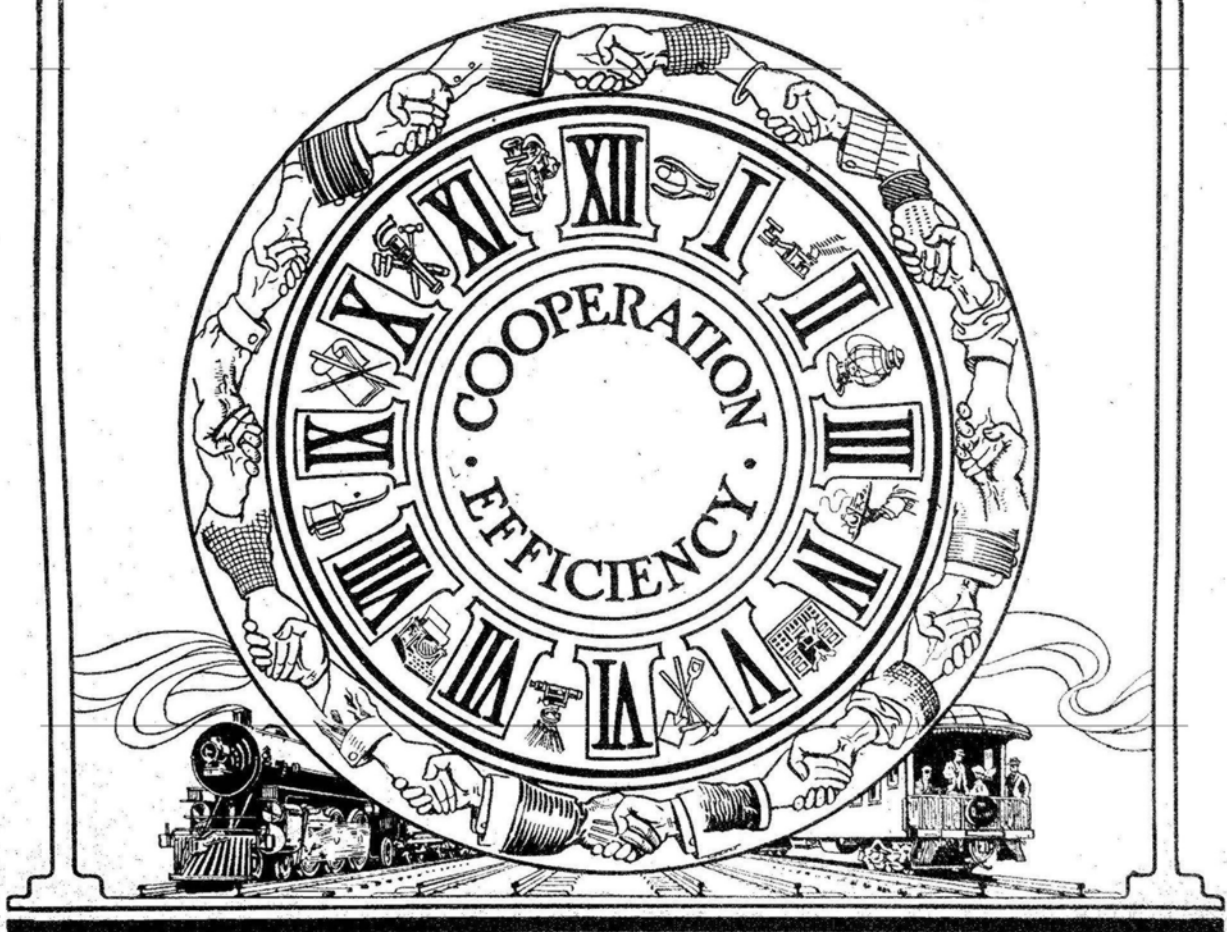


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

October

1917



VOLUME 5

No. 5

Sugar 5c a Pound

One of our leaders. We save you money on Groceries—catalogue free with trial order. The requests for catalogues are enormous and hundreds of thousands of dollars are lost annually by mail order concerns in sending out catalogues to places where no benefit is ever derived. To avoid all this **unnecessary** expense and be in a position to sell our goods at the lowest possible price, we have decided on the following plan: We will only send our Bargain Grocery Catalogue to such people who can prove to us that they are really interested in saving money on groceries. We quote herewith a few of the bargains listed and which are sold in different parts of our catalogue:

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(One of Our Leaders)

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(One of Our Leaders)

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" " " " " " " " " " " " " "	2.50	per 50 lbs.
" " " " " " " " " " " " " "	1.25	per 25 lbs.
" " " " " " " " " " " " " "	.50	per 10 lbs.

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5 pounds Our Best Granulated Sugar	.50 cents	25 cents
1 large size package Quaker Oats	.10 cents	7 cents
1 pound Guaranteed Baking Powder.....	.50 cents	39 cents
¼ pound Black Pepper(Ground).....	25 cents	15 cents
¼ pound Cinnamon(Ground).....	25 cents	15 cents
¼ pound Ginger (Ground).....	25 cents	15 cents
¼ pound Mustard (Ground).....	25 cents	15 cents
2 bars Kirk's White Flake Soap.....	16 cents	9 cents
2 packages Uneeda Biscuits.....	16 cents	8 cents
1 bar Fels Naptha Soap.....	5 cents	3 cents
1 pound Breakfast Cocoa.....	.60 cents	39 cents
3 packages Washing Powder.....	.15 cents	9 cents
1 Catalogue Free	Retail Price \$3.22	Our Price \$1.99

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2214 Ogden Ave., Chicago, Ill.

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We sell the trial order complete only and no part of same. Nor do we sell any article mentioned in this advertisement separately.

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Name.....

Address.....

City..... State.....

Express Office.....

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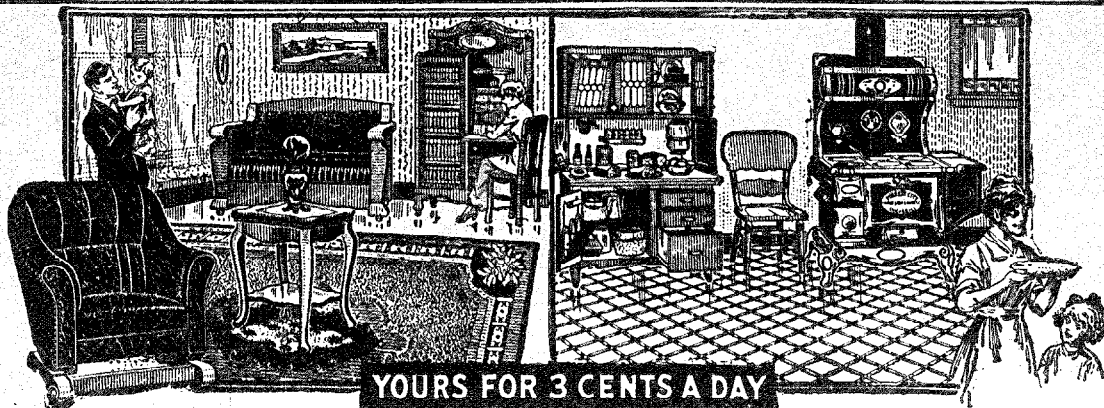
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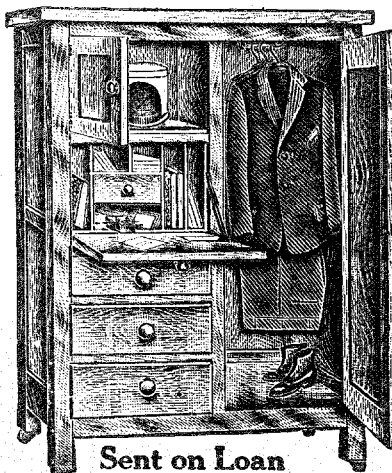
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The Milwaukee Railway System Employees' Magazine

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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OCTOBER, 1917

NUMBER 7

At The Top of The Hill

Seldom is it given a man to scale the heights of Parnassus and enter the Hall of Fame by the self same route on which he first set forth, a young school boy at the foot of the toilsome slopes.

On the 27th of September, A. J. Earling stepped from the president's chair to the highest position in the gift of the Chicago, Milwaukee & St. Paul Railway Company, having on that day been elected chairman of the Board of Directors of the company. Fifty-two years ago he found an opportunity to learn telegraphy at the little railroad station of the Milwaukee & St. Paul Railway in his home town of Richfield, Wis. A year later he was on the payroll as a telegraph operator for this company, and has been ever since continuously in its service. His business career is inextricably interwoven with the growth and progress that this great railroad has enjoyed in its fifty-four years of existence. During that time he has been accompanied by, and associated with men whose names have been enrolled high on the railroad rosters of this continent. Some of these have left our ranks to find their "places in the Sun" through other channels—many of them have passed over to the other side, and some of them are still with us to wish Mr. Earling good luck

and much happiness. The ranks of our great army of employes, veteran and youngster alike, also congratulate him and wish him long life in which to enjoy his laurels and to supervise the work with which he has for so long been intimately associated and which is so greatly indebted to him for its success.

The story of the young school boy at Richfield dreaming of the larger life out where the shining rails led away into the big world, is a familiar one; and yet is one of which employes of this company never tire; for the man who rose from the humble position of a telegraph operator to the topmost round of the railroad ladder is one of us—always an employe of this corporation. Here he has fought his battle of life and won the goal by the sheer force of his own ability and his unceasing, self-forgetting labor.

While he was a student at the telegraph key, mastering dots and dashes, the railroad was reaching out, and was calling for men. One morning Prairie du Chien asked for an operator. That was Reveille for A. J. Earling. While at Prairie du Chien he came under the eye of certain officials of the road, and upon one occasion, S. S. Merrill, the general manager, sat in the office where

Earling was working, and watched him for a while. When he left he told the superintendent to keep his eye on that young fellow and do something for him when he had a chance.

So began the first steps of the upward way. "The Prairie" had him at Old Milton for a while, where he worked nights and went to school days. Madison also was a stepping stone, and then he transferred to the LaCrosse Division, going to Watertown Junction, where he was joint operator for the Milwaukee and the C. & N. W.—his short and only experience at receiving "pay" from any other source than the coffers of this company.

Most of the veteran employes of to-day—men of thirty to forty years in the service—first recall Mr. Earling after he had risen to the position of train dispatcher and moved to Milwaukee. Some are still in the service who have taken his carefully transmitted train orders done in "perfect Morse," and some still tell that although the dispatcher was generally a silent and reserved young fellow, he could, on occasion, rap out his orders as crisply and in as unmistakable language as any of them.

Opportunity knocked at his door when the company began the construction of its line from Chicago, or more properly speaking, from Davis Junction to Council Bluffs, and Mr. Earling went out as assistant division superintendent in charge of the construction. Here, even those who thought they knew him best, marveled at his tremendous capacity for work, his executive ability and the wonderfully "human" side of him, that enabled him to command the best and most efficient service of his men. They worked like Trojans on that construction, and not a man did a harder day's work or put in more hours than he did. For days and nights, weeks and weeks, they made grade and laid rails, the business car always at the front and "the boss" in occupation. After the line crossed the Mississippi River, Mr. Earling went to Marion, Iowa, where the new division headquarters were established, living there several years and completing the construction through to the Bluffs.

With an hitherto unparalleled record in the matter of railway construction on the Milwaukee, Mr. Earling was selected to succeed H. C. Atkins as assistant general superintendent, after Mr. Atkins' sudden and untimely death. He came back to Milwaukee, and soon afterward, upon the death of General Superintendent J. T. Clark, was promoted to the latter position. We were a rapidly expanding and extending railroad in those days, and the mileage increased by leaps and bounds. The number of general officers of railroads then was insignificant compared to the list of a present day corporation, and the physical as well as the mental capacity of men was put to a terrible test. Mr. Earling seemed to be made of steel and concrete—he was at the office early and late and had a wire at his bedside for the hours between. He was never out of touch with the railroad, and so when a man was required to take the position of general manager vacated by Roswell Miller when he was elected to the president—who was there so competent and so well fitted as A. J. Earling. The panic of 1893 hit the railroads of the country with great force, and only the most stringent economies and the most efficient use of the resources available, permitted them to weather the gale. The Milwaukee, under Mr. Earling's guiding hand, bore the brunt of the storm and rode the waves unharmed.

In 1897 he was elected to the office of second vice-president, and in 1899 succeeded Mr. Miller as president.

With the earlier years of Mr. Earling's service with the Milwaukee the veteran employes are more familiar and possibly more interested because in those days, as a junior official he was among them, and one of them—their personal friend. As the railroad grew and its lines extended this personal contact became increasingly impossible, to his and their regret. During the years of his presidency he has often been heard to say that he always returned from trips over the line with a certain sadness, because, where years ago he knew most of the employes personally and greeted them everywhere with a cordial shake of the hand and a "Hello,



A. J. EARLING
Chairman of the Board, Chicago, Milwaukee & St. Paul Railway

H. E. BYRAM, President

On September 27th Harry E. Byram was elected president of the Chicago, Milwaukee & St. Paul Railway Co., and ere this magazine reaches its readers he will have assumed the duties of the office.

Mr. Byram came to the Milwaukee from the C. B. & Q. Ry., where he had been Operating Vice-President. He is a man of the ranks, and has worked at his calling all the way up to the high position he has reached. His record as a railroad man proves his ability, perseverance and industry—the last two named being qualities to which he himself ascribes, in a large measure, his success. His achievements are the surface evidences of the sort of railroad man he is.

Mr. Byram is in his fifty-second year, is a native of Galesburg, Illinois, and commenced his railroad career as a call boy on the C. B. & Q. in that city when he was sixteen years old. He came up through office work by way of the stenographic and clerical route in the offices of general superintendent and superintendent of terminals of the "Q" at Chicago. He left railroad service in 1889, but went back in 1894 as clerk in the office of the general manager of the Great Northern R. R. in St. Paul, later becoming chief clerk in the office of the vice-president of that road. In 1894 he went to Great Falls, Montana, as assistant general superintendent of the Montana Central, succeeding in 1899 to the position of superintendent of the Cascade Division of the Great Northern, with headquarters at Everett, Washington. In 1902 he returned to Chicago to enter the service of the C. R. I. & P. Ry., but in 1904 left the Rock Island to become general superintendent of the Nebraska district of the C. B. & Q. In 1909 he was made assistant to Daniel Willard, the vice-president of operation, and in 1910 suc-

ceeded Mr. Willard when the latter was elected president of the Baltimore & Ohio R. R. Co.

It has been said of Mr. Byram that he is "one of the most consummate masters of the entire art of railroad operation that the country has produced." He knows the game and the rules thoroughly, has the gift of absorbing details, is progressive and broad-minded; a tireless worker, able to inspire the same energetic enthusiasm among his subordinates.

Among the records of his achievements on the Burlington is that chief essential in railroading which means everything in the present national crisis, viz.: careful supervision of car-loading and train-loading. On that road he has also made great improvements in the matter of grade reduction, development of side-track and terminal facilities, construction of cut-offs, larger cars and heavier locomotives. He also brought the maintenance of road-bed and equipment to a high standard.

Mr. Byram is thoroughly posted on the railroad situation in all its aspects, believes in good service and "vigorously resists the attacks made upon the railroads and the misrepresentations which appear about them." He is not only an operating official but an executive of exceptional degree.

Coming here with a brilliant record, it is now up to each and every employe of this company to show him that the quality of loyalty on the Milwaukee is not strained, that whatever had been his experience in the past, among railroad men, he has never heretofore encountered more cheerful and more capable cooperation than he finds in the rank and file of the Chicago, Milwaukee & St. Paul Railway.

The organization welcomes him and pledges him its cordial support.



HARRY E. BYRAM
President of the Chicago, Milwaukee & St. Paul Railway

(Concluded from page 6)

John," "How are you, Tom?" now the new faces were in the majority and the old men widely scattered.

Many of the younger men of the organization—those who were in active operating service in particular—came into personal acquaintance with the president during construction days on the Puget Sound Line. "The Extension," as it is familiarly known amongst ourselves, was the outgrowth of many years of tentative plans to build westward. Explorations by our engineering department covered a period of eight or nine years previous to the final crystallization of the plans, and various routes and destinations were discussed before the decision came to build to the North Pacific Coast instead of to a California terminus.

A good sized volume might be written on the very interesting reports made by our exploring parties and of the numberless trips in wagons, on horseback and by auto in which President Earling participated. No definite move was ever made throughout all of that important campaign until after he had himself been over the ground and had information at first hand. When you consider that many of those journeys had to be taken through sagebrush hills and cactus plains, you marvel at the indomitable will and great endurance of the man; for they were all done on rapid schedule, and almost before you realized that he was gone he would be back at his desk with his maps and notes, with his engineers and "scouts," himself ready to act rapidly, because understandingly. The marked development of Coast business seemed to make it imperative that if a new line were to be built at all it should be done as quickly as possible. Hence, when the route was determined upon and the contracts let, the dirt flew.

To our employes the construction of the Coast Line was a time of thrill and action. Everyone worked at high tension, for speed was demanded and nothing short of a man's best efforts could keep him on that job. To their

credit it may be said that they made good, and most of those who went to the front on construction are still out there "running the railroad" they helped to build. Three years of rapid fire work and the rails were connected up—the line from the Missouri River to Puget Sound was an actual fact—and during those years President Earling was often with his construction forces, sleeping in the camps and taking "pot luck" at their mess halls—always an honored and welcome guest. His visits to the front were events in which they all shared, for every man out there felt that he, personally, was doing something for "Mr. Earling."

When the steel viaducts were in place, the heavy fills in the mountains completed, and the through transcontinental trains put into service, the Puget Sound Line was, to most intents and purposes, finished, after that, however came the electrification idea, and with it new problems to be studied, new burdens to bear. Burdens, however, that bore rich fruit, for the electrification of the Milwaukee's mountain districts is a forward step that in years to come will distinguish this railroad as a leader in the economic progress of the world, a progress that will honor A. J. Earling as a far-seeing, courageous captain of transportation, a man whose wise judgment created a new era that is bound to bring about an absolute revolution of the motive power of the world.

Having been our able, aggressive leader for more than half his lifetime, having established a loyalty and esprit de corps that has made the Milwaukee Railroad famous throughout the country, he is now handing the command to a new general, secure in the belief that the employes will give the man he has chosen for their commander, the same co-operation and the same loyal service they have yielded to him in all the years of his intimate association with them, to the end that the Milwaukee may retain its high prerogatives and its enviable position in the railroad world.

"Old Glory"

Jay E. Fox, C. F. A., St. Louis, Mo.

Today, on the street corner, in the centers of poverty and woe, in the gay pageant of the social whirl, in the solemn hour of service to the dead, the cry is "Old Glory."

James Whitecomb Riley, in his lines: "Old Glory!" say who,
By the ships and the crew,
And the long, blended ranks of the gray and the blue—
Who gave you, Old Glory, the name that you bear
With such pride everywhere?

These lines are considered among the best that the Hoosier poet had written. Thousands of people have read, recited and sung them, shouted them from street corners, read them in class room, until today they are as familiar as the "Star Spangled Banner."

Who was it who gave the national flag of these United States of America the appropriate name—"Old Glory"?

Riley, in poetic strain, answers in conclusion of his poem:

By the driven snow-white and the living blood red
Of my bars, and their heaven of stars overhead—
By the symbol conjoined of them all, skyward east,
As I float from the steeple or flap at the mast,
Or droop o'er the sod where the long grasses nod—
My name is as old as the glory of God.
So I came by the name of Old Glory.

Still, the question burns and burns—who did name the flag "Old Glory"?

It might be interesting to all of us to know the answer to this question. It is not my intention to tell you the story of the original flag, for I have no disposition to quote Betsy Ross or any of the national figures who were responsible for the "Stars and Stripes," and if Betsy fashioned the first national flag from strips from her petticoats, however that may be, the actual and original "Old Glory" rests in the custody of the Essex Institute of Salem, Mass.

"Old Glory" that awakens the proudest memories of many a field; dear memories of valor and friendship; sad memories for the great days of strife; affectionate memories for the man who gave it the name and whose dying eyes looked last upon the flaming folds. "Old Glory" that awakens the heroic virtues of the gallant day sublimed by grief; exultant memories of the final victory; immortal memories and immortal honors, that among the familiar flags, war-worn, begrimed and baptized with blood, it rests, preserved and cherished, amid all the vicissitudes of future generations—a relic of the past, a memento of the brave man who gave the national colors of the United States the poetic and symbolic name—"Old Glory."

After a very careful research among the many stories written and related about "Old Glory" we have finally discovered who was responsible for the title.

The national emblem of the United States was first called "Old Glory" by an old sailor, named Capt. Stephen Driver, who sailed the briny deep from Salem, Mass., many years ago.

He was a native of Salem. In 1831 when he commanded the good ship "Charles Doggett," and just before he started upon a voyage, the good people of his town presented him with "the Colors."

With his own hands he hoisted it, and as the "Stars and Stripes," "wind tossed and sun kissed," were caressed by the slanting rays of the rising sun, the gallant sea rover, Capt. Driver, cried out—"Men, let your eyes rest with the fondest love upon Old Glory! Isn't she beautiful?"

Thus did our flag win the name "Old Glory." The name so delighted the good folks of the little town that they assembled every living soul within hailing distance to bid the gallant and dashing Capt. Driver "God Speed," and in an impromptu way, attend the christening of the "Stars and Stripes" as "Old Glory."

Capt. Driver retained that flag all through his career. No matter what ship he sailed, or what seas he roamed, or what flag was masted higher, the

original "Old Glory" was unfurled each morn, whilst he stood with bared head, glittering eyes, panting heart and love-thrilled soul-saluting "The Colors" as they were hoisted to the mast.

Years went by and age grew heavy upon him. His agile limbs were growing stiff, his flashing eyes were growing dim. He retired from active service, going to live at Nashville, Tenn., taking "Old Glory" with him. He was well known throughout the Southland, and the story of his naming "Old Glory" was celebrated. It was apparently the sole ambition of the entire population of Nashville to "capture" this original "Old Glory."

