ingleside. They may have caught a few "ducks," I heard nothing about the fish. Must ask them.

Operator Stanley A. Bak, formerly of old station Libertyville, has returned from Woonsocket, R. I., and is now working the third trick at Hebron Tower.

William and Kenneth Alleman, sons of Fred J. Alleman, agent at Tacoma, are visiting their uncle, Jacob R. Alleman, at Libertyville.

Prairie du Chien Division Notes. M. C. Murphy.

Otto Brantmeyer, lampman, Madison, took a trip to Milwaukee.

Mr. Barry, father of Brakeman N. Barry,

died at his home at Madison, Wis.
Pumper Paul Yahnke and wife, of Milton,
were visitors at Milwaukee.

Engineer E. Kelley took a short vacation. Engineer T. Dempsey ran the switch engine while he was off duty with J. Hoppie as fire-

Brakeman L. Peffer was seriously injured at Waukesha when the motorcycle he was riding

collided with a bicycle:
Operator E. Bock, who has been working third trick at Mazomanie, has been assigned

to the second trick at Janesville.

Miss Irma Aldridge, daughter of Engineer J. Aldridge, and C. Fourness, were quietly married at Milwaukee.

Mrs. Karl Westphal, wife of Brakeman K. Westphal, Milwaukee, visited relatives at Waukesha and Brookfield.

Asst. Supt. N. P. Thurber, Milwaukee, spent. Memorial Day at Muscoda, Wis.

Brakeman L. Propp, Wauwatosa, is back to work after recovering from injuries received some time ago.

Brakeman Chas. Horr, Waukesha, is the proud owner of a nice new automobile.

Mrs. H. Bensing, wife of Car Inspector H. Bensing, Waukesha, spent the week-end with friends at Chicago, Ill.

Mrs. F. Scull, wife of Brakeman F. Scull, who is at the Wales Sanitarium, is reported

not any better.

Conductor W. E. Wilson, who is braking with the Milwaukee lay-over way-freight, piloted an engine from Milwaukee to Madison,

Sunday, June 4th.

Engineer Wm. Slightam, who has been running on the West End, has come and taken a ring job on the East End.

We hear that Brakeman James Connelly has

baggage line at Madison. Engineer T. Goggin is back at work again

Engineer T. Goggin is back at work again after a ten day vacation.

Timekeeper G. Leahy, Milwaukee, was called to Richfield by the death of a relative.

Fireman M. Goggin, who has been working for the Central Coal Company, is back on the Road.

Mrs. Charles Knight, wife of Brakeman nas Knight, Milwaukee, was a visitor at Chas Waukesha.

Waukesha.
Claim Agent M. J. McGowan, Janesville, was at Waukesha on business.
Brakeman C. Horr, Waukesha, has a dandy new automobile. Brakeman George Horr also has a new motorcycle.
Conductor C. Rosellen was married during July at Columbus, Wis. Mr. and Mrs. Rosellen will reside at Waukesha. The best wishes of the employes are extended.
Engineer P Connelly and Conductor W. Wilson have been in Chicago, Ill., on business.
Mrs. M. Slechta, wife of Conductor M. Slechta, Madison, and son were visitors at Waukesha.

sha.

Brakeman R. Barry is recovering at his home at Janesville after an illness.

Conductor H. Vedder, Waukesha, is at present on a vacation. Conductor T. Callahan is working in his place during his absence and Conductor M. Slechta is working at Waukesha in Conductor Callahan's place.

Mrs. O. Schaefer, wife of Baggageman O. Schaefer, Waukesha, took a trip to Milwaukee

The depot at Brookfield has been painted. The carpenters did a little repairing to the depot at Waukesha.

W. Walsh, second trick operator at Whitewater and Miss G. Young of Big Bend, Wis., were married June 28 at Big Bend. Best wishes are extended.

wishes are extended.
Roadmaster J. Murphy, Waukesha,
Sunday with relatives at Fox Lake, Wis. spent

Work of Aus Roun rence with the ville, I Brak freight Swite the Ai

accoun Engi after a Mack motore Shop Roches Johnso home i

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a sligl cial" j his fee Freig to Aus Jero: of En visit w Brak

Road

The Austin place s Coal Items from the I. & M. Katherine McShane.