To save it Capt. Driver, with his own aged and wrinkled hands, quilted it into a bed blanket, and slept under it. Time after time his house was searched, but "Old Glory" was never found. Ne'er a one suspected that it was safely tucked away under the clean white counterpane bed in the center of the captain's room.

Capt. Driver was a brave and daring man. The days of the great Civil War were upon him. The rebels stormed and stormed about his home, demanding that the flag—"Old Glory"—be destroyed. He never denied the existence of the flag within his home, and when they repeatedly demanded "Old Glory" he told them—"they would see 'Old Glory' when the Union soldiers marched into Nashville."

Faithfully did he keep his word. The Union soldiers took possession of Nashville February 25, 1862, and they had been encamped but a short while when "Old Glory" was flaunting in the breeze, over the door of Capt. Driver's home.

The commanding officer of the Union forces, seeing the beautiful banner floating to his right, ordered it transferred to the capitol building.

Capt. Driver, in complaisance, with his own hands, raised "The Colors" and stepping back, doffed his hat, with his old eyes sparkling, his voice trembling with love and patriotism, said to the commander of the Union forces, "Sir, I again see 'Old Glory' flying to the breeze—I am ready to die of joy!"

But the bold and dashing Capt. Driver did not die just then. He lived until 1886. However, the flag was not retained by him all these years. In 1882, he presented the flag to his native city, who in turn presented it to the Essex Institute as a sacred charge.

There "Old Glory" is today—safe in the town of its creation and christening.

Thus, in this day of eventful trials, this day of mighty upheavals, this day of the acid test of human endurance, when the economic conditions of nations are shattered, it does us good to stop and rest for a while, refreshing our mind with more pleasant thoughts,—and what is a more pleasant thought—than the story of how our national emblem came by the name "Old Glory."



"Cy Morse."

J. M. Morse has been in the C. M. & St. P. company service since 1868. He commenced at Monroe, Wis., as station baggage man. In 1869 he went breaking on the mixed train between Monroe and Janesville. He was one of the I. & M. men who experienced the big storms of early days out there.

In the winter of '72 his train was stuck in a snow bank between Ridgeway and Conover. That night Conductor Wilson got the engine through to Calmar. Morse and two other brakemen stayed with the train all night. The next morning the entire train was buried in snow except about four feet of the rear end of the caboose. One passenger train and two freight trains were also stalled behind them. It was three weeks before these trains were gotten out of the snow banks. Morse and two other brakemen walked to Calmar over snow banks which were in places as high as the telegraph poles. A crew of 500 men was sent to shovel the trains out.

In 1873 he was promoted to conductor on freight between McGregor and Austin. In 1885 he was promoted to passenger conductor between St. Paul and North McGregor. In 1886 he was transferred to the I. & D. Division, running passenger train between Sanborn and Chamberlain.

In 1889 he took a train on the Elkader line, where he is still in service.

Letters From the Front

Log of the Voyage From "An Atlantic Port" to "Somewhere in France"

Mrs. Whiting has kindly permitted the Magazine to publish Major Whiting's first letter mailed after the transports with the 13th Engineers had landed on foreign soil. It will be read with the greatest interest by the friends of Company D. Major Whiting is so well known on the Extension that all employees west of the river will feel they are reading a letter from a personal friend.

At sea, noon, Friday, the third—About 10 a. m. Wednesday word was received we were to sail between 5 and 6 p. m. that day. At 6 a. m. a pilot came aboard, so we were sure something was doing, and the three other boats with troops on began to steam up, and at 5 p. m. our anchor came up and the Adriatic with the Fourteenth regiment from Boston, who had arrived the day before we did, came by us. Then we followed. We have the Thirteenth regiment and about 100 first and second class passengers, and 100 other officers for airship and engineering corps. Young Roosevelt is one of them. Next came the Carmania with the Eleventh and Twelfth engineers. Out we went. In the lower we picked up the Bermudian with 3,000 English troops. An English war-ship got ahead of us, and in that order we passed out of the harbor (three minutes apart), where we had been just seven days, into the sea, and a very bad fog, and I really do not believe we will be in any more dangerous place than that night. Five large steamships within 1,000 feet of each other going out of a harbor into a fog that we could not see the length of the boat. The noise was something I shall never forget, and right in the middle of it, by mistake, the call for boats was given, and then you can imagine about 1,500 people making for the boats with all necessary equipment. Little sleep that night until after midnight when it was clear. Morning found us on a sea so smooth one would think they were in a hotel in New York City, not a jar nor a sound. I think we are lucky, as all the other boats must be crowded. The boats were in just the same order we came out of the harbor, and still not more than 1,000 feet from each other. Nothing happened all day and at night no lights are shown nor smoking allowed. Besides the ship crew we have special lookouts this morning. The five steamships had a drill from what we could see, as they did everything from a figure eight to cutting the grape vine. Some time today we are to have another boat drill. We are making about 11 miles per hour, so you see it means at least the twelfth before we land "somewhere." Have about 20 women aboard with 1,000 men.

It is rather amusing to hear the remarks about the way to get into a boat, and I do not believe there is a person aboard that does not believe we will be in the water before we get across. You understand all boats and rafts are about 50 feet above the water.

Everyone is having a good time, happy and well.

Sunday, Aug. 5, 10 p. m.—Our second Sunday on the boat. Still seem to be going northeast. You understand, we can get no information of any kind as to where we are or where we are going. Been very cold past 12 hours and getting rough tonight. Should be about 1,000 miles from land and 3,000 miles straight across, but we are not going that way. Believe we may land at Greenland, for if you look at the map you see we are headed that way. Rain and fog, and nothing in sight. Had another boat drill yesterday. Went to church today and just had a band concert in the parlor by our band.

7:30 p. m., Monday—Very cold all day. Think we must be near Greenland. Vote just taken and a large part of passengers would welcome a "sub," as it has been very rough since last evening. Boats have been abreast all day with warship ahead. I am feeling fine, but do not know when I shall start to follow the crowd. Now, understand that Sunday is a good date for arrival.

Wednesday, 10 p. m.—Unable to even guess where we are tonight inasmuch as we have been moving in letter "S" and "S" movements for the last 48 hours. Our convoy that we thought we would find today did not show up, but all boats were slung over the sides early this morning and you should hear the talk. As a matter of fact I believe 90 per cent of us expect to get hit. We have not seen anything for four days. Yesterday afternoon we were a few hundred miles south of Greenland and turned 90 degrees right at one time. At present our boat, the Orduna, is leading the other four boats and no lights whatsoever. Not even allowed to smoke. About 49 lookouts on guard besides about half the regiment. Everybody sleeping in their clothes and life belts handy. You understand that a "sub" has to come to the surface and get our bearing, then go down and figure where we will be in about an hour and then they go to it and stand ready. That is why we never go over two or three miles in the same direction or speed and certainly the boats look fine twisting and turning all the time. I certainly wish you had come along, and if we could have secured permission from the British consul there would have been no trouble. Will close and go out and see what I can, as the sides of the boat are lined with people looking and waiting.

A very fine night, water calm and a good moon, but we can see none of the boats.

Friday, 2 p. m.—Since last Wednesday night we have done nothing but swing in all directions and forms, never going at the same speed or the same direction more than ten minutes. Saw two boats in the distance yesterday and all day we looked for our torpedo boats and tried to guess where we were,

but we finally guessed (?) that we were somewhere southwest of the British Isles. At six last night, to make it more interesting, we were ordered to put on our life belts and keep them on, and the lights turned out of the smoking and reading rooms and everybody ordered into the dining room three decks below the water. At 8 p. m. lights were seen and the welcome boats came, so we felt better. I have slept every night and it is hard work to get me up in the morning for drill. Everybody on deck early today, and there was a sigh of relief, for we had seven torpedo boats, four on one side and three on the other about one mile away. Everyone is wondering where we are. Am told we should see land somewhere in the morning. You should see the twelve boats move since last night. We have been running about 6 miles per hour and no two boats going in the same direction. The "subs" get fooled if they're trying to fix a place to take a shot at us. Everyone is writing cables for home since noon (35 cents a word). I think I will wait until I see land, as it is a 50-50 shot we will not make it safely yet. Sea is very calm and a little rain at times. They are now doing something with the anchor. They keep pulling it up and down. Maybe we are going to stop in the middle of the ocean.

Saturday, 4:30 p. m.—Filed a message this morning, as we should be in tonight. Have seen just a little land today. Passed a light-house at noon, 112 miles from land. Have seen lots of small boats and understand they are on the lookout. Will know nothing as to where we go until tomorrow, so I will close. Will seal when we drop anchor. Would like to see our course laid out; also to know how many "subs" have seen us and did try for us.

Sunday, 4:30 a. m.—Dropping anchor at —. Just set the clock ahead one hour and thirty minutes, so it is now 6 a. m. So all the worry for nothing, and last night we did everything but get blown up. Do not know when and where we go.

Below are extracts from a letter from Lieutenant Horton to Superintendent E. G. Atkins, which, among other interesting bits, conveys the good news that he has been promoted to the position of battalion Adjutant, which is in line for a captaincy. No one man in the entire regiment worked harder than "one T. P." while Company D was recruiting and organizing. He was the first commissioned officer of the company to be accepted by the war department, and until the appointment of Captain Young, was in charge of the company. The Magazine offers its heartiest congratulations. T. P. was one of our invaluable assistants in the first few years of the publication, when we needed the heartiest support and the continued co-operation of our correspondents. We never called on T. P. that his response was not prompt and satisfactory. Into this new work he carries the same enthusiastic energy, and we rejoice that his efforts have been recognized and rewarded.

(Dated) Somewhere in France,

August 26th.

"This is Sunday night and raining and I am improving this opportunity to catch up with my correspondence, and incidentally to apprise some of my friends of the fact that after twenty-one days dodging submarines in the Atlantic we landed safely 'somewhere' in England, paraded in London, had an enthusiastic reception by nearly all the millions of people there. We crossed the Channel and here we are 'somewhere in France.' Being under gun fire, bomb fire, cannonading, German 'Zeps' and seeing 'Boche' prisoners are common occurrences. When we marched in our French comrades in the trenches went wild with enthusiasm, as we are the first to arrive here. I am getting so I can do a fairly good job of French and expect to master the language if a 'Boche' bomb doesn't snuff me out. I visited the cemetery yesterday and saw how they plant those of us who get in the way. Pretty close together and lots of them have gone ahead. Lots of wounded coming in all the time.

* * * * *

"Since July 15th, when Captain Young received his final order to active duty, I have been on special detail in charge of movement of the regiment. On August 21st our Battalion Adjutant-Captain was transferred to General Pershing's staff, and it was like a thunderbolt out of a clear sky when I was assigned as Acting-Adjutant of 2nd Battalion. To me it was a wonderful opportunity, as I am Senior 1st Lieutenant of the 13th Engineers and stand in line for a captain's commission. But the greatest opportunity comes from being in touch with a whole battalion of nearly 600 men, and a man makes or breaks according to how he handles a bunch of soldiers. Sometimes I can hardly realize that it is really me who is standing in front of 600 men and doing my little 'bit.' Sometimes I get homesick for a sight of my family back home, but I try to cheer up and do my best to end the slaughter over here and get back home with the satisfaction of having performed my duty.

"Drop me a line, for letters look awfully good to us. Try and imagine twenty-one days on the water, and for five days we never saw a soul beside our own bunch of ships.

"Give my '73' to everyone."

Address: Thos. P. Horton, 1st Lieut.,
Acting Adj., 2d Battalion 13th Engineers,
With Expeditionary Forces in France,
Care of Adj.-General, Washington, D.C.

The following is from Harold Arnold, formerly employed in the office of the auditor of expenditures, to his uncle, C. C. Dimock, of the general manager's office.

France, Sept. 4, 1917.

Well, we are back off the branch line. Last Tuesday, a week ago today, they took fifty out of each company of 200 battalions (Cos D., E. and F.) up a branch line about twenty miles long. The French have a station every two or three miles. They didn't have a dispatcher on this branch line so

the operators had to block each train. There were fifteen of us at each station. They worked me as an operator.

The Frenchmen would get the block and work as if we were not there, and we would do the same. Of course, we would try and learn French, but it's hard work. The reason they sent us out, I guess, was to get some idea of their way of railroading—they sure don't know how to railroad. Was on one of their engines yesterday, and it didn't even have air brakes, had a hand brake on the tender. We lived in two tents across from the shack of a station—no town—just like Donald or Grace, Mont.

I worked Sunday night from eight to two in the morning. I was going to write you a letter then, but it got so cold that I couldn't hold a pencil.

I have a hard time trying to answer all my letters. We don't seem to do much, but are always busy. It is like a mad house when you try to write—there's about sixteen talking and singing at once. We are in the hay loft of a large barn now at a town of about 30,000 inhabitants. Pease, one of my squad, just came down from headquarters and said orders have been received to move the early part of next week up to the line; that is, within about two miles of the trenches.

Yesterday I took a ride on a freight train ten miles northeast of here and you could see certain hills the French have just taken and are still fighting on. We also saw a hot air fight. The planes were so far up in the blue sky you could hardly see them. We always carry our gas helmets over our shoulder.

The steel helmets came in last week, but they haven't issued them yet.

Lieut. Horton said our barracks were almost finished, where we are going Monday, but the Germans blew up part of it; that delays the game. I hope we get settled soon.

Weather in the northeast part here is fine sun every day; don't get hot through the day and always cool at night. The Marne River is pretty—not very wide or deep.

Don't know what kind of a place we are going to move to or the condition of things. Some places we have lights after supper and other places they are not allowed.

Will try and write next Sunday. Remember me to all.

HAROLD.

Also a paragraph from a letter from Captain Young to General Manager P. C. Hart, which will be of special interest to employees in the mechanical department. He says:

"The locomotive power here is a great deal smaller than ours in the States, but it is up in good shape. Freight cars hold from ten to eighteen tons; about forty-five cars to the train. Some railroading, but we get used to it. The boys think it quite a joke, and it is. The boys all in good condition; also the major and yours truly. Never felt better in my life. Have been down to the ships for the past week, giving the engine men instructions in this kind of power; also at the same time, had the machinics working

overhauling the locomotive. Have picked up some very good things which I am going to send to Mr. Alexander as soon as I can draw them up. They sure use lots of oil on their bearings—oil everywhere.

"Tell all our friends they can expect to hear good news of the 13th. Am writing this by candle light and the candle is getting low."

CONSERVE THE FOOD SUPPLY.

ASK YOURSELF—"CAN IT BE EATEN?"

Don't throw out any left overs that can be reheated or combined with other foods to make palatable and nourishing dishes.

Do You Know—

That every bit of uneaten cereal can be used to thicken soups, stews, or gravies?

That stale bread can be used as the basis for many attractive meat dishes, hot breads, and desserts?

That every ounce of skimmed milk or whole milk contains valuable nourishment? Use every drop of milk to drink or to add nourishment to cereals, soups, sauces, and other foods. If you do not want milk to sour, keep it cool, clean, and covered continually. Remember, too, that sour milk, buttermilk, and sour cream are valuable in cookery; so do not waste any. Sour milk and buttermilk can be used with soda in making hot breads, or sour milk can be turned easily into cottage cheese, cream cheese, or clabber. Sour cream is a good shortening in making cakes and cookies and useful for salad dressings and gravies for meat.

That every bit of meat and fish can be combined with cereals or vegetables for making meat cakes, meat or fish pies, and so on, and to add flavor and food value to made dishes?

Do You Know—

That every spoonful of left-over gravy can be used in soups and sauces or as flavoring for meat pies, croquettes, and vegetables?

That every bit of clean fat trimmed from meat and every spoonful of drippings and every bit of grease that rises when meat is boiled can be clarified, if need be, and is valuable in cookery? Don't fatten your garbage pail at the expense of your bank account.

That when meat is boiled, the water dissolves out some valuable food and flavoring material? Save such water for soup or for use in stews or gravies, or for cooking vegetables. Save and keep soup stock. Every professional cook knows that keeping a soup or stock pot is an essential economy.

Do You Know—

That valuable food and flavoring get into the water in which rice and many vegetables are cooked? Use such water for soup making if it has an agreeable flavor. Don't pour nourishment down the sewer.

That careless paring of potatoes or fruits often wastes as much as 20 per cent of their food material?

That the outside leaves of lettuce and the tops of many vegetables make desirable cooked "greens" or even salads?

To Be an Efficient Home Manager You Must Know Your Job.

Make it your business to know what foods and how much food your family needs to be efficient. Learn how to make the most of the foods you buy.

Write to-day to the U. S. Department of Agriculture, Washington, D. C., or to your state agricultural college for bulletins telling you about the nature and uses of foods and how to feed your family economically, and get the greatest nourishment out of every pound of food that comes into your home.

DEMONSTRATE THRIFT IN YOUR HOME

Make Saving, Rather Than Spending,
Your Social Standard

U. S. Department of Agriculture,
Washington, D. C.

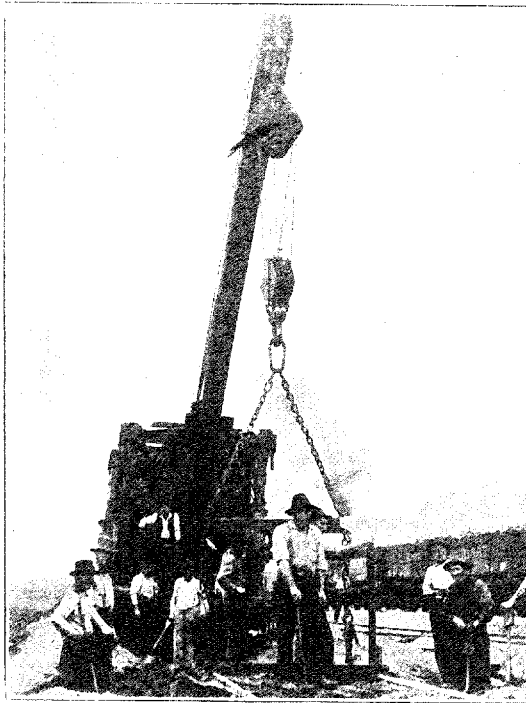
The New Terminal at North McGregor

W. H. Vosburg, Asst. Engineer.

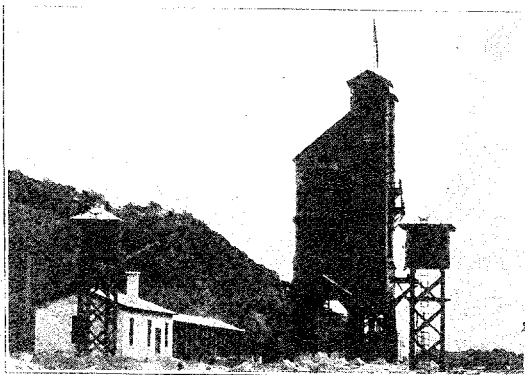
When the heavens opened at North McGregor June 1st, 1916, they turned on quite a shower bath over the river bluffs and into the little creek that drains the uplands of that locality. It was not the first time high water had inundated that valley, nor was it the first time that the Milwaukee road's roundhouse and terminals there had been awash; but it was the last time probably that such a catastrophe will overtake the company's property, for the new terminals have been removed to higher ground and away from the track of the overflow from Giard Creek.

Probably there has never been a more picturesque spot for railroad yards, roundhouses and other terminal facilities than those at North McGregor, nestled under the river bluffs, close on the banks of the little creek which flows out of the hills, bringing down the waters from the upper levels to the Mississippi. On that memorable June day of last year in two hours' time damage to the amount of half a million dollars had been accomplished in a single opening of Jupiter Pluvius' flood-gates. The rain started about nine o'clock in the evening and before eleven the line from Monona to North McGregor was wiped out. West Yard was "below sea-level" a long way and six powerful steel bridges with their accompanying piers and abutments were smashed and tossed into the stream as though they were nothing more than chaff on the wind. Nearly four hundred cars in the yards were swept down stream and stranded anywhere in fields and woods.

Giard Creek can never hold any terrors again for the company's property. The new location also offers some satisfactory solutions to various operating problems, one of which is that engines may be taken care of with a minimum of time and labor, an economic essential of great value these days.



Raising the Track



240-Ton Coaling Plant

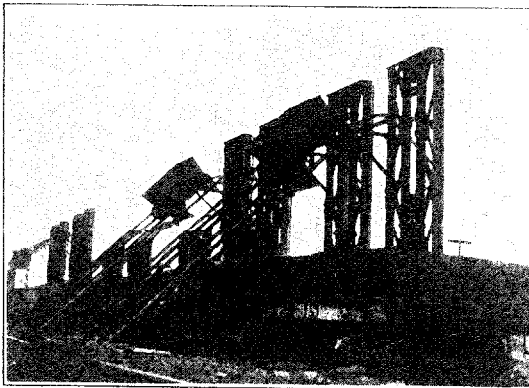
After the muss was cleaned up and some sort of order restored, plans were begun for a new terminal that should be safe from the vagaries of water spouts and cloud bursts. That terminal is now nearing completion—it is a strictly modern plant built in an entirely new location and so arranged that

The raising of the old yard tracks to conform to the grade of the new yard was a perplexing problem, but by means of a small steam derrick the work has been accomplished very satisfactorily. The derrick operates backward by its own power, and has often raised tracks three feet at one lift. The labor-saving of this method as compared with the old way of using jacks, is quite considerable, and when the material used in filling is soft its superiority is very apparent.

The two hundred and forty-ton coaling plant is one of the best and most efficient on the system. In operating the cars are shoved through the building and later allowed to run back by gravity. As each car passes through the building it is emptied by opening the hoppers and letting the coal run into pockets beneath the floor. These pockets discharge through steel chutes into elevating buckets that run from the bottom of water-proof bucket wells to the top of the building.

from which point the coal is delivered into the various bins. The buckets are raised by means of a steel cable that passes up from the bale of the bucket, over a pulley in the top of the house, down and under a pulley near the bottom of the building and then around the drum of the hoisting engine in the hoist house. The hoisting engine is electrically operated and so arranged that when a bucket of coal is dumped from the top of the building it automatically reverses itself.

The roundhouse is a twenty-two stall building, strictly modern, has five special drop pits to facilitate the removal of drivers and trucks, heated by hot air through underground ducts, and has complete drainage into the terminal sewer system. Lights and power are furnished by two dynamos in the power house, where are also located the air compressor and the pumps which supply water for fire protection and general use. The water supply consists of one flowing well with a capacity of approximately three hundred gallons per minute. The water is pumped from this well into the steel tank by electrically operated pumps.



Cinder Hoists

At the close of a run the locomotive is disposed of by passing through one main line switch into a storage yard that has a capacity of eight engines—from which point the engine is handled by terminal help. It first goes by the new coaling plant where coal for the next run is supplied. It then proceeds to the blow-off boxes, where the water is blown off into the underground pipe. Then it is taken to the sand tower which is kept filled by means of air pipes that blow sand from the receiving tank of the rotary sand drivers into the tower. Its fires are then cleaned and the cinders taken care of at the air-operated cinder hoists. Here small steel cars rest in depressions in the tracks, and after having the ash pans dumped into them they are raised up an incline track and dumped into the large cars. From this point the engine passes over a ninety foot turn-table and into the house.

This work is accomplished in the swiftest and most efficient manner, while in the roundhouse, whatever light repairs are needed, are applied and the engine is ready in the shortest possible time for the road again.

What the War Board Is Doing

As the weeks go by the satisfying results of the work accomplished by the Railroads' War Board is increasingly apparent; and the public is receiving a practical demonstration in patriotism which is not surpassed in any other field of business activities. In their campaign of cooperation they have gone far toward eliminating the threatened complete tie-up of all business because of car shortage. The managements of the various railroads of the country took early and thorough action in the matter of a united, cohesive operation of the 693 railroad lines, partly to the agreement; and the one million, seven hundred and fifty thousand employees of those railroads have fallen into line, making one great, loyal army capable of the most intensive use of every mile of rails, every locomotive, every car of whatever description and of their own labors. While the railroads were swinging their resources into close rank the public, happily, has taken up the cause and today there is less friction and better results in handling the commerce of the country than ever before.

Since April 21st, when the Board was created, the impossible has actually been achieved—the car shortage has been reduced 70 per cent. Think what that means to a country at war with a powerful foe, a country of magnificent distances, widely scattered resources and splendidly outspread industrial facilities. On April 30 the car shortage was estimated at 148,627. On June 30th this had been cut to 77,144 and the first of September there were only about 33,000 more orders for cars than could be filled. Since that date these figures have been somewhat reduced, although such a reduction had not been looked for because of the prospective movement of grain. The season, this year, however, is late and grain did not commence to move in large quantities as early as usual.

It has been estimated that approximately 20,000,000 miles of train service a year have been saved in the elimination of many passenger trains wherever such trains were not positively necessary for the accommodation of the public, thereby releasing hundreds of locomotives and train crews for freight and clearing the rails for the countless freight trains that will be absolutely necessary to the requirements of the government and of industry.

The celerity exercised in the prompt movement of cars has been nothing short of amazing to the average railroad man and the co-operation of shippers, agents, freight handlers and the men of the traffic offices has started a new era in the handling of traffic. "Make One Car Do the Work of Two" has been the generally adopted slogan, and with the help of railway employees, who can contribute their "bit" by exercising intelligent thought and their best effort, car shortage will be robbed of much of the annual terrors of the past.

Railway managements have also cooperated to the fullest with the government in handling men to the various cantonments and camps, furnishing equipment of the best possible quality and accommodations of comfort for the soldiers. Skilled railroad men, moreover, have been stationed at every cantonment to assist the quartermasters in the movement of supplies and construction material, while a trained railroad executive is in Washington in cooperation with the Quartermaster-General. As a result, the thousands of carloads of material destined for construction purposes have moved to the camps all over the country with practically no delay. By October 20th one million men will have moved over the railroads to the thirty-two training camps and all of this will have been accomplished without interference with the regular traffic—at this time itself excessive in volume.

In this connection the *Railway Age Gazette* of September 14th says:

"The war has created a demand for so many new kinds of business and so many new sources of business that abnormal movements of freight are constantly taking place in unaccustomed directions. Under the directions of the War Board every effort is being made to meet these demands, but the railroads by themselves cannot be expected to solve the whole transportation problem which the war has produced.

"If the maximum amount of transportation service is to be obtained, the shipping and traveling public and all railway employees will have to continue to cooperate in many ways, submit to many inconveniences and sometimes even bear losses due to changes in the transportation service. One of the most encouraging features of the situation noted by the War Board is that both shipper and the general public appear to be reaching a clear understanding to that effect. This is shown by the encouraging reports coming from all parts of the country in conjunction with the heavier loading of cars, and the reduction in complaints concerning the elimination of all passenger trains whose operation was not absolutely essential and which were being run for the benefit of the few rather than the benefit of the country at large."

Potpourri.

From out of a tiny jar within my hand,
A face, a laugh, October turned to June.
The memory of a golden summer time,
All in the fragrance of some red rose perfume.
Across the waste of waters stretch of plain,
I call, and reach my empty arms again.

Once more I peer within the magic jar.
Gray skies hang over head, the fields are wet.
And ankle deep rose petals blow, afar
Beyond the years I hear your voice, and yet,
Across the waste of waters stretch of plain,
I call, and reach my empty arms again.

—N. B. S.

ELECTRIFICATION OTHELLO TO THE COAST.

F. B. W.

The work of electrifying the railroad between Othello and Tacoma and Seattle is being performed throughout by company forces, with the exception of the timber clearing, instead of by contract as the project was handled in Montana and Idaho. The section from Cle Elum to Tacoma and Seattle is now under construction and as rapidly as the various construction units finish their work in this territory they will immediately transfer to the section between Cle Elum and Othello and proceed with it.

Setting of poles for the trolley and transmission systems was begun on June 4th at Cle Elum and on September 15th pole setting, guying and yard span work was completed to a point west of Rockdale, a distance of about thirty-seven miles. The progress of the work is being carried on at such a rate as to insure its completion at a predetermined time and no faster, in order that the interest on construction expenditure will be kept at a minimum.

An interesting feature is the equipment used for placing the trolley attachments in tunnels and snowsheds. Two box cars, upon the roofs of which elevated platforms are built, are fitted with specially constructed air pipe lines and retainers and drill connections. Air for drilling operations is supplied from an air compressor car that is ordinarily used in connection with riveting steel bridges. The motive power for movement of the train is a gas-electric motor car such as is used on branch lines for passenger service. In addition to furnishing motive power, the motor car, by means of its auxiliary engine, supplies current for electric lights in the various cars and for two large swivel-jointed spot lights mounted on top of the cars. These spot lights supply ample light for the drilling and bolt setting operations in the tunnels. The use of the motor car eliminates delays caused by waiting for smoke to clear, as would be the case if a steam engine were used. The drilling itself is accomplished with a stoper drill. This has been drilling a 1½-inch hole 9 inches deep into concrete in 30 to 45 seconds, and while two of these holes are being drilled two eye bolts are forced and grouted into the two holes just previously drilled.

The transmission line is carried over the summit of the Cascades along a line directly above Snoqualmie Tunnel. The slopes of the mountain are very steep; so steep, in fact, that the ordinary means for getting poles and other line materials to their proper places could not be used. A donkey engine, therefore, such as is customarily used in logging operations, has been put into service and this drags and distributes the material to and from points half a mile either side of it, when the engine is set in a new location and the operation repeated. The distance over which material must be distributed thus is 2½ miles.

The protection of the trolley and transmission lines from trees which are likely to fall during wind storms, etc., is no small task in itself. This requires that such trees be felled and the limbs and brush burned before the wires are strung. Hundreds of trees with heights as great as 250 feet must be disposed of in this manner.

Between Othello and Cle Elum substations are to be located at Taunton, Doris and Kittitas, and between Cle Elum and Tacoma and Seattle they are located at Cle Elum, Hyak, Cedar Falls, Black River and Tacoma Junction. The buildings at Cle Elum and Hyak are just ready to be roofed, the foundations at Cedar Falls are finished and the foundation piles are being driven at Tacoma Junction. The Black River station has not yet been started.

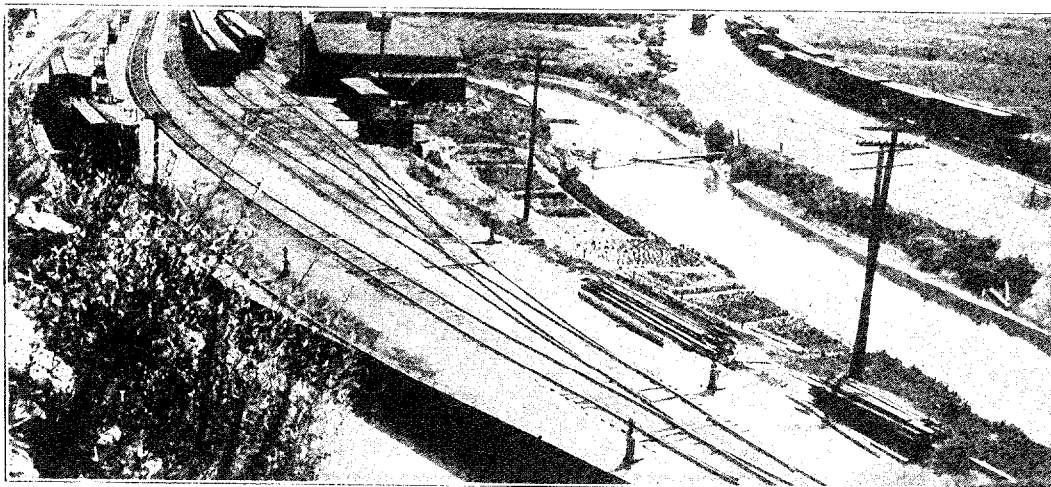
The stringing of wire and installation of the new light signal system will be started next spring at such time as will insure the completion of the initial section of the work in the fall of 1918.

one and one-half bushels of early potatoes, two and one-half bushels of late potatoes, twenty cents worth of Evergreen and Yellow Bantam sweet corn, ten cents worth of beets, forty tomato plants and six hundred head of cabbages.

I. & D. Division. P. M. W. Becker, Chief Clerk New Term. Engineering Force at West Yard, received the award for the best garden, consisting of 3,800 square feet, planted with sugar beets, head lettuce, endive, green beans, rutabagas, green peas, egg plant, green pepper, spinach, round red beets, small preserving tomatoes, lima beans, kohlrabi, carrots, radishes, parsnips, head lettuce, turnips, cucumbers, cabbage, potatoes, sweet corn and tomatoes.

Illinois Division. Awards made to Mrs. M. A. Summers, wife of Agent, Almore, best yield per acre of potatoes (about 300 bushels), to C. W. Klome, operator, Kittredge, best all around garden.

R. & S. W. Division. Awards to W. E. Gilbert, engineer, Beloit; G. A. Hannaford,



Prize Garden of P. M. W. Becker, West Yard, McGregor.

The Prize Gardens

Up to the end of September the following awards had been made in the Prize Garden Contest. On the LaCrosse Division Fred Walthers, section foreman, Astico, Wis., was named as having the best all around garden, particularly potatoes and beans. For the greatest yield per acre, the prize was awarded to G. L. Tofsen and F. M. Brownell, operators at West Salem, who raised potatoes on the right-of-way. A test made from the potato patch indicated an average yield of 266 bushels per acre.

I. & M. Division, Louis Jorgenson, Bixby, Minn., received the award for best all around garden, having principally potatoes and beans.

River Division award was made W. G. Hanson of Lake City, for best all around garden. He had a garden of two and one-half acres, planting two quarts of navy beans,

engineer, Beloit, and H. F. Culbertson, engineer, Beloit.

Iowa Division. Mr. Freeman Doyle, agent, Neola, Iowa, received the award for the best all around garden, which was exceptionally well cared for, with an unusually good yield. He had potatoes, onions, beans, tomatoes, corn, lettuce, carrots, Swiss chard, beets, turnips, squash, celery, dwarf peas, cabbage, rutabagas, peppers, radishes, parsnips, cauliflower, canteloupe and cucumbers.

Mineral Point Division. Troop 1. Boy Scouts, Darlington, Wis., received the award for the best all around garden located on right-of-way west of the station. Garden covered about one acre and the boys planted and cared for it throughout the season. They had potatoes, sweet corn, peas, beans, carrots, turnips, beets, cabbage and squash.

Prairie du Chien Division. Best all around garden of G. W. McCarthy, Lone Rock, received the award. He had a garden of one and one-half acres, west of the station.

planted to potatoes, lima beans, cabbage, buckwheat, navy beans, carrots and squash.

Kansas City Division. Award made to Jerry Curran of Washington, Iowa, for best all around garden. Had about an acre under cultivation planted to potatoes, sweet corn, beans, spinach, Swiss chard, salsify, parsnips, onions, rutabagas, tomatoes and cabbage. C. E. Brown and L. G. Lennox of Williamsburg, Iowa, received the award for single vegetable. They had about half an acre of navy beans, which they cultivated jointly, with an estimated yield of 85 to 100 bushels.

Trans-Missouri Division. Wm. Boyle, pumper, Mahto, S. D., and F. L. Reed, section foreman, Raleigh, N. D., received the awards for best all around gardens, both of these being over an acre in extent and planted to a variety of vegetables.

CLAIM PREVENTION BUREAU

The General Committee on Prevention of Loss and Damage Claims find that the July showing on loss and damage is the worst that has been reported since our campaign was started two years ago. Loss and damage to freight for July, 1917, amounts to \$166,548.17. Freight earnings for this month amount to \$7,072,310.78 giving us a ratio of loss and damage to freight revenue of 2.35 per cent. Our loss and damage for July, 1916, was \$44,912.67, indicating an increase of loss and damage for July, 1917, over the same month last year of \$121,635.40.

There is little doubt but what the employees to whom this bulletin is mailed will feel the same disappointment as is felt by the Committee on Prevention over this showing. This will not, however, assist us materially in bringing about a sadly needed improvement which can only be accomplished by every one of us responsible for this state of affairs giving the matter more personal attention and closer supervision.

We can easily account for a considerable increase in the amount of individual claims by the higher cost of practically all commodities, but this does not account in any measure for the fact that there are practically double the number of claims being filed at present as compared to one year ago, and the only explanation for this increase in claims is that our freight is being damaged and lost through various causes that are certainly preventable.

As an example of careless methods a number of claims have been filed recently on Swiss cheese shipped in tubs, the damage due to these tubs being loaded on end instead of on their sides. In no instance should tubs of Swiss cheese be loaded other than on their side. During the past month, at a single station, twelve shipments of eggs subject to bill of lading were delivered by our agent without surrender of the original bill of lading, the consignee then went bankrupt and the company will probably lose \$3,500 on that account. There is very little excuse

for errors of this kind after all that has been said regarding freight consigned to shippers' order.

In preparing for the movement of this year's grain crop every agent at our grain loading stations should personally supervise the furnishing of empty cars and know they are fit before permitting them to be loaded. Our car foreman at Red Wing suggests in this connection that many grain leaks through grain doors could be prevented if a cleat was nailed on the car floor outside of the grain boards the full width of the door, as quite frequently the bottom of the board is not straight or not nailed down tight to car floor and this outside cleat will make a perfect tight joint.

During the next thirty days a great deal of perishable freight will move under ventilation, and agents at division points should arrange for careful inspection and keep a record of the position of ventilators and ice plugs on such cars.

During September and October we should neither feel the effects of extreme heat nor severe cold on perishable freight, and these two months should show a minimum damage to our freight providing, of course, every one connected with this movement gets behind it and gives their best efforts towards safer handling. Our management is entitled to this effort on your part and they will surely appreciate the assistance of each and every man connected with this movement.

C. H. DIETRICH,
Asst. Freight Claim Agt.

Need of Co-operation.

The following appeal for co-operation in the proper handling of freight and loss and damage account made by Mr. Dietrich at the Safety First and Efficiency meeting held in Kansas City Terminals, July 27th, is well worthy the perusal of all employees concerned in conservation of revenue and efficiency in the service:

Kansas City, Mo., July 27, 1917.

Union Station, 8:00 p. m.

"Chairman, Gentlemen of the Kansas City Terminals: I think that the proposition we are up against now is one that should not be interfered with. There was never a time in the history of our country when we have needed help more badly than at the present time, and will for the next two or three years, I am satisfied. While I think you men are somewhat in touch with all conditions, you cannot possibly understand to what extent we are up against it.

"We need the support and assistance of every man, not only the man in authority, but every man on the pay roll. There is not a man in the employ of this company whose services are so unimportant that we do not need his help. It is a big business and requires big men, and now that we are losing hundreds of men every day who are leaving to serve in the army and the navy, those that are left will have to shoulder the burden and take care of the green help that we are having to rush in. One of the reasons for our troubles at the present time is the great amount of inexperienced help that we are obliged to employ. In the Milwaukee terminals at the present time there are over 125 practically inexperienced men working in the yards, which results in accidents of all kinds.

"Our Loss and Damage Account, as you may have seen from the bulletin we get out each month, has been growing steadily since the first of the year. In May we showed an increase of about \$58,000 over May of a year ago, and I am satisfied that June will show an increase of at least \$50,000 if not \$60,000.

"This increase in our Loss and Damage Account has become so burdensome and so out of all proportion that in our last bulletin I asked the men what, in their opinion, was the cause of this loss and damage. I have received about one thousand replies and of the thousand I don't believe there were more than fifty outside of the three principal causes—the overloading of merchandise cars—the poor manner in which cars had been loaded and the way freight was handled by crews out on the line due to the fact that the cars were loaded improperly, and third, the poor containers in which freight is shipped. These were the three causes given, and these were the three causes that I had set down myself after personal observation and in the working of claims. Overloading, the manner in which freight was loaded and the poor container in which freight is handled.

"So far as the heavy loading of merchandise is concerned, we were called upon by the National Board of Defense at Washington to conserve equipment and our loading schedules were revised in a few days' time, without having had time to study the schedules, and resulted in a great many cars being planned that were really overloaded. We are gradually working out the situation. We are going to have loss and damage, however, under the most favorable conditions. Even so, we are going to be obliged to continue this method of heavy loading for an indefinite length of time—as long this war lasts—at least and we are going to have loss and damage to a greater extent than when we were loading our merchandise cars more lightly.

"So far as handling is concerned we have on our longer divisions been working sixteen hours, and you cannot handle freight successfully after dark. However, much more care can be taken and more attention given to the careful handling of freight.

"So far as the containers are concerned I think we are beginning to see an improvement. Shoes, cigarettes, whiskey, in fact everything that is liable to be stolen, is packed in these card board containers. This matter is still up before the various classification committees and we hope to see some action taken before long.

"Under the circumstances under which we are obliged to operate we have to make up our minds to do the best that we can. Every one handling freight has to make up his mind to put a little more effort into it than ever before. I think the most important part is getting the freight stowed so that it can be easily unloaded. A great deal depends upon how it is put into the car with regard to heavy freight and light freight. If this is followed we can stop a lot of these claims.

"We have also discovered within the last three months that we have had many claims as a result of rough handling in the terminals. While we all understand that you cannot switch cars and make any time without having them register hard, we certainly don't have to slam them so hard that we break up merchandise. The yard men can be of wonderful assistance to us if they will only take this into consideration.

"We received during the month of June over \$12,000 damage claims as against \$7,000 during the month of June, 1916. I believe we are all interested in the company's welfare, and I believe that every man employed and looking forward to future employment has the company's welfare at heart—its welfare is his welfare. I feel just as interested in my company's affairs as I do in my own affairs. We all have a personal pride in seeing the affairs of our company conducted in a business like way, and we all feel proud when the company makes a good showing. It is the men who are making the good showing.

"At the present time every road in this country is on trial. The National Board of Defense in Washington is keeping a most close touch on the affairs of every individual carrier. In Chicago we have a Maximum Car Loading Committee looking after the conservation of cars and the capacity loading of every car, and there is scarcely a day goes by that we do not receive a communication from this Council of Defense. I believe there are none of us who cannot render some assistance along the line of conservation of equipment. We must every one lend a hand. Every one can help. I thank you."



FROM EMIGRANT COAL SHOVELER TO THE HEAD OF A LARGE CON- TRACTING FIRM

Ottomar Kloetzner.

The possibilities of this great country for a young man have again been very comprehensively illustrated in the rise of Mr. Paul V. Colianni, one of the firm of Jgs. Colianni & Bro., railway coal handling contractors, widely known through the middle and western parts of this country, and again this became known through the announcement of his recent marriage to Miss Assunti Mapelli, a daughter of a wealthy and prominent banker of Denver, which took place at Minneapolis about a month ago.

As a boy he emigrated to this country some fifteen years ago and with an older brother, Joe, he commenced as coal shoveler in an out-of-the-way small coaling station in Colorado at a mere pittance of a daily wage. But soon the two brothers applied for and received a sub-contract for the work and from that day they have extended their field of operation to such an extent that they are rated as one of the largest contracting firms of its kind, operating on nine large railway systems, their territory extending from Chicago to the Pacific coast, employing hundreds of men and having established offices in Chicago, Milwaukee, St. Paul, Minneapolis and Great Falls, with small armies of clerks, supervisors, etc., on their pay-roll.

On our system they are handling company coal at Minneapolis shops, Savanna, Kirkland, Rockton, Janesville, Madison and Milwaukee, where they are handling the coal for the shops and power-house in addition to the coal for locomotives as well as sand.