Work of graveling the Mason City line east

of Austin has begun.
Roundhouse Foreman and Mrs. A. M. Laurence have returned from a two weeks' visit with their daughter, Mrs. Joe Price at Granville, Iowa.

ville, Iowa.

Brakeman T. Ward is back on the way freight after a few days lay-off.

Switchman J. Skinion is back at work in the Austin Yard after a forced vacation on account of illness.

Engineer Chas. Leighton is back at work after a few days lay-off.

Machinist Jerome Waters and Paul Lang motored to Cresco, Iowa, and back Sunday.

Shop Foreman J. Johnson has returned from Rochester, where he spent the day with his wife who is at that place for treatment. Mrs. Johnson is much improved and expects to be Johnson is much improved and expects to be home in a few days.

Brakeman S. A. Potts spent Sunday at

Farmington.

Brakeman Corkel is laying off. Switchman Paulick is also on the lay-off

Switchman Paulick is also on the lay-oil list.

Yard Foreman J. M. Plum is enjoying a two weeks' vacation from his duties in the Austin Yard and H. R. Hinckley is filling his chair during Mr. Plum's absence.

Roadmaster M. McShane, Austin, Minn., had a slight accident last week, when his "Special" jumped the track, running over one of his feet crushing it quite badly. He is now able to be out and on the job same as ever.

Freight inspector J. J. Earley has returned to Austin after a business trip over the S. M. Jerome Waters and sister Virgie, daughters of Engineer Waters have returned from a visit with relatives at Webster City, Iowa.

Brakeman Onnis Cambern is back at work. The marriage of Sam Sigfried, machinist, Austin, to Miss Meta Myers of Wycoff, took place some time last month. Congratulations. Coal House Foreman A. F. Voyles, Austin,

Minn., has resigned his position and gone to Oklahoma, to take up a position with Standard Oil Company. John McShoane has taken his place at the coal house.

Mrs. A. Anderson and daughter Agnes, wife

Mrs. A. Anderson and daughter Agnes, wife and daughter of the section foreman at Lime Springs, Iowa, are enjoying a trip to Chicago. Mrs. Walter Groom, wife of Machinist Groom, and Mrs. H. Herzog, her mother, are enjoying a trip east. They will stop at Cleveland and Cincinnati before returning

Bert Ellefeson, machinist helper of Austin, has gone to Sioux City on business.

Mr. and Mrs. Milton Erickson and Mrs. Henry Bushman have gone to Sioux City, lowa, for a short stay.

Machinist and Mrs. Carl Voelker have gone to Des Moines and Sioux City for a short visit.

Quartermaster Sargeant. Frank been released from his duties and has returned home after about ten days spent at Camp

home after about ten days spent at Camp Robleter, Fort Snelling.

A special train was run from Austin to Mason City last Wednesday, to take in the Ringling Bros.' circus at Mason City.

Roundhouse Call Boy Vern Cullen and sister Edna have returned from a few weeks visit with relatives at Rockford and Chicago.

Vice-President D. L. Bush and General Manager P. C. Hart made a business trip through Austin last week.

Miss Margaret Cronin of St. Paul, is spending a few days at the home of Operator J. Ahern at Austin.

Operator L. Grau is in Chicago, on business.

Operator L. Grau is in Chicago, on business. The Spence Barr family are in camp for their eighth summer at Camp Comfort, Ram-

The Heintz Carnival Company came to Austin last week and had some trouble going through one of the city bridges. Owing to the help and material lent them by our shop they were able to make quick repairs and "go on with the show." The company spoke

Write It Right!

# Boss Lock Nuts"

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



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. Holmar Ave., Chicago, Ill.

very highly of Shop Foreman J. Johnston and Machinist Alderman J. Herzog, who rendered them valuable assistance. As a result they

them valuable assistance. As a result they shipped out over the Milwaukee.

Assistant to Vice-President W. H. Penfield has returned to Chicago from a few days spent at Plymouth, looking over the new gravel pit which was opened at that place June 12.

Several of our firemen and brakemen who belong to Co. G, militia, have been called in to be ready for a call to service.

A. Kurzejka of Minneapolis; has spent a few days in Austin this week visiting friends.

J. Sundheimer of the superintendent's office at Minneapolis, was a business caller at Austin last week.

Agent J. Moudry of Taopi has been transferred to Le Sueur Center, Minn. We all hope Mis Moudry makes as many friends at his new home as he has around Taopi and we wish him success.

success.