This success is the result of energetic and ambitious enterprise and will be good news for a great many employees of our great system who come in daily contact with the successful little Italian boy, now a young married man whose picture is shown above, and all of whom, no doubt, will join the writer in extending heartiest and sincerest congratulations and best wishes for his future life and happiness.

A. J. Earling—Coal and Labor Economist

The following is an editorial taken from the Chicago American on the economic value of electrification.

It Is a Pleasure to Pay a Compliment to a Real Railroad Man and His Associates.

Sometimes you read in this newspaper criticism of railroad management. The railroad to the nation is what veins and arteries are to a man. "A man is as old as his arteries." A nation, as we have learned in this war, is as feeble as its railroads.

For a pleasant change, read a tribute to A. J. Earling, for many years the hard-working president of the Chicago, Milwaukee & St. Paul Railroad, and about to assume the chairmanship of the board controlling that big system.

This is the story: Mr. Earling and his associates, Percy Rockefeller, John D. Ryan and others, had sufficient imagination and courage to chain the waterfalls of the Rocky Mountains and put them to work.

All other railroads were and are pushing their trains over the Rocky Mountains with steam power generated by coal.

Thousands of men must work in the mines, exhausting the coal supply, to carry these trains over the Rocky Mountains. Thousands of cars that might be more usefully employed must haul coal long distances to furnish the primitive, out-of-date engines that haul over the Rockies the trains of all railroads except the St. Paul.

As the trains move slowly and painfully, two or three engines grunting in front, and two or three more grunting behind, waterfalls are going to waste, power that would carry all these trains across the continent and leave coal undisturbed in the ground and free thousands of men and thousands of cars for other purposes.

As you cross the continent and climb swiftly and smoothly over the Rockies, drawn by electric power on the St. Paul Railroad, you actually travel, moved by sunlight, wind, clouds, rainfall and waterfall.

The sun's light draws water from the ocean and forms clouds. The wind blows these clouds to the great mountains. There they fall in rain or snow, creating the cataracts of the Rockies, with their millions of horsepower.

The vision of financial courage of Earling, Percy Rockefeller, Ryan and others harnessed these waterfalls, using natural power to save coal and labor in mines.

Most marvelous of all, the heavy freight train drawn up the mountains by the power of electricity is itself a CREATOR OF ELECTRICITY as it goes down the other side. This miracle of economy is accomplished—as the train draws electric power to take it UP the hill, so going DOWN the hill it creates electric power and sends it back into the wire from which a few mo-

ments before it had been drawing electric force.

We suggest to the government which preaches economy that it might be well to adopt this resolution:

Inasmuch as the Chicago, Milwaukee & St. Paul Railroad carries freight and passengers over the Rocky Mountains without use of coal, great economy of labor, freeing men from the mines, using no cars in carrying coal, the government of the United States will ship all freight, all troops over the Rocky Mountains via the St. Paul Railroad, giving preference to the St. Paul to the full capacity of that railroad by way of setting an example in enterprise and economy to other railroads.

That, we think, would be a sensible way of encouraging and indorsing wise economy and real financial and scientific courage.

It is government encouragement in Europe, based on bloody war, that has caused development of the flying machine, its marvelous progress in three years.

Similar encouragement based on common sense and wise economy in the United States, with the government back of it, would soon harness all the great waterfalls of the country, and harness eventually the ocean's tides and the sun's direct power.

Items From the I. & M. Division.

Marcella McShane.

E. G. Grau of Washington, D. C., is visiting at the home of his brother, L. H. Grau, operator.

Herman Behren has gone to Chicago on business.

D. J. Deneen has returned from a business trip to Chicago.

Switchman George Paulick is taking a fifteen days' lay off.

Miss Veronica McShane, daughter of R. M. McShane, has gone to Winona, Minn., to take up her school duties at the College of St. Teresa for the coming year.

Gene Herzog has gone to Scoby, Mont., to visit his brother Joe.

Conductor Cross enjoyed a short lay off and visited with friends at Mantorville.

Mrs. A. M. Laurence, wife of Roundhouse Foreman Laurence, has returned home from a visit with her daughter, Mrs. J. Price, at Granville, Iowa. Mrs. Price accompanied her home.

Mrs. Geo. Sutton of the Depot Hotel, spent Sunday with her daughter, Helen, who is attending school at Bethlehem Academy, Faribault, Minn.

Engineer and Mrs. Henry Campbell and family left September 17th for Madison, S. D., where they will make their home.

Conductor Joe Ellms is taking Conductor Gilmarlin's run for six weeks.

State Scale Inspector McFarlane was in Austin September 17th.

Born to Machinist James McGuire and wife September 18th, a boy.

Frauk Lauffe has gone to Minneapolis for a few days' visit.

Road Master and Mrs. McShane left September 18th for Chicago to attend R. M. convention.

We are sorry to report that E. T. Johnston, who has been our train master for the past several years, has left this division to take up work on the River Division. While we regret very much to see Mr. Johnston leave us we welcome Mr. O. N. Harstad who will succeed him on this division.

The marriage of Miss Catherine McShane, former correspondent, occurred September 5th to Hubert Burken, district manager of the American Yeoman of southern Minnesota. Mr. and Mrs. Burken will be at home to their friends at Des Moines, Iowa, after October 15th.

Safety First

A. W. Smallen, General Chairman.

A "Safety First" and "Proper Handling of Freight" meeting was held in coach 682, Ottumwa Jct., Iowa, on August 22, 1917, Superintendent J. M. Oxley, chairman of the Kansas City Division Safety First Committee, presiding. There were 45 officials and employees present, including agents, trainmen, engineers, carpenters, trackmen, yardmen and carmen.

Fireman Wooley reported that the engine tanks were no longer being overloaded with coal and also that the coal was being received in better shape.

Conductor Bartlett stated that the doors and sealing apparatus on covered cars were not all standard and should be repaired, that in many cases, either the hasps would not go over the staples or the pins were too large. He also said that many car doors are torn, broken and in poor condition as a result of the shippers using little or no care in the opening and closing of car doors.

Car Foreman Doyle advised that he has a repairman on the rip track who works almost all of his time repairing door stops and seal latches and that a large number of latches are repaired by the carman at the Ottumwa freight house also.

Fireman Robinson stated there has been a great deal of stock on track on the Marion line lately, caused by fences being in poor condition, advising that many trains are being delayed, account of receiving orders to look out for stock.

Switchman Williams reported that track conditions in the lower end of Ottumwa Jct. Yard were bad and stated that bank had caved away under stand for track No. 4 switch, account the high water this summer. Roadmaster Shea advised that he would remedy this condition.

General Foreman O'Gar gave a short talk with reference to the rough handling of equipment. He stated that, in addition to damage to equipment, the contents of cars were being damaged more or less and asked the train and engineers to use the utmost care while handling cars, both in the yard and on the road, with the view of reducing the amount of loss and damage. Mr. O'Gar also stated that engineers and firemen should work more in harmony when on their runs in order to reduce the amount of coal consumed.

The matter of painting safety zones on station platforms was brought up and it was decided to do this at Sigourney and Ottumwa. The safety zone at Ottumwa will be four feet from the edge of the platform and the one at Sigourney three feet.

Safety First and Freight Handling Meeting Held at Aberdeen, S. D., August 7, 1917.

Meeting was called to order by Supt. F. M. Melin, who gave a short talk on Safety First and Handling of Freight. He also urged those present to feel free to discuss matters that they felt would be helpful in bringing about the desired results of preventing personal injuries and loss and damage to freight.

A. W. Smallen, general chairman, of Chicago, was introduced, who gave a general talk along the lines of Safety First. He impressed upon the audience that the company is paying out money by arranging for the advancement of the Safety First movement and all the employees should take an active part to obtain the best results; that the officials are still in doubt as to the benefits being derived from the movement; but we know positively now that by giving the matter the attention that it should receive the desired results will be obtained, otherwise they will not.

It is the duty of each employee to tell of things that will be a benefit to themselves as well as others.

During the first year of the Safety First movement we had 286 cases where feet were crushed

by kicking drawbars, while during the last year we had only 27 of such cases. The men who are injured are the ones who feel the pain, not the officials who pay for the injury, and it is up to the employees to take no chances. Do not sacrifice Safety First for time. Although each year since the movement started has shown an increase in the amount paid out for personal injuries, the amount thus paid out does not indicate an increase in the number of accidents.

Better results will be obtained by having active committeemen occupying front seats in the meetings. It gives them a greater opportunity to get acquainted with the men and help in remedying matters that should receive attention.

Meetings have not been held regularly enough. In good weather we never fail to hold meetings, but in winter time it is almost impossible to get enough men together to hold meetings so the regular meetings are given up. If a regular meeting time and place was established much more good would be accomplished. The practice of holding meetings once or twice in three months does not bring results. What is wanted is to have the men keep in mind the Safety First movement while on duty and not forget it as soon as they are out of the meetings. Men are still doing their work improperly equipped mentally for the Safety First movement. The only reason we are talking Safety First is to make this the Safest Railroad on earth.

During the first year of the present war not as many men were killed or injured in the war as were killed or injured in the various commercial industries of the United States in spite of the fact that the best implements for the purpose of killing men were provided in the war while in the commercial industries everything possible was provided to advance Safety First.

The men are asked to give the Safety First movement a fair test for a year and see if something cannot be done to reduce the number of injuries in this company's service.

The following suggestions were made by the men present at the meeting: Phil Hughes suggested that small bulletin boards be placed in the round-houses and yard offices for Safety First matters only might interest the men.

Oscar Mattice advised brightening up semaphores and switch targets as they are very hard to distinguish in their present condition, although the switch lights at night are usually kept in pretty good shape.

Hughes reported that post cards for Safety First suggestions are not placed where the men can get them.

Reported that the lights on Milbank coal shed had not been repaired, also the semaphore lights at Odessa are in bad condition.

Mr. Ross advised that the lights on Milbank coal shed have been repaired, but the bulbs have not been received, although they have been ordered for some time. It was the general complaint among those present of the seeming indifference of the general storekeeper to furnish electric light bulbs when ordered.

The sand tower at Aberdeen does not clear a man on ingoing side of coal dock. It was finally decided that the ladder did not clear.

Report was made that the handles of pumps are not in a very safe position and should have extensions. T. S. Manchester advised the engines are being equipped with extensions as they go through the shops.

Jim Brown reported the east end storage track derail switch at Ortonville not properly placed, that while a car might be over the derail switch the proper distance still will not clear an engineer's head, that the derail is too near the side track and should be moved farther to the west. The track also seems to lean too much to the south side.

Reported eastbound track switch at Ortonville is very hard to see from a distance on account of obstructions and should be corrected.

The water spout at Milbank continues to be a Jonah, throws men off tank and should be taken care of; air pumped into pipe seems to cause the trouble. This is being looked into with a view of remedying.

Conductor J. J. Barndt reported no lights on outside of depot at Mitchell, making it rather difficult for stockmen and others at night. Advised by Trainmaster Flannigan that the matter has been taken up with the trainmaster of the I. & D. Division.

Stock Yard Supt. Goetz at Aberdeen advised lights are very badly needed in the stockyards at Aberdeen, and Mr. Amos was instructed by Supt. Melin to arrange to install them.

Conductor Clinclair advised that the present practice of dynamos in baggage cars being hauled next to passenger coaches should be discontinued as he considered it a very dangerous thing to do. Steps are now being taken to correct it.

Conductor R. A. Drum reported target on derail at south end of coal house track at Woonsocket out of position or broken.

Trainmaster M. J. Flannigan was called on for a talk along the lines of Safety First and handling of company business. He advised that although his remarks and criticisms might seem personal he did not want the men to feel that way about it, but wanted them to feel that his remarks were for the general good of the service.

One of the things he criticised was the manner of station switching, that care should be used in properly placing cars on side tracks so they would be safe for teams driving to or from them.

He also reported inattention on the part of trainmen in doing work at our telegraph stations. Conductors should co-operate more with agents and see to it that work at such places is properly taken care of.

Hauling cars without way bills, hauling cars with wrong way bills and with wrong car numbers is a very expensive mistake. Conductors must examine way bills more closely to see that they correspond with the car number and contents. Car number on way bills must positively not be changed to correspond with the car without proper authority.

Conductors are not filling out information called for on Form 134 attached to stock way bills, consequently they are worthless when submitted as evidence in court while trying to defend stock claims.

Not enough attention is paid to sealing of cars. In a number of cases cars have gone into Mobridge without being sealed. It is far more advisable to delay the train if necessary to get the cars properly sealed before taking them into Mobridge.

Conductors are still permitting suit cases to be placed in hat rack in passenger trains, although bulletins have been up for a long time prohibiting this practice. This practice must be stopped at once. Conductors must not permit it to be done.

Two cases of personal injuries have been reported in Aberdeen yard within the last five or six weeks, due to stepping on a nail in a board which are liable to cripple the men for some time and make an additional expenditure for personal injuries which could have been avoided. Drawbars and other articles are thrown in traveled paths which is a very dangerous practice, and section men should see that such things are picked up.

We have been very fortunate on avoidable accidents, and all the men appear to be doing their best to reduce them. It is, nevertheless, absolutely essential that employees be familiar with the rules of the company to avoid injuries. Ignorance of the rules causes a great many accidents that could otherwise have been avoided. The seemingly little things that might cause trouble are the ones to be taken care of then, the larger ones will in most cases take care of themselves.

Frank Shaw reported that switch engines going up through Aberdeen yard do not always ring their bell and that he considered it a very dangerous practice. Trainmaster Flannigan suggested that automatic bell ringers be put on switch engines. From general discussion it appeared to be a mighty good suggestion.

D. F. & P. A. O. F. Waller made some practical and pointed remarks and urged the men to warn fellow workers when not doing their work properly so as to place them in danger; that they should

keep in mind their family suffering should they, through carelessness, place themselves in unnecessary dangerous positions; that when the bread winner is taken away through the carelessness of some fellow worker, the wives and babies are the ones who must suffer the most.

Especial mention was made of the bell on Main St. crossing at Webster being constantly ringing, and people paying no attention to it so that it has become a nuisance. He especially complimented Way Freight Conductor J. H. Barrett for taking it upon himself to protect Webster crossing while his train was doing station switching. Mr. Waller was of the opinion that that conductor was Some Real Conductor.

Superintendent Melin warned conductors to protect that crossing while switching and also not to exceed the speed limit of six miles per hour as provided in the city ordinance of Webster, that apparently some conductors are not paying any attention to it at the present time.

Mr. Wilkinson, representing the freight claim department, was called on for a talk. Following are some of the things he said:

The word "Hurry" should be eliminated from the railroad. It should be forgotten. Stowing of freight in a hurry causes delay to freight trains; then unloading of freight from delayed trains causes damage to freight. Don't hurry. As far as loss and damage is concerned don't damage property to get your train out of town. Train dispatchers are especially urged to bear in mind the many things that go toward good service in handling freight which might delay a train and take them into consideration when trying to hurry trains over their division.

Merchandise handled roughly by switching cars into which merchandise has been improperly loaded causes two or three millions of dollars damage annually.

Station agents should personally check freight before receipting for it; they should not make notations on way bills, "more or less damaged," but refuse positively to accept freight unless in proper condition and shape for shipment. They should not allow draymen to throw freight into cars, but insist that it be rechecked and proper account taken of it before loading.

The Interstate Commerce Commission has censured the Milwaukee road for not loading cars to visible capacity. Eighty thousand capacity cars should not be handled with two or three hundred pounds of freight in them, but should be loaded with as much freight as possible before leaving a station, while unloading of way freight should be done as promptly as possible to release cars.

Agent E. J. Scott, of Eureka, made a mighty good suggestion, that of running hide cars on branch lines on much the same arrangement that refrigerator cars are now being run and have certain days in the week designated as hide days. After much discussion it was decided that some missionary work be done among shippers, and arrangements made to see if it could not be done, as all present agreed that hide cars were very essential.

Agent from Glenham reported St. Paul firms and others shipping merchandise, especially dried grapes, with contents too heavy for the boxes. Conductor Drum advised that on opening a car at Mina he found the same condition existed, also evidence of improper loading. Mr. Lyons promised to take the matter of breaking of shipments of grapes up with the shippers. Conductors were urged to make prompt report of improper loading to the superintendent with suggestions tending to remedy any defects in handling of freight and loading of cars to conserve the movement of them.

Mr. Wilkinson also called attention of agents to the misuse of seals, especially letting them lie around where anyone might have access to them.

Traveling Freight Inspector A. M. Phelps touched on the improper care of refrigerator cars, especially urging not to remove ice from them for use of individuals along the line, and that the hatches be kept closed to keep the temperature down and the flies out. He also cited several instances where agents accepted freight which was not properly tagged with good, strong shipping tags, also freight not being counted and checked before signing the bill of lading from the shipper.

Trainmaster Flannigan impressed upon the agents the necessity for taking care of cream cans on account of their very high price.

Yard Foreman O. A. Amos talked for quite a while on the supply of grain boards for this fall's crop advising that he had on hand 300,000 feet at this time and future supply very doubtful and asked the agents to watch this matter very carefully.

Meeting closed and all felt that it was mighty good for them to have been there.

Report of Safety First, Loss and Damages and Efficiency of Railroads Meeting Held at Ladd, 1:30 p. m., August 21, 1917.

The following were present:

E. W. Morrison, superintendent.
W. J. Splon, chief dispatcher.
O. H. Berg, traveling inspector.
H. A. Buel, roadmaster.
W. J. Hogan, roundhouse foreman.
A. C. Extrom, division car foreman.
M. C. Jacobs, agent.
A. B. Crowl, machinist.
R. Chionl, carsmith.
W. H. Boucher, yardmaster.
L. B. McConnell, yard foreman.
T. L. Korwin, conductor.
W. T. Edwards, conductor.
I. L. Batten, conductor.
M. Truchette, conductor.
C. F. Holbrook, conductor.
J. McCauley, conductor.
J. V. Kenney, conductor.
W. C. Cowell, conductor.
W. W. Ziel, conductor.
A. Hill, conductor.
J. Ziel, engineer.
C. Lawniczak, engineer.
J. Bishop, engineer.
C. Hight, engineer.
F. Hess, engineer.
Thos. Ingram, engineer.
J. W. Phillips, engineer.
P. F. Schults, engineer.
J. Marietta, fireman.
R. Morgan, fireman.
W. J. Boughman, fireman.
L. Nellis, fireman.
J. Burkhardt, fireman.
Jno. Marietta, fireman.
J. Weber, fireman.
A. Graits, fireman.
A. Petruski, brakeman.
E. A. Robertson, brakeman.
J. Hines, brakeman.
E. Dreynoiz, brakeman.
W. J. Flannery, brakeman.
J. F. Dewey, brakeman.
H. Vanderwalker, brakeman.
E. J. Mason, brakeman.
W. Baird, brakeman.
P. Grivette, brakeman.
W. Baxter, brakeman.
J. B. Hill, brakeman.
P. McDonald, brakeman.
A. Meek, caller.
Total 53.

The meeting was very interesting owing to the large number of employees present. All seemed to feel that they should do something toward the conservation of power, cars, fuel, etc., and also for the protection of themselves and others along the line of Safety First, and to unite in doing something to prevent the loss and damage of property.

The following suggestions were made:

Suggestion No. 1.

J. W. Phillips, engineer: Leaving Davis Junction a few days ago with orders to pick out four cars suitable for grain, was unable to find any out of 22 inspected. Several of the cars no doubt would have been fit for grain loading, but the floors were soaked with water, owing to previously being loaded with ice and consignees failing to clean cars.

Suggestion No. 2.

J. W. Phillips, engineer: Cars billed from Dubuque shops coming to this division via Davis Junction, the brakes are not properly adjusted.

Suggestion No. 3.

A. C. Extrom, car foreman: Brake rigging and trucks are not properly repaired on cabooses coming to us from Milwaukee shops.

Suggestion No. 4.

C. F. Holbrook, conductor: Cars coming out of

Chicago are not properly iced; in fact, not enough ice to last until car reaches destination.

Suggestion No. 5.

J. Ziel, engineer: Years ago engineers were supposed to keep wedges in shape, but machinists had this duty taken away from them, claiming that that was work to be taken care of by machinists. Since that time the wedges have not been given the proper care.

Suggestion No. 6.

C. F. Holbrook, conductor: A great deal of loss and damage is caused by agents allowing outsiders in freight houses with no one from the office with them to check the freight, and it later develops that train crews are charged with the loss.

Suggestion No. 7.

A. C. Extrom, car foreman: The recent order to load all cars to 10 per cent above the marked capacity will be a serious trouble if we attempt to do so on stock cars. This class of equipment was not built for loading of coal and the truck hangers and draft rigging is not strong enough to handle a load that exceeds the marked capacity of the car.

Suggestion No. 8.

Trainmen and carmen report that the Sharon coupler is far superior to the Major or any other coupler being used, and that delays and accidents would be avoided if this class of coupler was applied to all of our equipment.

Suggestion No. 9.

J. Bishop, engineer: A little gate should be placed on the platform of gangway on engines attached to the tank to prevent coal, which drops through gates, from dropping off on right of way.

Suggestion No. 10.

A. C. Extrom, car foreman: An air testing track should be provided at Ladd for testing of cars placed on the rip track.

Suggestion No. 11.

R. Chionl, carsmith: A dummy track should be constructed at Ladd adjacent to the rip track, as this would mean quite a saving of time in switching of cars where wheels are to be changed out. At present all cars for change of wheels must be placed on the end of one track.

Suggestion No. 12:

Conductor T. L. Kerwin: It would be of great convenience to all of our trains as well as the C. B. & Q. trains when making up in south yard at Davis Junction to provide a telephone to the depot. After trains get their orders and have meeting points with trains at Holcomb and Kings, expecting to go to the South Yard and get out in 15 minutes, they are frequently delayed from 25 to 30 minutes and have no way of getting notice to the depot as the distance is about one mile. With the telephone connection arrangements could be made to have orders changed, which would save delay to the trains at meeting points at Holcomb and Kings. It takes a train about 25 minutes to move from Kings to Davis Junction, and about 50 minutes to move from Davis Junction to Kings. The telephone would probably save on an average of an hour per day to the several trains which would amount to a saving of \$2.50 per day or \$75.00 per month.