Roundhouse Foreman A. M. Laurence and wife expect to leave on a short vacation soon, which they will spend with their daughter, Mrs. J. Price at Perry, Iowa.

The Plymouth gravel pit was opened June 12, and we are now furnishing gravel to the H. & D. Division, where washouts occurred east of Calmar and for the Decorah Branch.

June 8, occurred the marriage of Miss Helen

June 8, occurred the marriage of Miss Helen Oleson, daughter of Engineer August Oleson of Austin, to Everett Nason of Minneapolis, Minn. Mr. Nason is a civil engineer, located

Atim. Mr. Nason is a civil engineer, located at Minneapolis.

Ticket Agent John Shultz spent Sunday with his folks at Postville, Iowa.

One of the finest little parks in our city of Austin is the one placed directly in front of the new power house. The boys have planted trees and many flowers and their work is now beginning to show up. The boys of the shops and roundhouse are to be congratulated on this piece of work.

this piece of work.

Train Dispatcher M. T. Skews is at Plymouth, having charge of the work train serv-

B. & S. W. Notes.

H. J. Beamish.

Doll took Burns' run on the Eagle July 1. Baggageman Hayes was off a couple weeks the first of the month with an injured arm. No. 36 ran in two sections July 4, the first

section with Chicago and Racine passengers, Regan conductor, had 414 into Corliss.

C. & M. Conductor "Gene" Hare, took a few weeks vacation in Elkhorn with relatives this month. After reading Mrs. Kendall's articles on electrification Gene attempted to electrify the family washer, getting a badly chewed hand as a result.

Engineer Keefe and family of Milwaukee were the guests of his parents at Elkhorn

July 1.

A special train for the Eastern Stars of Milwaukee was run to Elkhorn, Hermes conductor, June 27. About one hundred in the party.

They returned the same night.

Buege had a special train for skat players from Savanna to Milwaukee, July 8. Understand Carmody and Halesey were in the tournament this year. The special made the run from Savanna to Milwaukee in four hours—yes—it was Passage.

Harry Hamer is now in charge of Beloit yard.

Engineer Bjorkholm is back from his Western trip and on the job again.

Born to Conductor and Mrs. J. T. Regan, Beloit, June 24, a boy. Jack denies that he is to be named "Dennis Perry," after the shirk-

ers on the other run.

Agent Smith of Burlington, who was operated on for appendicitis the first of the month, is reported to be recovering rapidly.

Engineer Hamilton and family, Freeport, were the guests of Racine and Elkhorn friends

were the guests of Racine and Elknorn friends the first of the month.

Mrs. J. W. Rossmiller and daughter, Bessie, spent a week with relatives in Chicago the first of the month.

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WE PRINT THIS MAGAZINE



Baggageman Dick Rowland, has resumed work on trains 35 and 36 after a six months' leave of absence.

Brakeman Tige has displaced Sommers on 35 and 36, the latter taking the short run with Grisinger.

Engineer Gilbert and wife, Beloit, were Racine visitors July 11.

Account of heavy business a third switch engine has been put on to work jointly between Racine and Racine Junction; P. Hauser in charge

tween Racine and Racine Junction; P. Hauser in charge.

We are pleased to hear that Conductor Geo. Howland, who has been on the sick list for nearly a year, is improving.

Roundhouse Foreman Rivers has resigned the Racine position and returned to Milwaukee; J. A. Gregg now in charge at Racine.

Nick Hermis is running 35 and 36 for sixty days. Hayes on Nick's car.

Misses Florence and Mildred Victor, daughters of Conductor Victor of Racine, are visiting friends in Boston for a few weeks.

Ticket Agent Lewis, Racine, was off for a few days this month entertaining his parents, who came from Norfolk, Va., for a short visit.

visit.

Brakemen Preston and Hixon, with their families, are spending a few clays at Star Lake fishing. Roy is in hopes of locating a deer for next fall.