Suggestion No. 13.

Conductor T. L. Kerwin: A derail should be installed on the mine run around track on Mine Hill at Ladd. This track is on a descending grade and at present it is necessary to block the wheels to prevent cars running out on main line.

There were twenty-five other minor suggestions that will be taken care of locally.

Mr. Berg, traveling inspector, then gave a nice talk on loss and damage, and the chairman, after making a few remarks, thanked the men on the good attendance.

Appointments.

F. R. Moore has been appointed trainmaster of the Iowa & Dakota Division west of Sanborn, with headquarters at Mitchell, S. D.

Kenneth S. Graham has been appointed cashier at Union Street station, Chicago, vice Thomas Sharp, retired. David Bystedt succeeds Mr. Graham as assistant cashier.

At Home

Anna M. Scott, Editor

What We Shall Wear.

The one-piece frock, with or without pockets, is to continue its vogue through the fall and winter seasons. Dame Fashion decrees these are to be made of serge, satin, silk or velvet, or combinations of these materials. Serge and satin in combination will be especially good. A more charming mode could not well be imagined than the coat dress of woolen material and set off with smart, white collars and cuffs. It is worthy of note that the plain tailored serge or satin frocks have no other trimming and do not seem to require anything beyond the relief afforded by these dainty white accessories.

Pretty little collars, cut narrow in the back with deep points in front, are finished with three rows of tiny ruffles edged with picot, and these also have deep cuffs with the same trimming.

Most of the collars are made of sheer organdie with double hand hemstitching, hand embroidery and very narrow frills of valenciennes lace. Many of them have black or blue crepe de chine ties or small taffeta bows.

Filet lace is being extensively used in collars for separate blouses, especially in the high-necked models. These are very new and among the smartest of the season's offerings.

Fall and the Kiddies' Wardrobe.

Yes, indeed, their outfitting is every bit as important as mother's or sister's, and they are fastidious about these matters, too. Well, here are a few suggestions to meet their most exacting tastes. There is nothing very difficult about making a frock for a child at the present time—a bit of easy and effective handwork, or two or three rows of machine stitching are approved short cuts to trimming the clothes of the small one. Serge, chambray and voile are the materials used.

One pretty frock is made straight from the shoulder to the hem. A wide box plait panels the front, with a bit of smocking or cross-stitching as the only trimming. Pique or linen collars and cuffs are a very smart finish to a little dress of this description.

A coat for early fall is a necessity, and one made of sand-colored serge with brown cross striping makes a pretty garment. Brown machine stitching does its bit in the way of trimming, as do also brown buttons on the neck strap and belt. Any other desired color may be used with equally good effect.

The Question Box.

Address queries to Miss E. R. Kapp, care Editor, Libertyville.

Mrs. S.—You ask me what can be sent easily and safely to a sailor boy on the high seas. In the first place, whatever you send must be impervious to both damp and heat

and must have the faculty of keeping indefinitely. Pack whatever you send in a heavy cardboard box, as it saves postage. A general utility box and one that will give unlimited pleasure contains a small looking glass with a hanger on the back and a glass picture hook so that it can be hung easily anywhere, a nail file, some good toilet soap, a deck of playing cards and a good picture puzzle, a pad of paper and a pencil and envelopes. For the good things of life, and that is really what they crave, put in some gum, a fruit cake and a box of mints or jordan almonds. Don't put in anything that will melt or get sticky. Hard cookies might be put in as they would keep. In fact, anything you send will be grateful to the boys, just so it has the savor of home. Sweaters, mufflers, wristlets and helmets will all be needed on cold winter nights and hand-knitted socks, white or gray are worn the year round.

Jane.—The smartest fall dresses in the shops are of serge, blue or beige, all showing distinct signs of the hobble skirt. They are very plain and tailored with small roll collars of white satin. One exceedingly nice looking collar was made of wide white silk braid and the pockets on the skirt were piped with the braid. You ask about high collars. The honors seem to be about equally divided between high and low, though really the high are much smarter for the street. Some of the dresses have white satin vests with high collars buttoned tight up to the chin. These are made separate from the dress so that a low collar can also be worn.

Muriel.—The vogue for the fantastic shoe is on the wane—the well-dressed woman never wears anything that stands out beyond the rest of her costume, which might certainly be said of some of the shoes seen in the shops. The street shoes are very tailored and generally of the mahogany brown leather, laced and with low walking heels. For an afternoon shoe gray buck is most popular. As for the black shoe with the white top, they seem to have had their day, though quite a lot of gray and beige buck tops are shown, always with stockings to match.

How To Economize on Meat.

More than once have we read and heard it talked that most people eat too much meat, and as many times have most of us said, "Yes, that is certainly true," having in mind the amount of meat served on the table of Mrs. This and Mrs. That—neighbors of ours. Never have we taken the pronouncement home to ourselves and made it applicable to the amount of meat eaten in our own families. We go right on serving meat not only once, but twice and even three times a day.

But the time has come when we must take seriously the problem of providing the family with meat. No longer can we afford the best cuts, and eating meat more than once a day is out of the question even for the fairly well-to-do family.

The cheapest cut of beef is the neck and shoulder, and here is a good recipe. Cut one pound of the beef into inch cubes, brown in hot fat and arrange in a casserole or covered basin. Cover with boiling water, add about two pounds of any vegetables liked in a stew. Cook slowly in the oven until the meat is tender. Thicken before serving.

Savory Meat Pie.—The left-over meats may be made into a savory and economical dish as follows: Cut the meat into moderately small pieces, put into a stew pan with water to a little more than cover and simmer for about an hour under a cover; then add one sliced onion, salt and pepper to taste and thicken with flour. Turn into a baking dish lined with biscuit dough and bake in a quick oven until done. Serve hot.

Long, slow cooking is the secret of making tough meat tender and juicy. The day after boiling meat, use the water in which it was cooked as the basis for a rich vegetable soup. Soup meat can be chopped and combined with a left-over stew, with added potatoes, onion juice and seasoning. Soup meat may also be used as hash, with onion juice, tomato catsup or other sauces.

Knitting For the Soldier Boys.

The reason that women are being asked to knit by hand, socks for the soldiers instead of having them done by the knitting machines or buying those made in factories is that the machine-knit articles are so even and close that there is little "give" to them, and consequently are harder on the men's feet. Those knit by hand are more elastic. Needles must not be too fine.

Here are some rules to be observed in knitting socks:

Use white, gray or tan yarn—never black or dark colors.

Make the feet eleven inches and the leg fourteen inches in length.

Be sure the socks are washed before sent in for shipment to lessen the danger of infection.

Sew each pair of socks together before turning them in for shipment.

Stitches should not be cast on too tightly.

The knitting should be done evenly and finely, avoiding holes.

Joining must be done by splicing or leaving two or three inches at each end of the yarn to be darned carefully.

Following are the authorized instructions for knitting socks for the Army and Navy, published by the American Red Cross Society.

Medium Sized Man's Sock.

4 Red Cross Needles No. 1; $\frac{1}{2}$ lb. (2 hanks) of yarn.

Set up 60 stitches, 20 on each of three needles. Knit 2 plain and 2 purl for 35 rows ($4\frac{1}{2}$ inches).

36th row knit 4 plain stitches, knit 3 together; repeat this until the round is completed. There are now 50 stitches on the needles. Knit 50 rows plain until leg measures 11 inches. ($6\frac{1}{2}$ inches of plain knitting.) Take half the number of stitches (25) on first needle for the heel (leaving 12 and 13 stitches on the second and third needles for the instep), add on the 25 stitches knit 1 row, purl 1 row alternately for 26 times (or 3 inches), always slipping the first stitch. Begin to turn heel on the wrong side, slip 1, purl 13, purl 2 together, purl 1.

Turn work over, slip 1, knit 4, slip 1, knit 1, and pass it over slipped stitch, knit 1. Turn, slip 1, purl 5, purl 2 together, purl 1. Turn, slip 1, knit 6, slip 1, knit 1, and pass it over slipped stitch, knit 1. Continue working toward the sides 1, knit 6, slip 1, knit 1, and pass it over slipped of the heel in this manner, leaving 1 more stitch between decreases on every row until all the stitches are worked in. There should then be 15 stitches on the needle. Pick up 13 stitches on side of heel; now knit the 25 stitches on 2nd and 3rd needle on to one needle, which becomes your 2nd needle; with your 3rd needle pick up the 13 stitches on other side of heel, and knit 7 stitches off your first needle so that you will now have 21 stitches on the 1st needle, 25 stitches on the 2nd needle, and 20 stitches on 3rd needle. 1st needle (a) knit to within 3 stitches of end, knit 2 together, knit 1. 2nd needle (b) knit plain. 3rd needle (c) knit 1, slip 1, knit 1, pass slipped stitch over, knit plain to end of needle. Knit around plain (d).

Repeat a, b, c and d until you have 13 stitches on 1st needle—25 stitches on 2nd—12 stitches on 3rd. Knit plain for $4\frac{1}{2}$ inches. 1st needle (e) knit 10 stitches—knit 2 together, knit 1. 2nd needle (f) knit 1, slip 1, knit 1, pass slipped stitch over, knit 19 stitches. Knit 2 together, knit 1. 3rd needle (g) knit 1, slip 1, knit 1 pass slipped stitch over, knit 9 stitches, knit 2 rows plain (h).

Repeat e, f, g, and h 5 times, then narrow every other row until you have 5 stitches on your 1st needle, 9 stitches on your 2nd needle and 4 stitches on your 3rd needle. Knit the 5 stitches on your 1st needle on to your 3rd. Your work is now all on 2 needles opposite each other. Break off yarn leaving 12-inch end. Thread into worsted needle and proceed to weave the front and back together as follows:

Pass worsted needle through 1st stitch * of front knitting needle as if knitting and slip stitch off—pass through 2nd stitch as if purling—leave stitch on, pull thread through 1st stitch of back needle as if purling, slip stitch off, purl thread through 2nd stitch of back needle as if knitting, leave stitch on. Repeat from * until all the stitches are off the needle.

Sock when finished should measure:

Foot, from tip of heel to tip of toe, 11 inches.

Leg, from tip of heel to tip of leg, 14 inches.

Following clipping from a Madison, Wis., paper is interesting. Chance for the steam engine when the electric motor becomes master of transportation.

RAILROAD ENGINE SUPPLIES POWER.

Forest Products Laboratory Impresses Rail Equipment in Order to Run Power Plant.

Uncle Sam is trying a new scheme of supplying power to the Forest Products Laboratory, made necessary by the shutting down of the state university main heating plant for the summer, caused by the coal shortage. Work at the laboratory was never more important than at the present time and steam is a necessity for experiments in the pulp digesters and the dry kilns.

The laboratory has a small power plant and there is also a plant in connection with the university dairy building, but neither can furnish the pressure necessary. Fortunately the Chicago, Milwaukee & St. Paul Railway Company had a passenger engine in the yards for repairs and came to the rescue, so the wood testing plant of the government is being run by a locomotive. Three of the railroad employees have also been pressed into service and are doing their bit on the "firing line."

The Superior Division Loyalty Meeting.

A Superior Division Employee.

On Sunday, August 27th, was held the Superior Division Loyalty meeting, a meeting unique in its kind and undoubtedly the first to be held on the Milwaukee System. The entire celebration was conceived, planned and carried out entirely by the employees, and practically all arrangements had been completed without the knowledge of any of the officials.

It was a demonstration which will long be remembered and to which every participant can look back with pride and satisfaction; it was a fitting answer to those small minds who have cast slurring remarks as to the dissension in order "to give aid and comfort to the enemy."

Delegations from Ontonagon, Channing, Iron River, Crystal Falls, Menominee, Oconto, Hilbert Junction, Appleton and station agents, section men and other employees from intermediate points were in attendance. Between six and eight hundred men participated.

Promptly at 1 p. m. the parade started, headed by autos carrying the speakers and singers, followed by the Green Bay Concert Band; the employees then marched in the following order: B. of L. E., B. of L. F. & E., B. of R. F., O. R. C. Agents, Operators and Clerks, Machinists and Helpers, Boiler-makers and Helpers, Blacksmiths and Helpers, Carpenters and Carsmiths, Freight Handlers, Round House Men, and B. of Railroad Trackmen. The line of march was north on Broadway from Mason to Dousman, east over Main Street Bridge to Washington, south on Washington to Walnut, east on Walnut to the Armory at Hagemeister Park.

The program at the park began at 2:30 and was opened with "America" by band and audience, prayer and opening address, followed by Rev. E. L. Eversz of the St. Paul's M. E. Church; next was "To, Thee, O Country" by ladies trio.

Mr. Fred Merrill, representing Mayor Hall, then addressed the audience on topics of the day. Mr. John Whitney, our popular Superior Division engineer followed with several vocal solos which were highly appreciated by all.

The principal address of the day then came, delivered by Capt. V. I. Minahan, who gave up an exceedingly fine law practice because he honestly believed he could better serve his country in the position he now holds. His address was a masterpiece of oratory, his logic was so clear and his reasoning so common sense, that if any had doubt of the justice or necessity of the United States entering this great war they were certainly dispersed. Captain Minahan characterized Germany as a Benedict Arnold among nations, and laid particular stress upon the necessity of unfailing loyalty and support from the people at home, declaring that the morale of the men at the front depended upon the morals of the people at home. He predicted that railroad men and others would

undoubtedly be urged to do things which on the face of them appeared perfectly proper but he urged them to study every question seriously and to look for plans, the object of which would be to harm this government, remembering that everything that can be done to aid brings the war that much closer to a successful conclusion, and everything which delays or hinders means just so many more American lives uselessly sacrificed. Captain Minahan's address was followed by a solo by Miss Grace Vieaux. Attorney Gerald Clifford, son of the late Superintendent Clifford of this Division, then gave an address on the loyalty of railroad men; he explained the part that railroad men, both here and in Europe, would play in the war, relating the condition of European railroads and the necessity of trained American railroaders to handle the situation over there.

Next was a selection by the Ladies' Trio, followed by a few remarks by our Supt. W. E. Tyler, in which he congratulated the men on their undertaking, assuring them that events of this nature were a pleasure to attend and expressed his belief that before long "Milwaukee Road Loyalty Meetings" would be held in all division points on the system.

The meeting was closed with a few remarks by Chairman J. A. Parkinson.

From an Outside Agency.

By An "Outside Agent."

"The Grand Old St. Paul" has long been known as a "friendly" road. Our reputation in this respect is maintained by the men who come in contact with the traveling public. They are the ones privileged to reveal our heart and soul. The results of friendly accommodation and satisfactory service rendered by our men "on the line" are far reaching and extend to every section of the United States. We of the "outside" agencies are especially gratified to hear of our patrons speaking highly to their home town ticket agents and others of their pleasant journeys over our road. The passenger midst strange surroundings and unfamiliar scenes is certain to appreciate the thoughtful attention and information volunteered by train employees and others, and will always remember the road they represent. A friend thus made is of value to us, no matter where his home may be. Where does the C. M. & St. P. Ry. reach? The first answer might be, "From Chicago to Seattle." Take a map of the United States and blue pencil the cities at which we maintain "outside" agencies. The territories of these agencies interlock. Now try to find a place to which the C. M. & St. P. Ry. does not reach! In every through train there are a number of passengers in whose welfare several of our twenty-odd "outside" agencies are interested. The success of our traveling solicitors in these "foreign" territories is based to a considerable extent upon the splendid manner in which our men "on the line" treat the passenger from afar.

Facts and Fancies From the S. M. West.*J. W. Malone.*

On September 16th a bright eight and one-half pound boy came to gladden the hearts of Mr. and Mrs. Martin Mathison, our efficient yardmaster at Madison. The congratulations of the division are extended.

Engineer Daniel Hagen, Madison, who has been visiting in the northern part of the state the past few weeks, has returned to work this week.

Engineer Henry Campbell has moved his family to Madison and is now nicely settled on Eighth St.

Conductor W. S. Torbert has been off the past few days an account of illness. May he soon be back in the ring in his usual good health.

On September 18th a fine eight-pound girl took up her residence with Dispatchter and Mrs. R. E. Wood, Madison. The congratulations of the division are extended.

The little daughter of Yardmaster Mathison has been quite ill the past few days. We hope that she will soon be in the best of health.

Agent E. N. Bucklin was a Fairmont visitor recently where he invested in an eight-cylinder "Chalmers-Detroit." We hope that Mr. Bucklin will not forget his friends as he burns the "high test."

Operator Roy Jones, Lakefield, was a Wentworth visitor recently. He promised us fifteen ducks, but as yet they have failed to materialize. Come on out, Roy, we don't let any of them get that far south.

Conductor Walter Coppin is in Chicago for a few days on business.

Regular way freight service has been re-established on the S. M. West. May we soon have another track running the length of the division, and will exceed the tonnage of our other more fortunate divisions. We have the business—just ask the agents.

Agents' helpers are becoming very scarce nowadays. Whether it is the heavy business or the "Lure of the Trenches" we cannot guess, but from the frequent appeals it must be some heavy attraction.

Foreman W. E. Stump, Madison, has invested in a nice big "Overland" and has promised us a ride just as soon as he can get acquainted with it. We always carry heavy insurance, Bill.

Brakeman E. L. Watt, of Austin, Minn., has decided to hang his shingle on the S. M. West. The welcome of the division is his.

We wish to thank the employees who so kindly contributed to the Railway Regiment Fund. We are sure the boys who are now in France will appreciate it, for a finer bunch of fellows never lived. And they deserve what little comforts we can give them. If T. P. H. should happen to see the above let's hope he makes me the agent at Paris.

To the employees who have not contributed we wish to state we are still here to receive the sum of ten cents from each one, this amount to be used for the comforts of the "Railroad Regiment" now in France.

Fireman Clarence Snell is laying off attending to his threshing on his fine farm at Erwin, this state.

Machinist Harry Opie is visiting relatives at Austin, Minn., this week.

Machinist Andrew Folsom has resigned his position at the Madison roundhouse and moved to Pittsburgh, Pa. While we are sorry to see Andy go we wish him the best of success in his new location.

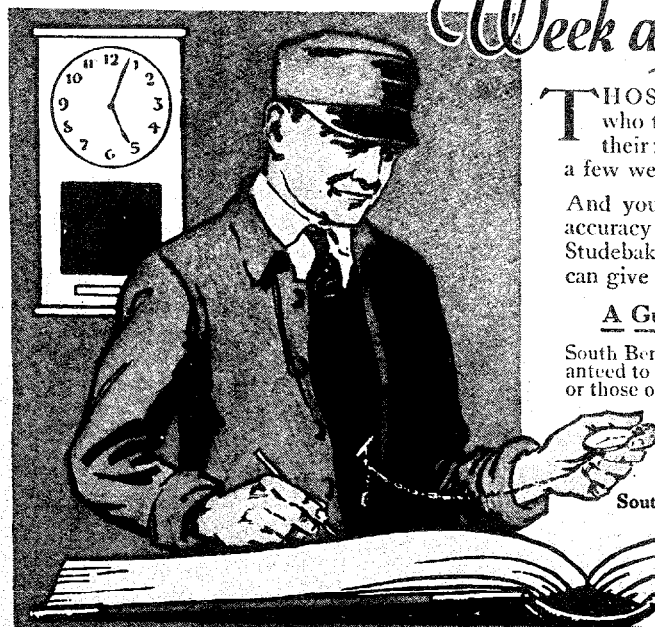
Machinist Clarence Lundquist, Madison roundhouse, has accepted a position with this company at Sioux City. May the best of success attend him, and may he return to us as one of our future officials.

Dispatcher E. H. Laugen is spending his vacation with relatives at Rushford, Minn.

Dispatcher C. A. Berg returned to his duties at Madison the first of the month after visiting relatives and friends at Dubuque and LaCrosse.

Dispatcher J. W. Malone spent most of his vacation helping Agent E. N. Bucklin get his "Chalmers-Detroit" into running order for the Fair races at Madison, September 6th, 7th and 8th, but owing to trouble with the lubrication we were unable to enter it this fall.

"Week after week—On time!"



THOSE railroad men, on roads all over the country, who trust to South Bend Watches, have learned that their remarkable accuracy is *permanent*—not just for a few weeks or months.

And you, too, whose daily work depends on just such accuracy will value the dependability of a South Bend Studebaker Railroad Watch. It gives you all any watch can give and *more*; for it is backed by

A Guarantee Offered With No Other Watch

South Bend Watches are absolutely and unconditionally guaranteed to meet the requirements of the road you now work for, or those of any one to which you may transfer within the next five years.

Your jeweler will tell you many other reasons why you should buy a South Bend—the "Watch with the Purple Ribbon."

South Bend Watch Co., 2810 Studebaker St., South Bend, Ind.

South Bend Watches

Company D Eleventh Regiment I. N. G.

The Eleventh Regiment Illinois Infantry, which was organized during the fore part of September and departed for Camp Lincoln, Springfield, Ill., on September 4th for a course of instruction, returned to Chicago on Saturday, September 22nd.

The Regiment was recruited in eleven days and has been designated as the "Ever Ready Eleventh."

Company "D" of this regiment has a quota of eighty-two officers and men, and is composed of employes of the C., M. & St. P. Ry., under the command of Jerry Welch, captain.

The time spent in encampment at Camp Lincoln was devoted to intensive military training, and it was remarkable to note the rapid progress made by the men in the short time they were in camp.

The regiment arrived in Chicago about noon and paraded through the Loop, where they received great applause from friends who welcomed them home. They afterwards marched to the Second Regiment Armory, 2653 Madison St., which is to be their headquarters.