Manied at the bride's home in Elkhorn, July

deer for next fall,
Married, at the bride's home in Elkhorn, July
14, Glenn Kelly and Miss Ethel Mills. Mr.
Kelly is the son of Milk Conductor C. E.
Kelly and is employed as helper on 47 and 48.
They will make their home at Elkhorn.
The following from Savanna—"H. J. B.: Sted
spent about a week in Savanna the latter part
of June, visiting old friends. He gave the
dispatcher's office a daily call—we furnished
a cracker box for him so he could reach up
and pull the latch string. He and Doc Hyler
went fishing one day and all the force
had fish for supper. (They bought them at
the fish market.) Same old E. Kleeber Sted—
don't look a day older than he did ten years
ago."

Beloit gravel pit opened June 28 with Conductor Carrier again in charge. Campbell and Cluskey are doing the spotting with Engineer Grees. Steam shovel No. 11 in charge of E. Thompson is filling about fifty cars a day for the Milwaukee terminals and the C. & M. Division. Arrangements have been made to increase the loading to last year's mark, if desired. Ring crews are doing the hauling. Reporter—"Mr. Horton, Ted Kinney says—"Mr. Horton—"That's enough. Ted Kinney is—just what I always said he was. I can ride just as fast as he can. I quit that job because I knew who was going to take my place, and I wanted to get even with some of those guys on the south end. If Hayes and Kinney, together, don't ruin that railroad, then I'm a blonde."

Kinney, together, don't ruin that railroad, then I'm a blonde."

Here's a record that any one can shoot at: Savanna derrick was ordered at 2:05 p. m., June 30, and left at 2:30 p. m., arriving at East Moline, 48 miles, at 3:55 p. m.

The death of Mrs. D. Callahan, wife of Engineer Callahan, at Trinity Hospital, Milwaukee, June 29, was a great shock to the employes of this division. Mrs. Callahan was in apparent good health up to a few days beforeher death, which was caused by acute Bright's disease. The funeral was held in Elkhorn, July 1, a special train bringing a large delegation of friends and fellow employes of Mr. Callahan. The sympathy of the division is extended to Mr. Callahan and other relatives. Henry Lichtenberger, claim agent at Freeport, has resigned and is now with Armour & Co. as traveling salesman. Al Dittman, formerly with the Rawleigh Mfg. Co. as bookkeeper, has been appointed in Mr. Lichtenberger's place.

place.

Hughie Kleckner, bill clerk, Freeport, is touring through the West during his vacation. Harold McLarnon is doing the heavy work at the billing desk in the meantime.

Musty Suffer, the night coal pusher at Freeport, is on his vacation, being relieved by Frank Snyder.

Engineer Effinger off about a week from the switch engine, relieved by Engineer Kinney;

### To Ticket Agents C. M. & St. P. Ry

Are YOU selling our Accident Insurance Tickets?

If Not, Why Not?

The Travelers Insurance Company

Ticket Department Hartford, Connecticut

### The Railroad Man's Company

THE

### CONTINENTAL CASUALTY COMPANY

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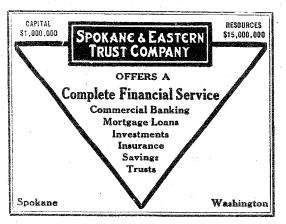
Miles City, Montana

U. S. Depository

Capital \$100,000

Surplus \$250,000

Interests: \ \ 4\% in Savings Department \ \ 5\% on Time Certificates



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Hoge Building

Seattle, Washington

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\$ 800,000

Total Assets over -

\$5,100,000

JAMES D. HOGE

N. B. SOLNER Vice President and Trust Officer

We solicit your Northwest business We pay 4 per cent on saving accounts since Effinger's return Mr. Kinney is relieving Engineer Hamilton on Nos. 98 and 97.

Fireman Hensing, 53 and 54, off sick, relieved by Fireman Cooper of the C. & C. B. Ill. Division.

Fireman O'Leary from the C. & C. B. III. Division is on Nos. 98 and 97 during Kinney's

Eric Erickson has resigned his position in Supt. Morrison's office and gone to Chicago and accepted a position in the car accountant's

Jaul Dauphin of the timekeeper's office has taken Erickson's place in the Supt. office. Jerry Hansen taking Dauphin's place in the timekeeper's office.

keeper's office.
Conductor and Mrs. Dan J. Desmond went to Dubuque on a visit for the Fourth. They stopped in Savanna for a couple of days on their way home.

Agent Wm. Rhodes at Dakotah is some chicken man, he says he expects to dispose of at least ten thousand dollars worth of poultry and incubators this year. He is planning now on buying a small farm near Dakotah and starting a poultry farm on a large scale.

#### S. M. East,

The weather is hot as hot can be, But nevertheless we'll try and see What sort of jumbled up hash We've gathered in by dot and dash.

ONE T. P.

My 1916 vacation has gone where the wood-hine twineth.

Was I there? Ask Josephine.

Helga qualified as a Red Cross nurse and when I get sick I am going to send out the S.O. S. for her.

I don't feel any different after having that V. P. hung onto my cognomen. I will let sampson do all the wind-jamming as he is well qualified. Will give him a try-out in Au-gust.

"Sted" was there, too, but didn't have much to say. Guess he was bashful, same as yours

to say. Guess he was bashiu, same as yours truly.

Found out it was safe to go over the Division without getting licked, in spite of the slams I have been handing out the past year. Even "Ted" the fisherman didn't try to take a "fall" out of me. By the way, Katie is getting better looking every day.

Operator Lane at Houston, just naturally dritted away on No. 62 one day. Maybe the hot weather has something to do with it; at any rate, Ray Burnett is helping out there until regular appointment is made.

Sackett helped out at Lanesboro until Hoff took second trick on bulletin, then he started twisting brakes with McCoy on the gravel train. Wendorf is on nights at Spring Valley. Didn't hear where Nolte went. Saw Skeeter at Brownsdale. He is getting as thin as Irvin Cobb. Must be the climate agrees with him. with him,

as Irvin Cobb. Must be the climate agrees with him.

Spent one night in Albert Lea; first time since it was my pleasant duty to pound lightning, likewise my ear, for thirteen hours nights at that village a number of years ago. A. W. T. showed me a good time and pointed out a few of the new skyscrapers, otherwise I might have been lost.

C. J. W., the second trick dispatcher at La Crosse, is now on his annual recreation, and when last seen was headed straight west in an effort to escape the heat.

J. W. Malone, second trick dispatcher from Madison, while on his vacation, spent a few hours in Easton. We understand a very valuable horse was mislaid. How about it, John?

J. A. Christensen, brakeman on the Mankato Branch, is laying off enjoying his spring vacation visiting with friends at Wells.

Brakeman Harry Hanson is performing his duties on trains 122 and 193.

Engineer J. A. Harriman is again back on the job on the Mankato Branch, after spending three weeks at Denver. Colo. Bob Herman handled the right hand side of the 2129 during Mr. Harriman's absence.

Jim McCarthy, conductor on the Mankato Branch, was on the sick list for a while, be-

ing relie been filli week.

Jim ha End, but in the fa Andy Roebuck

Spike I on the E where he magnifice buttons. Geo. No died at the Sunday, Austin for Miles No The wide

our symp

From W Each mo His last He's not

This crev Around the Then hor Hauling

They had When two takes Now Jim So the sh

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With the
generals.

The ya Joseph rarily fil Dick G ing Char clerk, an Gradbroo a new m Day Y

was on t H. Browi Coburg Milwauke ing relieved by Conductor Downs, who had been filling Conductor Rickard's shoes for a

Jim has been running passenger on the East End, but is now laying off on account of death in the family.

Andy Johnson from the East End Sears-Roebuck run is taking his place.

Spike Parker made some trips on passenger on the East End, but is now on West End, where he will astonish the natives by the magnificent appearance he presents in brass buttons.

buttons.

Geo. Norton, engineer on the S. M. West, died at the Grand View Hospital, at La Crosse, Sunday, June 25 The remains were taken to Austin for interment. He was a brother of Miles Norton, brakeman on the St. Clair Line. The widow and brother of the deceased have our sympathy in their hereavement. our sympathy in their bereavement.

#### Fares, Please.

From Wells, due north, a train is run Each morning by a famous Irish son. His last name is Rickard, his first 'tis Jim; He's not very tall and far from slim.

This crew hies to Mankato, to switch all day Around the mills for Dan Walker, they earn

their pay.
Then homeward bound each eve they go, Hauling flour to make their "dough."

They had started to leave Minnesota Lake. When two ladies hailed them, their train to

Now Jim is a gentleman through and through, So the proud beauties, on the train, he did shoo.

When for the fares, himself he presents, Behold he receives a check for thirty-four cents.