Companies "C" and "D" acted as an escort to ex-President Theodore Roosevelt, who delivered an address at Dexter Pavilion, September 26th.

Jerry Welch	Captain
Albert H. Davies	1st Lieutenant
Henry A. Wolff	2nd Lieutenant
Lee Wallace	1st Sergeant
George Wilson	Supply Sergeant
John W. Davis	Mess Sergeant
Emmet J. Kissane	Sergeant
Joseph Smejkal	Sergeant
Edward J. Belzer	Sergeant
Ralph Anderson	Sergeant

Corporals.

Harry McChesney	Albert Zennaty,
John Feinen	Raymond Hess
Raymond Jorgenson	Paul Bassile
John Kreiter	Stephen Skriba
	John Millette.

Buglers.

Peter Haggan	George Unger
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Privates.

Morris Bernstein	Charles R. Ramson
Benjamin Browder	Edward Richel
John Buelting	Harry Ruud
William C. Busch	William Ryan
Joseph Chapman	Gustaf A. Sanger
Marshall E. Connelly	Albert Schmidt
George E. Curran	Elmer H. Schroeder
James Czaplak	Merlin A. Schulkins
Gustaf Deinhardt	Thomas W. Stanton
Charles Donahoe	Howard J. Kaiser
Thomas Dyba	Irwin Kessler
Henry L. Fortier	Clyde E. Kinney
Harry L. Fox	Otto J. Koch
Arthur Freitag	George Kukla
Daniel W. Grant	Chester R. Larson
James J. Griffin	Harry L. Larson
John Hallasy	Webster G. Larson
James T. Harvey	Charles Leach
Paul Horvath	Benjamin Levy
Wilbert Jones	David A. Young
Arthur LaRue	Anthony Steffan
H. A. MacKenzie	Delbert J. Steinhofner
Jacob Maday	Benjamin Strumpf
Andrew Majerik	Raymond Ten Eyck
Hans Mellgaard	Frank Vrab
Fred Merz	George Warwick
Charles L. Nellingan	Edward Windes
William H. Nickles	Joseph Wolff
William Pasho	Arthur A. Wood
John Pavlinitz	William F. Wright
Frank Orlovski	

AN IRISH KAISER OVER THERE.

When the war is over, laddies, just take a tip from me,
There will be no German submarine a-diving through the sea,
For the Fatherland of Kaiser Bill, the guy we are going to lick,
Will have a brand new Kaiser, and the same with be a Mick;
We will change the song, "Die Wacht am Rhine," into an Irish reel,
And make the Germans dance it if so inclined we feel—
For the police force in Berlin will be Micks from County Clare
When we put an Irish Kaiser in the palace over there.

Sure in every German park you will find a sweet Colleen,
And the fields of waving sauer kraut we will plant to Shamrocks green.
No liverwurst or sausage when the German drinks his suds,
He will get corned beef and cabbage and good old Irish spuds.
The heathen guns and gas bombs we will throw them all away
And make them use Shelalahs or bricks of Irish Clay.
They will wear no Iron Crosses—sure 'tis Shamrocks they will wear
When we put an Irish Kaiser in the palace over there.

Black Hills Division Notes

J. R. Quass.

Agent F. E. Dockey and family of Reliance have returned after a few weeks spent on their farm in Missouri.

Sorry to have omitted the mention in last magazine that Operator Ed Dwyer and wife are the proud parents of a baby girl.

Engineer C. C. Kline and wife also received a visit from the stork, who left them a daughter, born August 8th.

Conductor Paul Smock and family have moved from Chamberlain to Mitchell, account of way freights running from Murdo to Mitchell.

Operator R. G. Young is laying off a few weeks enjoying the best part of the hunting season. Operator Adair is relieving.

Conductor T. A. Biggs has been laying off a few trips, relieved by Conductor W. A. Rand, on 503 and 504, west.

Brakeman Harvey Hopkins is the owner of a new Hupmobile. We are wondering whom the auto bug will bite next.

Carl Morton's name has been added to the brakemen's roster and Harold Reasur is on the firemen's list.

Perry News.

On August 18th Miss Marion Hardy, second daughter of Engineer George Hardy, and Lieutenant Oscar Strahan, U. S. A., were married at the home of the bride's parents in Perry. The bride formerly worked as stenographer in the train master's office at Perry. Lieutenant Strahan is now stationed at Houston, Texas.

A number of interesting letters have been received from the boys in France. When it was learned that the bunch did not like the French tobacco, a carton of Bull Durham was speedily dispatched to the Iowa division crowd with instructions that it be passed around as far it would go. A special tobacco fund was started in Perry and the contributions have been so liberal that a semi-monthly consignment is in sight for some little time to come.

I. & D. Division News.

Some new appointments made along the line the first of the month. The old home guard, C. B. Pfahler, 3rd operator Fort Atkinson, has been removed to position as 2nd operator Ossian. Last years' production Geo. A. Nelson, 3rd operator, Britt will go to Calmar 3rd. Operator F. J. McDonald, the Postville boy, is relieving at Ionia, Temporary Agent R. R. Russell accepting position as freight auditor of the I. & D. Division. Good luck to you all.

R. P. McGovern, 2nd operator New Hapton, thinks he ought to be awarded first prize for his excellent potato field just west of the station at New Hampton. This is one of the best potato fields around the country, and will undoubtedly give a large yield.

Mrs. Henry Miller, wife of the agent at Postville station, has returned from Rochester, Minn., after having a serious operation performed by the skilled doctors, Mayo Bros. The operation being very successful put a smile on Henry's face, but made his pocket book look pretty sick.

My wife's gone to the country. R. C. Lindel, 3rd operator New Hampton.

Ticket Agent F. J. Marron, of Calmar, and Ex-engineer Neillings of the I. & D. Division, motored to Clear Lake last Sunday the 5th. No report of how many 50 pounders were caught.

E. F. Swehla, agent at Conover, and wife spent Sunday, the 5th, with 2nd Operator New Hampton, R. P. McGovern and wife.

F. A. Schroeder, agent at North McGregor, made a hasty trip to Waterloo, Iowa, about the first of the month.

Who's the help in the depot at Lawler, boys? By the color of her voice she's a heart breaker.

The New Hampton Western Union messenger, Verns Sohn, is walking around with his right arm in a sling, the large bone being fractured. In endeavoring to make quick delivery of an important message to the U. S. attorney concerning government business, was cranking his Ford and unfortunately had the spark advanced too far, and the engine started backwards. The sudden start in the opposite direction fracturing the large bone of the right arm. We will sure appreciate it when Verne gets back on the job.

Superior Division News Items.

Engineer M. E. Dwyer, universally and internationally known as "Pig Iron," is in St. Vincent's Hospital at present, where he has just received a back-shop overhauling. Mike's human engine has been "bucking" for some time, but we expect by the time this goes to print he will be breaking himself in again and before long be ready to tackle anything from a J-2 to an N-1.

Among our conscript men the first to join the army of married men is George Bloomer, whose marriage to Miss Moegan occurred Aug. 31st. We wish them long life and happiness and hope George will soon be able to return.

John Dunn is still dieting; while at the Safety First meeting, held at Channing, he was invited to a banquet in the 1097, the sight of so many good things to eat also made him lose his self control, but he manfully restrained himself. It's hard luck to be an epicurean with a bum digestive apparatus, isn't it John?

Another marriage of interest to the division occurred last month when Engineer Sam La Valley became a benedict. Sam's natural bashful, quiet disposition always made him an object of pity to the young ladies of Channing, and to tell the truth we had practically given him up as a marrying proposition ourselves, however, Sam was looking after that part of it very successfully, and from now on Miss Marie Gibault will answer to the name of Mrs. Sam La Valley. Congratulations.

Engineer Tom Brady took his vacation recently, starting with a week on 31 and 6 and finished with a trip to Illionois.

Engine 531 is now in the shop and Engineer Dubois is enjoying his vacation also.

"Lucky" Frank Stock, who had his shoulder broken at Elkhart Lake last month, has returned to work.

Switchman Earl Proctor is the happy father of a wonderful baby daughter.

The stork was rather busy in the vicinity of Green Bay shops, as Conductor Frank Santamour is also boasting of the arrival of a baby girl.



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WHEELING,
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Special Commendation

J. W. Kizershott, operator, Montgomery, Minn., has been given special commendation and credit in the roster for discovery of a dragging brake-beam on car in train 564, August 10th. Train was immediately stopped and the beam removed before further damage occurred.

Agent Miller, Shannon, Ill., has received special commendation for discovery of dragging brake-beam on a Frisco car in train 69, September 2nd. The operator at Kittredge was promptly notified, train stopped and the beam secured before going over the interlocking plant.

Section Foreman Louis Klatkoff, Walker, S. D., has received a letter of commendation for discovery of a burning bridge on the morning of August 17th. The fire was extinguished before any damage had occurred, which is evidence that the section is carefully patrolled and prompt attention given to duties.

T. M. Division brakeman, T. W. Lowery has received a special commendation for discovery of a sand board down on car of stock in his train, September 10th, while train was passing Griffin, S. D. Prompt action undoubtedly averted a serious derailment. A merit mark has been placed to his credit in the roster.

Miss Katie Novstrup, operator at Mina, S. D., has received special commendation for discovery of dragging brake beam while train was passing her station, September 4th. Dispatcher was notified, train stopped and brake rod removed.

Operator Wm. J. Klein, Nora Junction, Iowa, has received special commendation for discovery of dragging brake beam in the middle of a long train and notifying the conductor. Train was stopped and brake rod removed.

Columbia Division Conductor J. C. Breckenridge has received special commendation for stopping his train long enough to extinguish a fire on right-of-way east of Pandora, September 3rd.

I. & M. Division Conductor A. Murphy has received special commendation and credit in the roster for discovery of broken spring hanger and sand board down on St. P. car 100,573, three miles east of Taopi. Train was stopped and the necessary action taken to get the car into Taopi without further accident or injury.

On August 24th Engineer Joseph Gilbert, Fireman Henry Holberg and Roundhouseman Peter Anderson discovered a fire near Bristol Yards, which was rapidly threatening the destruction of a large pile of ties on the right of way. By hard work they succeeded in extinguishing the blaze before any material damage had been done. The work of these men is to be highly commended.

Brakeman J. S. Moore has been given credit in the roster for the discovery of a broken truck under U. T. L. car No. 7683 in train No. 70 at Herndon, Iowa, on July 12th. We wish to commend Brakeman Moore for his attention to duty, as he undoubtedly prevented what might have been a serious derailment.

Train extra west, Middlebrook, conductor, September 12th, passing Hopkins, Agent F. J. Malek discovered a brake beam dragging, notified dispatcher, train stopped at Tower E-14, and brake beam fastened up before any damage or derailment occurred.

Train 1-64, stock train, September 10th, had brake beam dragging at Appleton, Minnesota. J. H. Murphy, brakeman on train 94 discovered it and got the train stopped before an accident occurred.

Iowa Division Conductor H. H. McElroy received a letter of commendation and credit in the roster for the discovery of defects in a car, which allowed stock to escape from the car. The stock was found and reloaded.

Iowa Division Signal Maintainer Heath of Canon, while at Melbourne discovered a broken rail. Attention of the section crew was called to it and the rail replaced before any delays occurred.

Iowa Division Conductor J. L. Clarke received letter of commendation and credit in the roster for the discovery of a broken arch bar under a car at Cambridge August 14th.

Iowa Division Conductor John McLane received credit in the roster and a letter of commendation for the discovery of broken arch bar under a car at Ferguson on August 5th.

Iowa Division Conductor Ben Gable received a letter of commendation and credit in the roster for the discovery of a broken arch bar under car August 12th.

Yard Foreman G. F. Kerns, Cedar Rapids, has received the following letter from Trainmaster E. W. Lollis: "I wish to thank you for Superintendent Oxley and myself for your watchfulness and interest you displayed in the company's interest on August 12th at Vera, when you discovered brake beam down on C. R. I. & P. car 35184 in 2-172's train. There is no doubt but what this brake beam would have caused serious trouble and perhaps a derailment had it passed through Cedar Rapids yard in the condition it was when you discovered it."

Engineer George Smith, now handling the passenger engine between Austin and Jackson, on August 12th completed 50 years of service on Southern Minnesota Division.

He entered the service on the S. M. Division August 12, 1867, as a machinist and fireman. On January 27, 1885 he went into passenger service as engineer, and has been pulling a passenger train ever since. In these 50 years Mr. Smith has almost a clear record, and has always been an efficient and loyal employe of the company.

HONOR ROLL.

Milwaukee Terminals.

Chas. Collins—National Army.
Eddie Collins—National Army.
Lou Flembrook—National Army.
Frank Seaman—National Army.
Art Deckman—National Army.
Fred Heth—National Army.
Frank O'Neil—National Army.
H. W. Aepler—National Army.
Clarence Tasse—National Army.
E. Hardina—National Army.
V. E. Newcomb—Wisconsin National Guard.
Jas. Coleman—National Army

Seattle General Offices.

G. B. Dill—Coast Artillery.
B. D. Inslee—Washington National Guard.
Harold P. Schlosser—Wash. National Guard.
W. J. Grinnan—Army.
Al Bechtel—Washington National Guard
Charles Mercer—Coast Artillery.
Frank O. Mercer—Engineers' Corps, Ft. Leavenworth.

LaCrosse Division.

E. Williams—Alde de Camp, 63rd Infantry Brigade.

C. W. Smith—Signal Corps.

Bellingham & Northern Ry.

Edward Johnson—Washington Naval Militia.
Harry S. Bertell—Washington Naval Militia.
Ernest Roman—Washington Naval Militia.

H. & D. Division.

J. C. Stennes—Minnesota National Guard.
Thomas Fallon—Hospital Corps.
Herbert Rausch—Naval Reserves.
John Kizniar—Army.
Frank Smith—Army.
Jas. P. Neary—Army.
Levi Cruss—National Army.
James Jones—National Army.
John Gengler—National Army.

Council Bluffs.

Joe Dellinger—1st Iowa Engineers.
Donald Macrae, Jr., M. D. Major—Hospital Unit K.

Iowa Division

Elmer Clothier—1st Battery, 313 Engineers
Audry N. Drake—National Army.
George Fullerton—National Army.
Samuel Anderson—National Army.
John Barth—National Army
C. B. Christ—National Army.
H. H. Gibson—National Army.

**Milwaukee Employees at Officers' Training Camp,
Fort Leavenworth.****Company 1.**

C. F. Healy, Captain.
H. A. Laroy, Captain.
H. L. Holderman, 1st Lieutenant.
C. M. Jenkins, 1st Lieutenant.

Company 2.

W. L. Knapp, 1st Lieutenant.
C. H. Poole, 1st Lieutenant.
Myles, 2nd Lieutenant.

Company 4.

F. O. Mercer, 2nd Lieutenant.

D. C. Rhynesberger, Captain, and W. E. Chatfield, 2nd Lieutenant, formerly of the Valuation office, finished the first training camp and are now on duty at Camp Grant, Rockford, Ill.

Obituary.

It is with sorrow that we report the death of our fellow workman, John Thomas Farley, who passed away at his home in Dubuque, Iowa, on September 19th. Mr. Farley has been in the employ of the Milwaukee Railroad for the past forty years, and during that time has made many friends, who will regret very much to hear of his decease. The sympathy of his fellow workmen is extended to the bereaved members of his family.

Albert T. Schroeder, for 54 years master car painter at Milwaukee shops, died on August 26th at the age of 90 years. Mr. Schroeder served with the 9th Wisconsin infantry in the civil war, and came out with the rank of captain.

Captain Schroeder was a favorite in Grand Army circles. He was born in Germany, but was one of the pioneer residents of Milwaukee. He is survived by three sons and one daughter.

John S. Ryan, an employee of this company for over 50 years, at Minneapolis, died at his home in that city, August 21st. He suffered a paralytic stroke while in his office and did not regain consciousness before his death. He was widely and favorably known and his passing is mourned by a large circle of friends. The sympathy of fellow employees is extended to the bereaved family.

Notes From the West H. & D. Division.**H. Murphy.**

Fireman Wm. L. Schroeder recently united in marriage to Miss Minnie Ambuel of Aberdeen, has departed for Seattle on his honeymoon.

Earl Asque, former clerk in the superintendent's office, came rushing into this office several days ago with the usual ambitious stride just to say hello. Earl has been farming all summer and looks like the farm life is agreeing with him.

George Zimmerman, clerk in the superintendent's office, spent Sunday hunting at Summit, S. D., but reports poor luck.

Fireman Joe E. DeVries has resigned to go farming.

A. O. Hegre, pump repairer at Roscoe, has resigned due to being drafted. C. D. Gillen from Fort Pierre, S. D., has taken his place.

Clarence Reimmen, B. & B. carpenter, has left the service of the company, due to being drafted. West H. & D. Div. Fireman Levi Crull has been called to Rushville, Ind., on account of being drafted.

Oscar Erickson, clerk in the dispatcher's office, spent Sunday with his folks in Montevideo. Mr. Erickson took Joe Stennes' place when Joe joined the colors and left for Fort Snelling, Minneapolis.

Former H. & D. Div. Fireman Jas. H. Tiller has joined the navy in the capacity of fireman and is now at Bremerton, Wash.

Miss Matilda Kully has accepted a position as stenographer in the car shops at Aberdeen.

The dimes are coming in for the boys in Company D but we hope to get a good many more. Lists of contributors will be found at the round-house office and also the general foreman's office and all those who have not yet contributed are requested to do so as we wish to send in these lists.

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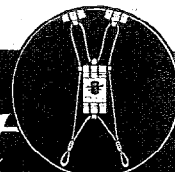
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On The Steel Trail

Chicago Terminals News.

Catherine M. Bartel.

Sergeant G. E. Cauby, of the Second Regiment, has just been called to duty and we all hope he will safely return. Guy has been in our out freight billing department at Union St. for a long while, and is well liked both by the employees of this office and the Second Regiment.

On July 7th and 8th, Chicago station was honored with the presence of Harry Zaue, contracting freight agent, and Chief Clerk Johnson, both of Kansas City. We are glad to see that the boys do not overlook Union Street when they are in Chicago.

Grain Clerk Willis Hathaway, our most famous fisherman, spent the 4th at Ellis Junction, but reports "bum luck" on his return. We know he took along the regulation bait. What was the matter? Guess you will have to take a few lessons from Syd Roth. He always make big catches on such trips.

H. W. Woodward, our switching clerk and one of Union Street's old timers, has resigned his position to accept employment with a Chicago brokerage firm. We are very sorry to lose "Woody," but are mighty glad that he is moving up the ladder. We wish him success in his new position.

We have just given up another one of our good way bill clerks to the cause. Herbert Rausch, who has been on the out freight bill desk, has resigned and joined the marines. Good luck to you, Herbert, is the wish of all of us.

Marie Bosler, our assistant grain clerk, has just returned from a visit to Wallace, Idaho, where, we understand, she went to visit her sister, although it has been rumored that there were other attractions in Wallace that kept Marie working overtime. At any rate she has been wearing that broad smile that won't come off, but we will withhold congratulations until some time later.

Agent Pierce's clerk, J. A. Blair, who has been on the sick list for several weeks, is reported improving slowly. Jim has been confined to his home due to a nervous break-down, and he has been missed by all of us. We hope for a speedy recovery and that we will again see his smiling face on the old job.

It has been learned that Chief Rate Clerk A. J. Bernhard has sent his family to the country for a few weeks, although no fireworks have been reported from the park, which, no doubt, is due to Al being on his usual good behavior during their absence.

Rate Clerk F. C. Kurtz, another one of our faithful old-timers, has resigned to accept a position with the Crane Company. We miss him and wish him much success. Albert Baltzer, formerly rate clerk in the freight auditor's office, has accepted the position left by Mr. Kurtz. It is needless to say that Al is keeping the desk clean.

Chief Yard Clerk Burke, at Western Avenue, is the recipient of a letter written by Carter McNamee, formerly employed as yard clerk at Western Ave., but now at the front in France defending his country and flag. Mr. McNamee was one of the first of our boys to enlist, and went to the front in France with the first detachment of soldiers. This is only one of the representatives among the yard clerks who are showing their loyalty to the U. S. A.

Mrs. J. J. Barton, wife of switchman Barton, was called to Escanaba, Mich., September 13th, due to illness in the family.

Yardmaster Frank McGraw, wife and daughter, Anna, made a brief visit with friends at Holland, Mich.

Switchman W. L. Brown, wife and three children, returned recently from a visit with friends and relatives at Baltimore, Md.

John O'Toole, ex-clerk in the office of Asst. Supt. Bush, relieving Mulvanny and Meek, goes to Pacific Junction the first of the week to break himself into the interlocking game, and we say Pacific Junction is the one place to get broke in. We are sorry to see him go on account of his

being in the office off and on all summer and has created quite an impression on the fair sex.

Miss Kathleen M. O'Neil, stenographer in the office of Asst. Supt. Bush, has just returned from her annual vacation, having been absent about six weeks and we can say she looks swell. She spent most of her time in the East, around New York and Boston, she having been in Boston. She says "Nothing to do now until next June but work, but that something may happen then." Miss M. O'Flaherty, of Elgin, pounded the Underwood in Miss O'Neil's absence.

General Yardmaster John Grunau has resigned and taken charge of an engine. He is succeeded by Mr. L. A. Smith, formerly of Yard 3, Galewood. Mr. Geo. W. Miller appointed day yardmaster, Yard 3.

Yardmaster J. C. Logan also resigned and has taken a transfer engine days. Ed. Johnson being transferred to the grain alley in place of the "Lion Tamer." James Christopher placing the men nights in place of Johnson. The eight-hour jobs must appeal to Grunau and Logan. It, of course, will give Logan more time to boom his wildcat oil stocks.

James Mulvanny, chief clerk to Trainmaster Costello, is off on the last leg of his annual vacation and we understand he is up around Milwaukee in the recruiting business. Good boy, Jim.