Next time they travel 'twill be butter and Or a couple of roosters tied up by the legs.

Well, Jim should worry laugh and grow fat At the fares he receives when passing the hat; For Jim McCarthy has the very same plight When he collects on one ninety-three each

I fain would be a bill juggler on the "Mk" line, Like the twin Jims with the ladies I would shine,

And checks, though small, would look good to For I'm still a "Sheet Scratcher," One T. P.

#### Kansas City Terminals.

Ransas City Terminals.

The Kansas City Terminals are well represented at the border. Three of our boys have gone with the Kansas City militia, all serving as officers: Joseph Leiberman, night yard clerk, Coburg, is first lieutenant; Walter Slagle, chief night clerk, and Edward Keefner, claim clerk in the commercial office, are sergeants. We all feel very proud of our boys who have so unselfishly left their homes and their comforts to protect the interests of their country. The best wishes of every one are with them. May they all come back major generals. generals.

#### Coburg Notes.

Coburg Notes.

The yard office is indebted to Mrs. Walter Scott for a beautiful bouquet of flowers.

Joseph Lieberman's place is being temporarily filled by Clyde Zane.

Dick Green is the new night caller, succeeding Charley Willard, who took a job as yard clerk, and later resigned. Brakeman Claude Bradbrook is helloing out on the force until a new man is hired.

Day Yardmaster A. O. Watson has completed his new house at St. Clair Park. A. O. was on the sick list a few days and William H. Brown officiated as day yard master.

Coburg yard was full of all kinds of crews here recently; Te Brake's machine gang from Milwaukee, Swanson's roofing gang from Milwaukee, Carroll's steamfitting outfit and Jess

#### Commercial State Bank MILES CITY, MONT.

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MINERS AND SHIPPERS

Epperson and men working at the elevator, while Wm. Myers, the scale man, tested the track scales, and Couch and Evans of the B. & B. Department worked on the turn table at the roundhouse.

Switchman J. P. Stewart and wife are visiting in Cedar Rapids.

Uncle Del Parker is in Ottumwa on business.

Joe McMahon of the Car Department was called to North English, Iowa, on account of the death of his brother.

Switchman Wm. S. Wright, who was off about three months with a sore hand, returned to work but couldn't use the member very

about three months with a sore hand, returned to work, but couldn't use the member very well and is again laid up. He has a dog that is an expert in craw-dad fishing, so whiles away some of his time on the Blue River.

James Gorman, night yard clerk, secured a job driving a motor truck and quit us. Gus Ball, who left here last winter to work for the Frisco, decided the Milwaukee was the best after all, and came back to take Gorman's place.

Towerman Sowders of East Bottoms Tower off a few days, was relieved by Wm. Bechtel, Jr.

tel. Jr.

Brakeman Ernest Fritchie spent a week fishing and fighting mosquitoes along Medicine Creek near Laredo.

July 4, after extra effort passenger engine 2768 was released from Coburg roundhouse with a new coat of paint and finishing touches, the running board, drivers and side rods striped in white, presenting a most beautiful annearance.

apnearance.
With that C., M. & St. P. brand of loyalty and patriotism Roundhouse Foreman J. H. Lord. Chief Clerk Chas. Holcer. Machinist W. E. Perry, Engineer C. E. VanBuskirk and Fireman Elmer Young conceived the idea of decorating the engine for its initial trip handling the Southwest Limited outbound on this date, made up a fund and purchased twenty flags and sufficient bunting very appropriately and fastily to decorate the pilot sides and and tastily to decorate the pilot, sides and cab of the engine.

It was a most attractive sight to the many Fouth of July pleasure seekers while this ensine with the train moved against the breeze into the Union Station with the flags flying and other enginemen and yardmen saluting in a true patriotic style. All felt proud of the appearance of this engine, also of the fact that this crew was the only one entering the Union Station throughout the National holiday with the engine decented.

with the engine decorated.

#### Malden Roundhouse Notes.

H. R. Gates.

Business has taken quite a slump during the past month. The Longshoremen's strike on the Coast has made a good deal of difference in freight business.

the Coast has made a good deal of difference in freight business.

Federal Boiler Inspector Brown of Spokanc, was recently in Malden inspecting engines. Engineer Hankins and family and Engineer Kleinhans and wife spent a few days near Ramsdell, bass fishing during the past month. From all reports, they had very good success. Engineer J. H. Little laid off to take in the Puget Sound Pioneers' Convention in Miles City, on July 3 and 4.

Engineer O. E. Hostetter was called to Tacoma the first part of the month on account of the death of his brother,
Engineer G. W. Nelson was called east on account of the serious illness of his mother.

Fireman E. W. Foreman and wife are the proud parents of a seven-pound baby girl, born on June 25.

There were quite a number of Malden residents who journeyed to Spokane during the past month to register for the drawings for the Colville Indian reservation to be opened.

Traveling Engineer T. McFarlane was a recent visitor at Malden roundhouse.

Boilermaker T. J. Messing has resigned and J. H. Gutridge has taken his place.

Fireman J. W. Walker has passed the examination and is a full-fledged engineer now.

The Stork visited Engineer J. H. Crown and wife during the past month and left a baby girl.

Machinist Z. L. Hardinger and family spent a few days in Tacoma during the past month. "Shorty" said it rained every day except one that he was over there. Don't let little things like that bother you, "Shorty."

Machinist E. J. Smith has gone back East to get his wife. I guess the bachelor's life didn't agree with you very well, Ed.

Machinist W. Alexander is relieving Machine.

Machinist W. Alexander is relieving Machinist Smith while he is off.

Engineer C. A. Schleusner and wife are the proud parents of a seven-pound baby girl.

Engine Dispatcher A. M. Foreman and daughters Zelda and Georgia attended the Puget Sound Pioneers' Convention at Miles

Fireman C. J. Shook has taken the night switch engine at Spokane.

#### I, & D. Division News.

C. J. Gillette.

Superintendent W. J. Thiele and Trainmaster  $\hat{\mathbf{L}}$ . T. Johnson were business visitors in Mason City, June 20.

Conductor Ben Hendrickson is sporting a new automobile.

Engineer Wm. Barr and wife are visiting at North McGregor at present.

Mrs. A. Moore, wife of Engineer Moore, re-

turned from Prairie Du Chien, June 22.
Machinist's Helper Ray Peck has resumed his duties at the North McGregor roundhouse after being layed up with a crushed foot for

E. W. Scott has accepted a position as second trick operator at West Yard.
W. B. Beach is again back at the side table

at Mason City, after spending several months in New York State for his health. Mr. Beach looks fine and we are very glad to see him

J. L. Hurley, formerly yard clerk at Mason City, is now swinging a lantern on the west lead at Mason City.

On July 13, special trains were run from Austin, Minn., and Algona, Iowa, to Mason City, account Ringling Bros.' circus.

Train service on the East Division is nearly

at its normal condition again and the work of graveling the road bed is progressing rapidly.

Engineer John Duffy has been visiting at Britt, Iowa, the past week and expects to spend the greater part of next week at Ossian. Ossian is a very attractive place at this time of the year.

of the year.

Brakeman E. C. Harter was on the sick list a few days the latter part of June.

Mrs. C. R. Sifert, wife of Conductor Sifert, left June 16, for a two months' visit with her sister in Buffalo, N. Y.

The writer takes this opportunity to extend congratulations to Guy E. Sampson upon his election to the presidency of the M. N. G. Also to T. P. Horton, V. P.; Josephine Healy, Secretary, and Ruby Eckman, Treasurer, Under such supervision the society can not help but be a success and keep up the reputation but be a success and keep up the reputation

of the Magazine.
R. W. Tipp has resumed work after a severe

illness the past two weeks.

Mrs. L. E. Goodhile and daughter spent a
few days with her husband at Ft. Atkinson.

Conductor C. H. Cotant is taking a short acation. Conductor J. W. McGuire is relievvacation.

ing him.

Brakeman Joe Kluss is spending a few days with home folks at Postville, and is being relieved by H. L. Robbins.

Herman Frazee departed today for a three weeks' trip through the west. He will visit Spokane, Scattle, Portland, San Francisco and Los Angeles.

Switchman H. Moe took in the excursion at McGregor, Friday, June 30.

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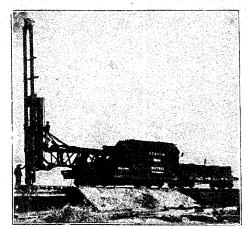
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