Chief Operator Willie Murbach celebrated his 56th birthday on September 7th, and we can say to you that Willie is some chicken yet, regardless of his years. He was presented with a fine box of tomatoes and a set of resolutions from the Asst. Supt. Bush's office.

Miss Anna Merzjak, our popular telephone operator at Western Avenue, is enjoying her annual vacation somewhere around Cragin and Galewood. Details to follow.

R. & S. W. Notes.

H. J. Beamish.

Engineer McCann, formerly on the Elkhorn milk run, visited old friends along the line August 22nd.

Joe Larkin broke the record and took a day off August 21st. Attended the circus in Milwaukee. Nick Hermes relieved him.

His many friends on this division learned with pleasure of C. A. Bush's appointment as station master at Milwaukee.

Changes in the Savanna office force puts J. D. Voltz on the second trick as a regular. The boys along the line have all been pleased with his work and are glad to welcome him.

Fred Voss, though shy a blue coat, captained 1st 36, Labor Day.

Speaking of uniforms—it's going to be a feast for moths around Milwaukee this winter. The calling off of the Elkhorn specials means that the annual airing will not take place. Except Horton—yes sir, there's the boy. "Station Master Horton," and your hats off, gentlemen.

Agent Bush, Racine, was a LaCrosse visitor September 9th.

Operator Smith has been assigned second trick at Elkhorn.

H. W. Brown succeeds Mr. Thurber as chief dispatcher of the Illinois division, Mr. Thurber going to Dubuque as trainmaster.

Mr. Edward James Anderson, of Elkhorn, was a Corliss visitor, August 29th. We are glad to learn that, owing to the influence of the gentler sex, Mr. Anderson now says "excuse me" whenever he cusses. No question about it—some women should be allowed to vote.

Rather a bad derailment at Porters, August 30th, caused considerable delay to traffic. Conductor Staufer, in charge of train, got a bad shaking up, but is back on the job again.

Jake Myers has returned to work after failing in his attempt to blow up the bridge. You know Jake—everybody does—and you know how strong he can feel about things. Well they got the story started that the branch run was to be

discontinued—by order of the government. So the Old Fox got Charlie Hayes on the job—figuring on hurting the company as little as possible—and planted something like a ton of explosives under Peck's bridge. Then Andy Nelson came along and found it and spoiled the plan. (I wouldn't do this, but he abused me for years.)

The visit of a certain party from the other end of the division called to mind a song that was very popular at Delavan Lake a couple of years ago:

His right little eye was a good little eye,

But his left eye liked to roam—

So if they don't stop making them so Beautiful-oofiful

He'd better leave his right eye home.

John W. Hayes, agent at Elkhorn since 1865, died at his home in that city September 12th. Mr. Hayes was born in Pennsylvania, September 30, 1833. In 1861 he entered the railroad service with the Racine and Mississippi railroad and has been with the St. Paul since 1862. Up to two years ago Mr. Hayes was in active charge of the Elkhorn station and held the respect of the officials and the patrons of his office to a high degree. The funeral was conducted by the Masonic Lodge and was attended by many of his friends in railroad life.

It is understood that H. J. Beamish was showing some of his Milwaukee stock at the Elkhorn fair this year. E. J. A.

LaCrosse Division News.

D. W. Swartz.

While "Kickapoo" Sampson is enjoying that long planned visit to the Coast your humble servant has been requested to endeavor to fill his shoes, reportorially. Please overlook my mistakes as I hope to improve with experience.

Engines No. 8028 and 8004 have been equipped with Type "D" Duplex Locomotive Stoker. The boys claim they are a howling success in every way. The fireman's work is lightened considerably, while the engineer knows that he can beat "her" all he desires and the pointer will hang at the 185-lb. mark regardless of lumps or slack, which is quite a load off his mind when he is on short time up the hill ahead of No. 57.

The depot at East Madison is being enlarged to better accommodate the traffic at that point.

Engineer E. A. Pedder, owner and pilot of the Bon Ton speed boat, captured 1st prize in a 6-mile handicap race on Lake Monona at Madison, September 2nd, making the time in 24 minutes 55 seconds.

Since Lieut. F. T. Lee departed for France we have had a continuous change of engineers on the Watertown branch. J. P. Sullivan, Wm. Blau, D. T. Mulcahy, and last but not least, "Shorty" Meyer, have all tried their luck and declared it a hard game.

The work train, which has been at Watertown all summer, was pulled off the first of September. Engineer Colton displaced Walt Usher on runs No. 37 and No. 32. Conductor Sprague is working on Nos. 410-423 in place of Jim Usher.

Engineer Geo. Nellins has been off the better part of the past month. Wm. Saniter has been running the Watertown switch engine in his place.

On Wednesday, September 5th, eight cars of coal in train No. 557 were derailed one mile north of Arlington, necessitating the transfer of passengers around the wreck for 48 hours.

Thursday evening, August 30th, the Bon Ton orchestra, headed by Engineer E. A. Pedder, gave a successful dance at DeForrest. It was the largest affair of the kind ever held in the vicinity, as tickets were sold to 103 couple. If any of the railroad men are looking for good music at their annual dances, here is a chance to get the best for the money.

The gates and electric semaphore at Watertown Junction have been erected again after being knocked down when Engineer F. A. Woodman disputed the right of a C. & N. W. drag to monopolize the crossing at that point. Brakeman Aubray Cadman, whose foot was injured at the time, is improving as well as can be expected and is learning to navigate with the aid of crutches.

A. E. Cunningham, agent at Hubbleton, is taking a few days off. Joe Rebstein is acting as relief.

Wm. Sherman, agent at Marshall, was visiting in Chicago a few days the first of the month. Ivan Sherman is trying to greet all comers with

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Electricity in the Railroad Man's Home

Electric Cleaners Simplify House Cleaning

The annual house-cleaning has lost more than half its terrors since the invention of the electric vacuum cleaner. Most of the dread and hard work of house-cleaning was the taking up of rugs and carpets to clean the floor beneath, and to thoroughly clean these unwieldy objects on the front lawn or the clothes line. Beating rugs and carpets in a cloud of fine dust is about the most disagreeable job in the world.

Where the electric vacuum cleaner is used, instead of the old fashioned broom and carpet sweeper, there is no need to take up the rugs and carpets to clean them. This powerful little device will suck up all the dust and dirt, taking it out of the depth of the fabric and even from the cracks and crevices of the floor beneath. A vacuum cleaner will clean a rug, or a carpet, better, as it lays on the floor than anyone can clean it by beating it. In fact, a good vacuum cleaner will take quarts of dirt out of any rug after a beater pronounces it perfectly clean.

The vacuum cleaner also dispenses with the weekly shaking and beating of rugs. It keeps them in fine condition, whereas beating and shaking wears and tears the fabric. The vacuum cleaner, driven by a small electric motor, which secures its current from any electric light socket, entirely eliminates this hard labor in the home. The cost of operating such a cleaner is a great deal less than the hourly wages of the scrub woman.

A Nickel's Worth of Electricity

A nickel will buy the use of approximately one-half horsepower of electricity for one hour, where current is used for fifteen cents a kilowatt-hour. It is astonishing what a large amount of work a half horsepower of electricity will do in any home.

An engineer of the General Electric Company has figured out that a nickel's worth of current will perform the following tasks:

Light an average room with two 20-watt Mazda lamps three hours a night for three days.

Clean your house six times.

Do the family washing eight times.

Run your sewing machines three hours a day for a week.

Operate an electric fan three hours a day for six days.

Make toast for breakfast for the family every morning for a week.

Heat the electric flatiron for one hour.

The Cost of Electric Lamps

Electric lamp bulbs cost but a few cents each. The process of making these bulbs is so complicated that it is a triumph of industry that a lamp bulb can be made and assembled to be sold for a few cents.

The new drawn wire tungsten Mazda lamp bulb cost more than the old carbon filament lamp because it is harder to make the new lamps. But the life of the wire drawn tungsten lamp is more than double that of the ordinary carbon lamp. In actual tests it averages, for the smaller sizes, fully three times as much, and in practice, allowing something for the greater strength of carbon and metallized filament lamps, it would probably be more than double. The cost is, however, less than twice as much as for the carbon lamp, and hence the average cost of renewals would be less on the average with tungsten lamps than with the others. The efficiency of Mazda tungsten lamps is very much higher, so that there is scarcely any place where carbon or metallized filament lamps can now be used advantageously.

The new Mazda lamps give three times as much light, of a vastly better quality, as the old carbon lamps. So, even though they cost a trifle more, it is good economy to buy the new lamps. They will more than pay for themselves when the monthly light bill comes in.

Ironing on the Porch

The electric flatiron made it possible to do the family ironing on the back porch, where it is cool and pleasant, instead of in a hot and sweltering kitchen.

The electric flatiron produces its own heat. And it will heat up just as quickly on the porch as in the kitchen. No fires of any kind are required. The iron is connected to the kitchen electric light socket by a long flexible cord. The current flows down this cord, in which are concealed two wires, to the heating element within the iron.

The six-pound domestic iron will do a family iron for about five cents. It saves walking back and forth after hot irons and relieves the housewife, or laundress, from the sweltering heat of a hot kitchen.

his father's pleasant smile in the meantime.

Conductor James Usher displaced Robert McKay on the Watertown branch, as he could be more at home than when on the main line through runs.

Since the mobilization of the national guard at Camp Douglas special trains have been run on Sundays from the southern part of the state via Madison and Portage so that friends and relatives of the boys could make them a visit.

Conductor F. E. Varney is wearing the gold buttons again on the Portage branch passenger while Geo. Acers is off.

Walter Graham has taken the job as baggage-man on the Watertown branch formerly held by Joe Francis. Joe has taken the job of head brakeman on the Portage way freight while the regular man, John McDermott, is recovering from a fall he received some time ago.

The father of Brakeman Wm. Neitzel passed away at his home in Watertown, August 30th, after a lingering illness. The sympathy of all employees is extended to the bereaved family.

Operations have been begun at Marshall for the construction of a milk condensory.

Ye scribe enjoyed (?) a two-weeks' vacation during the hot weather nursing a regular old-fashioned carbuncle on the back of the neck. Sympathetic friends claim they are a sign of good health, but we don't believe in signs.

Wm. Higgins, assistant to the agent at Waterloo, spent his vacation at Glenwood Springs, Colo., and seems quite pleased with the country thereabouts.

Miss Jennie Rudd, private secretary of the agent at Sun Prairie, reports an enjoyable camping trip at Preston, Minn., during her vacation.

Clarence Parsons, agent at De Forest, made a trip on train 467 the other day renewing his acquaintances with the local operators.

Below is the score of the first annual match bowling game between the International Harvester Company employees of Madison and the C. M. & St. P. team of the same place.

C. M. & St. P.			
Saddy	162	169	187
Blau	176	188	146
Meyer	164	112	120
E. Tedder	139	154	156
Conlin	150	180	180
Totals	791	803	789
International Harvester Co.			
Packman	201	175	245
Edwards	126	151	130
Groth	142	153	150
Moery	159	151	148
Schreiber	179	136	156
Totals	807	766	829

Notes from Butte, Montana.

"Spike."

John and Bob Nolan have been drafted into our national army. It's going to be a close race as to who will bring back a German flag.

Mr. M. J. Deeble, our baggage master, spent ten days of last month on the Coast visiting Spokane, Seattle and Tacoma. He reports Daddy Lense still among the living.

John (Jack) Troup, our night depot master, took a weeks' vacation and visited Great Falls, Lewistown, Harlowton and Three Forks. Always stops off at Three Forks. Everybody is asking him what the attraction is at Three Forks. What is it, Jack?

We are wondering if Jimmy Toy has seen any more butter in our tunnels that resembles dynamite.

Engineer Barton is now running No. 33 and No. 34 in place of Harry Hamilton, and Conductor Donner in place of Jack O'Hanlon on No. 33 and No. 34.

Depot Master Scott moved his family over to Butte from Three Forks. Everybody is moving from Three Forks. We wonder if anyone is left there yet. Ask Jack Troup, he knows.

It's Passenger Conductor John Rogers, now running our Olympian and Columbian in place of Twohey, who is taking a vacation.

Dick Wende was seen riding on our passenger trains. We wonder what has become of his "Cadillac."

Ethel (Peggy) Fuller was a Butte visitor.

Mr. Criss, of the engineers' office here, has been appointed superintendent of maintenance of the Butte Electric Railway Company, and we are all glad to hear of his successful boost.

We are sorry to hear we will lose Mr. S. R. Bryan as traveling freight inspector in our territory, but glad to see him enjoy life in the "United States." He has been appointed assistant agent at Seattle station, and we know he will do justice to the position.

The bunch at the freight office went over to Deer Lodge last month for the big doings at the "Milwaukee Dance." Owing to the train being quite late the bunch was disappointed at only having thirty minutes left when they got to Deer Lodge when the whole show was over. We might add that we especially enjoyed coming back in the "Crummy" of Extra East Kettle with three thousand tonnage ahead. One of these days we will give a dance in Butte and invite the Deer Lodge bunch over. Yes, once of these days we will, Peggy.

Our renowned Missoula division correspondent dropped in the other day, "taking five" and remarked to the kind scribe of the "strike-bound city" as how she liked Butte so much, oh yea much better than —. Oh, well, mebbe she ain't got acquainted yet with all the lady killers in "Conley's" town.

We're just staying awake nights a-wondering where "Billie" got his bunch of "heart breakers."

Andy Anderson, of the employment bureau here, formerly of Minneapolis, sure is some "sport." Every time he passes a "Milwaukeean" in his new Overland he puts on the brakes and says, "have a spin." When do we go fishing again, Andy?

Miss Alice Gould, late of the N. Y. C. Railway at Axhandle, New York, is now the record clerk, having succeeded Mrs. Ybarra. So far her work has been excellent and as she claims no kin to the registered kingdom, all success is wished.

Miss Alice Sullivan, hello girl at the passenger station, was quite peeved at some one a few weeks ago. It seems somebody sent an announcement of her marriage at Anaconda with her beau, Jimmy Wells, to all the daily papers in Butte, which was a false statement. Of course, the newspapers, after being informed of the falsehood, atoned for the statement the next day. It may not be so, Alice, but when will the main show come off?

The Butte, Anaconda & Pacific Railway Company will use our new passenger station effective October 1st, and will use tracks 5 and 6 for their trains. As they use electric power as well as the Milwaukee we will have fourteen passenger trains operated by electricity in our "Union Station" every day.

River Division Items.

H. D. Witte.

J. Ostrom, district carpenter, and Mr. V. S. Engman are making annual inspections of bridges on River, C. V. and Wabasha Divisions.

We are pleased to note that the operators position at V. R.-St. Paul ticket office has again been installed after a vacancy of a few months.

W. J. Thiele, superintendent and trainmaster I. & M., made a business trip over Wabasha Division September 13th.

V. C. Blase, T. E., made a trip over the branch lines during the past month.

F. J. Poeschl, clerk at Chippewa Falls, called upon relatives at Wabasha enroute for points on Soo Line.

Brakeman Carl Stuetzel and J. Murphy have been called for military service and will go into training at Camp Dodge, Iowa, Sept. 19th.

Employees of River C. V. and Wabasha Divisions responded very nicely toward the fund for Co. D.

A. M. Brown, city ticket agent, Winona, has returned from Colorado Springs very much improved in health.

Conductor James Murphy, who has been taking a vacation for several months, has returned and is again in charge of the Columbian.

Mr. and Mrs. W. G. Hansen, of Lake City, were callers at La Crosse during the past week.

L. T. Johnson, trainmaster, was a caller at Wabasha during the past week.

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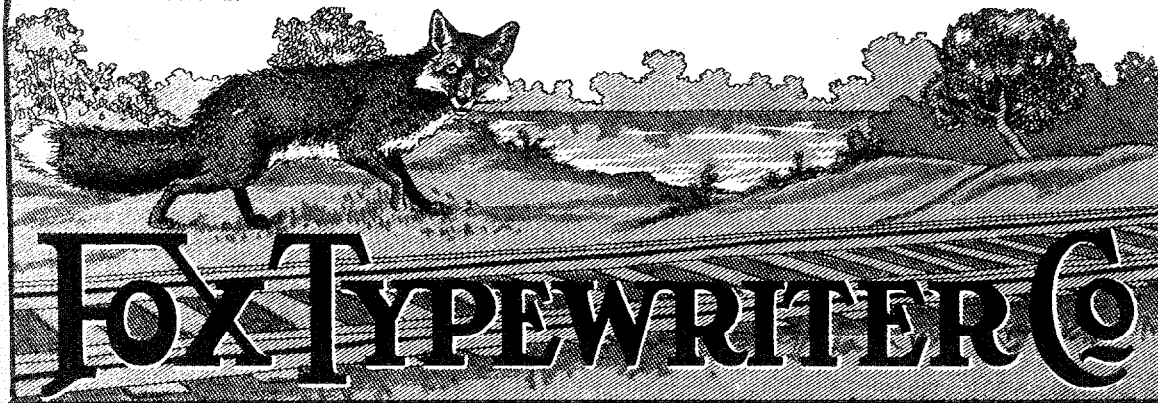
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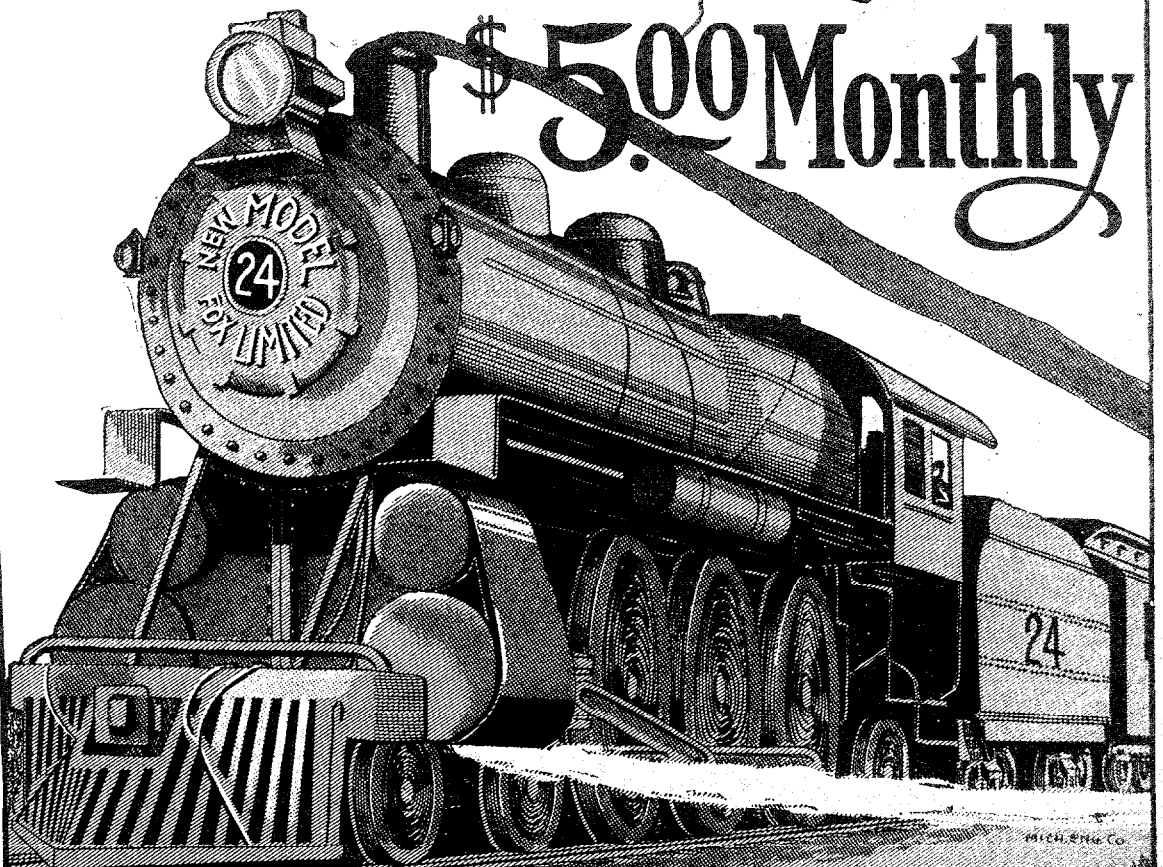
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GRAND RAPIDS, MICH.

Joe Lager, telegrapher and ticket agent at Red Wing for the past nine years, resigned and will locate on a farm in Pepin County. May your new venture meet with success.

William Snell, of Minneapolis, was at Wabasha looking over the car shops Sept. 15th.

S. M. East.

O. J. B.

We have not been able to learn of any remarkable results from the gardeners on the right of way in our vicinity, but we do wish to point out that the spirit has manifested itself and borne fruit in the patriotic gardens started by the boys this spring as the following tale will show. John, our hero, always had a hobby for gardening, and his little patch at Austin was and is a joy to all beholders. This year, having studied the situation over carefully, he decided to make a specialty of beans. None of the fancy kinds or the rare kinds but the simple unadorned bean which serves and nourishes our brave fighters. After they were planted he told us nothing, but while his mortal shell was rolling way freight out of cars or puzzling its head over switch lists, his astral body was blithely walking about the garden nipping a weed here and there or carefully restraining an ambitious radish or lettuce. Work over, and body and spirit one again, he would watch over the beans anxiously awaiting the first sign of their appearance above ground. After seeming ages of watchful waiting he joyfully announced to his comrades of the train that the beans were just in sight peeping out of the ground. And then the patriotism of their owner showed itself. The very next trip he was able to state positively that the beans were eight inches high. A week later they were in blossom and pods of enormous size showing everywhere. Needless to say the ripening process followed on apace and negotiations with the leading canning factories were soon completed and rumor has it that some of those beans were in with the provisions for our Co. D. when they crossed.

Conductor Frank Monty, as predicted in our last issue, went away for a fishing trip, leaving Theodore Jergenson in charge of the freight. We provided at ten-foot rule against his return in order to get an idea of the size of the fish.

Operator F. Noechel who relieved Operator Mikelsen at Wells has gone on to Albert Lea, filling a temporary vacancy there.

Leroy Wells, fireman on the Milwaukee branch line, has just returned to work, having been called away owing to his father's illness. He reports his father much better and able to be about again.

W. A. Mathies spent a pleasant day "visitin' round" last week. Firing gets strenuous at times and a days rest is refreshing.

Ralph Hanson, of the superintendents office at La Crosse, beamed his radiant smile upon us while on his way to visit home folks at Mapleton. Ralph is getting fat. At any rate he refused to run to catch the train that pulled out and left him standing on the platform ignoring his frantic signals to stop.

Conductor Parker is back on the job again after a few days lay off. Conductor J. Placek acted as captain of 94 and 95 meanwhile.

C. A. Berg, a playmate of our "boychild" days came up and shook hands while enroute on a visit to Rushford, Minn. Said he had to study our "fingerments" for an hour and a half before he could place the old face of us. Mr. Berg was a party to a reunion of his brothers, O. H. Berg and Rudolph Berg, visiting their father, who has for years been identified with the best interests of Rushford, Minn. and who has raised seven sons in the fear of God and a love for the railroad. The boys found him looking well and cheerful and our sincere wish is that they may enjoy his companionship for many years to come.

H. R. Laugen, another of the old boys, now agent at Jackson, Minn., and just returned from a visit to the Twin Cities and the State Fair, called for a chat between trains.

Conductor James Rickard has been laying off on account of sickness. We were glad to see him start out to work yesterday feeling much better. "Ted," as they call him up Man-

kato way, came to take his place. The yards at Mankato are pretty big but Jergie doesn't mind that. He can get a doubleheader any time.

It is reported that a pair of I. W. W. men showed up at the Mankato freight house in order to demonstrate how to load freight. After listening patiently to the outlines of the new system, Warehouse Foreman Bill Corcoran and Clerk Summers decided that the thing ought to be tried, and accordingly started in on the demonstrators and showed the benefit of their instructions so well that the "I'm Wilhelms Workers" retired to the kindly shade of a box car located on a foreign road.

We are glad to note that Charley Canfield, whom we can remember as agent at Whalan years ago, is now cashier at Mankato. It is needless to say that the smile, which by the way never has come off yet, is winning him hosts of friends, and the boys at the station whispered in our ear confidentially that they like him fine.

We had a little scare,

That the corn would badly fare,
And the frost was going to nip it in the ear

But now the scare has passed,

Warmer days have come at last,
And the farmers say we will not have to fear.

Pebbles From the Musselshell.

Grace Hardman.

Fireman Meager and wife have moved to Melstone to live for the present. Mr. Meager is on the night switch-engine.

Olonzo Schullo, our call boy, has quit the service to go to school. Hate to lose Lonzo as he sure is a good caller.

Mrs. B. E. Knight, wife of Car Conductor Knight, of Melstone, is in the East visiting friends.

Conductor O'Neill returned from a visit to Minneapolis and St. Paul.

Engineer George Eaton is figuring on taking a lay off and with his wife, will take a trip east. This will be a well earned vacation as Mr. Eaton has not had a lay off in seven years.

Brakeman J. W. Kridler is back on the middle division after being on the east end local for the past few months.

Mrs. E. B. Perry, wife of agent Perry of Melstone, is visiting relatives in Wisconsin.

Mrs. W. F. Maughan, wife of the deceased car foreman of Melstone, left the middle of September to visit her daughters in South Dakota.

Brakeman A. W. Tofus has taken a 60-day lay off and is visiting relatives in Iowa and Illinois.

Engineer Roy Gee is back to work after a two-month visit in Minnesota and California.

Bollermaker Goomey and family returned from their visit to Wisconsin.

Mrs. John Whitney, wife of Engineer Whitney, of Miles City, visited friends in Melstone the fore part of September.

Engineer Dan Drake and wife took a trip to the coast in their auto. This is sure a fine trip at this time of the year.

"Prairie du Chien Division Notes."

Margaret Murphy.

Passenger Conductor T. Kane laid off a few days. He was relieved by Conductor T. Callahan. Conductor W. Wilson took Conductor Callahan's run at Waukesha.

Conductor and Mrs. C. Rosellen, and Car Inspector H. Bensing and wife, Waukesha, were visitors at Camp Douglas.

Mrs. F. Zunker, wife of Engineer F. Zunker, Milwaukee, spent a few days at her former home at Eagle.

Agent F. J. Collentine and wife, Palmyra, spent Sunday at Waukesha.

Passenger Brakeman C. Baker was off duty a few days.

Engineer M. Macedon is taking a vacation. Engineer J. Curtin is running trains Nos. 22 and 7 during his absence.

Engineer E. Kelly and Conductor T. Kelly were called to Madison by the illness of their niece.

Swichtender M. Dempsey, Madison, was a visitor at Waukesha.

Conductor M. Slechta and wife, Madison, took a trip to Duluth, Minn.

Flagman and Mrs. E. Sweink, Madison, were called to Spring Green by the death of a relative. Fireman W. Zunker laid off a few days. He was relieved by Fireman R. Curtin.

Roadmaster J. Murphy and wife, Waukesha, were the guests of relatives at St. Paul, Minn.

Fireman H. Cook laid off one day and took in the sights at State Fair.

J. F. Dempsey, formerly roundhouse clerk at Madison, is back on the old "stamping grounds" at Madison as clerk of the oil house. Glad to hear you're back J. F.

Mrs. E. Horr, wife of Baggageman E. Horr, and daughter, Waukesha, visited Charles Horr, their son, at Camp Douglas. "Chick" is well known on the road, as he was formerly freight brakeman.

Conductor H. Durbin took a short vacation. Conductor T. Kelly took his run during his absence.

Conductor T. Callahan is working as extra passenger conductor this week, account of State Fair.

Callers Elmer Currie and George Lenzer have resigned their position at Madison roundhouse and have taken positions at roundhouse as machinists helpers. E. Currie is working second shift and G. Lenzer third.

John Sage, former caller at Madison, has again become day caller in C. Currie's place.

Jake Labadie, our popular blacksmith at Madison, has resigned his position and has moved his family to Gary, Ind., where he has a good position with a steel company.

Engineer A. S. Merz, after spending the better part of the year at the state capitol in the interests of the brotherhood, has returned to work. At present he is running yard switch engine 1020. Rather close quarters, eh, Adolph?

Our friend Frank Lamphere reported for work on Aug. 12th, but was forced to lay off on the 14th on account of illness which has confined him for so long. Hope you will be out again soon, Frank.

If anyone has an old "mill" that won't run and wants to get rid of it the clerk at Madison roundhouse can use it. "Don't all respond." (What's the joke anyway.)

Last month Madison roundhouse had a few rather strenuous days to all concerned, caused by the walk-out of about 50 men, wipers, laborers, stationary firemen, sand, wood and water men. Sandhouse men, oilhouse men, greasecup fillers, firebuilders, fireknockers, cinderpit laborers and call boys. Strikers demanded 5 cents per hour increase, but terms were completed at 3 cents per hour. Call boys did not get an increase, as they are part of the clerical force. Messrs M. F. Smith, A. J. Klumb, J. J. Little, J. Horn, O'Neil, Williamson, B. Jascomb and several men from Milwaukee offices were in Madison doing all in their power to relieve the situation. They were assisted by laborers from Milwaukee and Chicago, and all trains were kept moving with little delay. Detective Scholl, of Madison, acted as call boy during the strike, getting his rest on the fly or between acts. Roundhouse Foreman A. J. Edmonds was the busiest man on the job and deserves more credit than he gets, usually, from most of us. (Same here A. J. E.)

We are told that we are soon to lose our foreman at Madison, A. J. Edmonds, foreman at this point for so many years, will spend the winter in sunny California. Think of us A. J. along about the middle of January when you are enjoying the beauties of nature. Here's hoping that you will have a good time and when you come back in our midst we hope to see you greatly improved in health. At present it is not known who will take Mr. Edmonds' place but we know that a man his equal will be hard to find.

C. B. Skelton, supervisor of the motor car department, Milwaukee shops, and Harold Rupp, also from the shops, discovered a brake beam dragging on G. T. car 45036, just east of the Soo Line crossing at Waukesha, on train No. 93, July 25th. They stopped the train and repaired same. This might have caused a serious wreck and Messrs Skelton and Rupp should be given credit for same.

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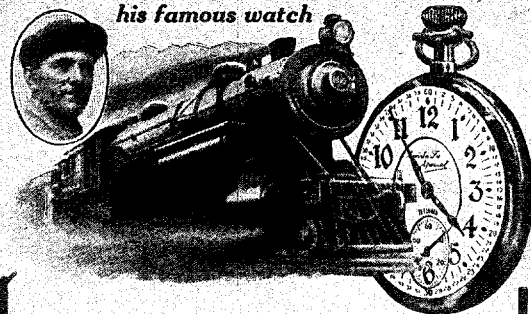
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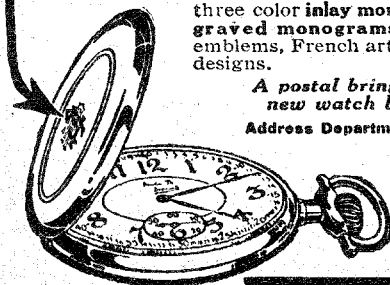
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Construction Notes.

Guyline.

An amusing incident occurred at Rockdale a short time ago. A certain party headed for Hyak substation camp, got off at Rockdale by mistake. After the train had gone on through the tunnel he discovered that he was on the wrong side of the mountain, so he went into the operator's office and inquired about the next train through. The operator informed him that there would be no train for several hours. "All-right," said the man, "I'll walk through." "No you won't," said the operator, "You can't walk through the tunnel." "I guess this is a free country," was the reply, and the man departed.

About ten minutes later the operator hearing a knock on the door called "come in," and in came the man who had just left a few minutes before. "I just wanted to tell you that I just came through the tunnel," said he. "You're crazy, you just left here ten minutes ago," replied the operator. The man looked around, swore heartily and went out. It seems that he got into the tunnel about 500 feet, tumbled, fell, and when he got up he was headed back toward Rockdale. When he reached the open he thought that he had gone through and was at Hyak. The last view the operator had of him was several hours later, when the man went by astraddle of the pilot of the work engine on its way east.

L. Wiley has enlisted in the Signal Corps, and is getting his first taste of army life at Fort Lawton.

J. L. Busselle, formerly substation construction foreman, is now working for the government on the Camp Funston Army Cantonment.

Conductor Tisher says he has never had his name in the Magazine. Here it is Mr. Tisher!

D. H. Miles and H. S. Peck, electrification department, have received their commissions as second lieutenants in the Engineers Reserve and are now in training. Mr. Miles is at Leavenworth, Kan., and Mr. Peck has gone to Vancouver, Wash.

I. R. Downs, of the trolley survey crew, has returned to his home in the East.

B. Farenwald, of the Seattle office, was a recent visitor in Cle Elum.

Practically all the men on electrification between Cle Elum and Tacoma enjoyed the Labor Day celebration in Seattle. Arrangements were made for the gas-electric car used in drilling trolley holes in Snoqualmie tunnel, to pick up all the line crews who wished to go into Seattle on Sunday morning. Most of the men availed themselves of the opportunity to see the sights, and from the reports, everyone seems to have had an excellent time.

Our Monthly Idea.

There is more honor in being fired by some men than in being hired by others.

Prairie Breezes From the H. & D.

C. R. Craft.

C. W. Mayer, who has been working as extra dispatcher, Aberdeen, has again assumed his duties as agent at Bristol.

Tom Morken, the genial traveling passenger agent from St. Paul, was in Aberdeen recently accompanying a troop train to Sioux City.

Yard Conductors George Montague and A. C. Palmer spent a few days duck hunting at Sand Lake at the opening of the season and report good luck.

Yard Brakeman Fred Roth had the misfortune of having a very bad injury to one of his feet and was laid up for some time.

Yardmaster W. C. Westfall, of Milwaukee, formerly of Aberdeen, was a visitor here for a few days during the early part of September, called here by the illness of Mrs. Westfall.

Division Freight and Passenger Agent O. F. Waller made a trip to Sioux City recently accompanying a troop train from this section as far as that point.

Two new stations have been opened up in our territory recently. These being Barnard on the Edgeley Line and Greenway on the Linton Line. Miss Elizabeth Ayers was installed as agent at the former, and Mr. Donald Paul at the latter point.

H. O. Churchill, regular agent at Holmquist, has been acting as relief agent at Waubay dur-

ing the absence of Agent F. R. Scott. Mrs. Churchill acting as relief agent at Holmquist.

Yardmaster A. J. Schreiber spent a couple days at Sand Lake when the hunting season opened and secured a nice bag of ducks.

Agent A. H. Blomgren, of Roscoe, was off for some time and was relieved by John Dangel. W. J. Collins has been appointed regular agent at Ortley; vice, Sam L. Alderson.

Dispatcher Charley Molander has returned from a trip to the west coast and has resumed his duties on the middle H. & D.

Mrs. W. C. Westfall and children left on Sept. 10th for Milwaukee, where they will make their future home. Mr. Westfall having been transferred to that point as general yardmaster. We wish them good luck.

W. H. Swan has been appointed regular agent at Strasburg, effective Aug. 23rd.

All of the boys who are afflicted with the hunting "bee," which includes the writer, are spending their spare time, or are taking a few days off, if possible, and are pursuing the elusive prairie chicken in the stubble fields; or hiding in the rushes around the big sloughs watching for the wild duck to come within range of their pet "cannon." Since Sept. 7th all we hear is hunting stories.

Des Moines Division News Items.

Lela Burnham.

The Des Moines Division will be very busy during the last two weeks of September handling the National Army movement for Camp Dodge. Contingents from North Dakota, Minnesota, Illinois and Iowa are being mobilized there.

J. R. Brice, military accounting representative for Iowa, has resigned to accept a position with a commercial accounting firm at St. Paul, Minn.

Willard J. Hakes, son of Agent A. W. Hakes, of Panora, Ia., and formerly helper at that station, enlisted in the Second Iowa Infantry, located at Sheldon, Ia., but has been transferred from the Second to the Third Iowa Infantry, and is now encamped at the State Fair Grounds awaiting orders for movement to France. This company expects to be called by Oct. 1st.

Brakeman Oren L. Appleby has been promoted to freight conductor, and made his initial trip on the night of Aug. 21st, 1917.

Roadmaster J. M. Nunn spent Sunday, Aug. 19th, with his son, Engineer L. B. Nunn, at Spirit Lake, fishing, and reports he had excellent luck. Caught one 7½-pounder.

Mrs. Andrew O'Laughlin was in Millerville, Ohio, during the latter part of August to settle matters of an estate.

This is to inform and to relieve the minds of the Milwaukee employees at Ponda, Ia., that C. W. Hunter and Miss Clara Tatman were married at Jefferson, Ia., on July 28th, 1917. During the first week of September they spent a short honeymoon in Chicago and Milwaukee, and are now at home to their friends at Varina, Ia., where Mr. Hunter is acting as relief agent. We all join in wishing them much joy, and a successful married life.

Conductor J. S. Flynn and wife, Conductor A. O'Laughlin and wife and Conductor W. J. Caskey expect to leave for Lexington, Ky., about Sept. 29th, where they will attend the Grand Circuit races.

J. D. Shippey, second operator at Rockwell City, and C. R. Stahl, agent at Albert City, were called in the draft, and left service Sept. 21st for cantonment at Camp Dodge. Shippey is relieved by Operator Pettit, and Stahl by R. R. Jacobs.

Mrs. R. P. Edson left Des Moines on Sept. 10th, and will be followed by Mr. Edson on the 21st, going to Shelby, Mont., to attend the marriage of their daughter, Ruth, to Mr. John Sherman McClory, son of Mr. and Mrs. P. J. McClory, of Minneapolis. The wedding is to take place at the home of Dr. and Mrs. J. W. Williamson, sister of the bride, in Shelby, Mont., Sept. 26th. Miss Edson is a graduate of St. Mary's Hall, Faribault, Minn. Mr. McClory, who is a representative in the legislature, and a lawyer, is a graduate of Georgetown University, Washington, D. C., a member of Delta Chi fraternity. Mr. and Mrs. McClory will reside in Shelby.

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Roadmaster Nunn and wife went to Chicago Sept. 18th, to attend the Roadmasters Convention there.

Kansas City Division.
Billie.

Many changes have taken place in the dispatchers office, Ottumwa Junction. Chief Dispatcher F. R. Moore has been promoted to the position of trainmaster of the I. & D. Division, with offices at Mitchell, S. D., and left in August to assume his new duties. E. J. Klahn, formerly dispatcher, is our new chief dispatcher. J. G. Upp is now first trick dispatcher, J. A. Sanford third trick dispatcher and A. J. Jones, from Coburg, second trick operator. They all have our best wishes for success in their new work.

Engineer William Fry has been in Chicago for the past week, where he was called on business by the Brotherhood of Engineers.

Roundhouse Clerk H. Isaacson and party took a two-day leave of absence to attend the State Fair at Des Moines last week, but overstayed on account of the war. Mr. Isaacson is my chief assistant correspondent, so I am awfully glad he didn't overstay too long.

William J. Waters has been appointed car foreman at Laredo, Mo., vice, J. G. Warren, transferred to other duties.

Switchman Max Cogshall, Cedar Rapids, has been off 15 days on account of an accident to his foot, which occurred at the Brundage Carnival.

Clerk Tracy Paulin and wife, also of Cedar Rapids, have been spending a few days with relatives at Marshalltown.

The Sabula, Iowa, "Gazette" of Sept. 8th, prints a very interesting letter from L. M. "Fritz" Guenther, assistant supply sergeant with Co. D. The letter was written to his mother, and is in the form of a diary, beginning July 29, 1917, "At Rest in Foreign Port," and recounting the experiences of each day up to Aug. 13th "Somewhere in Camp in England." He reports our boys well, with the exception of Sergeant H. G. Barnard, who is in a hospital in Liverpool with a fractured foot. A letter received today from Sergeant Barnard advises that he is improving and able to be about on crutches.

Fireman H. C. Montgomery has taken a 15-day leave of absence and has departed for Tulsa, Okla. It is, of course, a secret that he may possibly come back a married man, as he has been raving about his Oklahoma peach around the boys.

Cedar Rapids Yard Clerk Count Price has been off a few days on account of sickness. Yard Clerk Carl Powers is taking Price's place during his illness.

William Zamarek, machinist apprentice, formerly of Ottumwa Junction, is here from Dubuque on a few days visit.

Oscar Root, clerk superintendent's office, Ottumwa Junction, spent Sunday, Sept 2nd, visiting his soldier friends in camp at Des Moines.

Switchman T. B. Nichols is spending a few days at Lake Okoboji.

Firemen Ross Caster, John J. Burns, and Engineer Dan Carroll, the three men at Ottumwa Junction who were caught in the first call of drafted men, have each one given up their respective engines and will not railroad any more until their return, as they have been called for service the latter part of September. All three of the boys are popular among the men and they will be greatly missed. We all are sorry to see them go, and all join in wishing them the best of luck.

Mrs. J. Whelan, daughter Margaret, and sons Jack and Edward, of Dubuque, visited Ottumwa friends during the latter part of August.

Conductor Frank C. Bell has been made night yardmaster at Ottumwa Junction.

Engineer Riley Norman has returned from Excelsior Springs, where he has been for the past two weeks on account of ill health.

On Saturday, Sept. 15th, an accident occurred at Ottumwa Junction yards, which resulted in the death of Evan J. Thomas, and injury of Clarence Whitmore and Edward Wininger. The men were repairing a car from which the trucks had been removed, the car being raised on jacks. A car switching on an adjoining track was derailed, and striking the trucks drove them against the jacks, knocking them from under the car upon which the men worked. Mr. Thomas was pinned under the car and instantly killed. Mr. Whitmore and Wininger were working alongside and were not caught beneath it. They were in-

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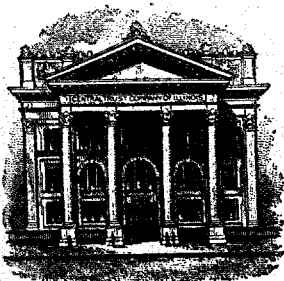
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Capital, \$6,000,000 Surplus and Profits, \$2,500,000 Deposits, \$50,000,000

jured only slightly and were able to be taken to their homes. Mr. Thomas is survived by his wife and five children, who have our sincere sympathy.

Fireman Ed Peters has taken the limited with J. B. Smith in preference to his old freight run. Clerk Dunson, Cedar Rapids, spent a day or two at Davenport a short time ago on business.

H. Y. McNabb, night yardmaster, Cedar Rapids, spent a few days in Des Moines, where he was called on account of the illness of his mother-in-law.

Engineer Runzler has reported for work after being off on a 15-day vacation.

On Aug. 26th occurred the death of Mr. A. C. Atterbury, retired agent, Ludlow, Mo. Mr. Atterbury had been in the employ of the company since January, 1888, as operator and agent. He had been in failing health for some time.

Engineer James Delano and a party of friends (the sex of which has not been revealed) narrowly escaped a serious accident at Laredo last week, when Jim, who has bought himself a new six-cylinder Buick, lost control of his car on the main street of Laredo. Upon turning around in the street, he applied the accelerator instead of the brakes and broke Barney Oldfield's record doing a half circle around the street. They landed safely between two trees and up against the city postoffice. The car was badly damaged but no one of the party was injured to any great extent.

Items From Kansas City Terminals.

C. V. Wood.

Alvin J. Jones, our first trick operator at Coburg yards, has left us, moving his family to Ottumwa, Ia., where he has accepted a position as first trick operator in Dispatcher Klahn's office. He has been relieved by Operator Tuomey, temporarily.

Jerry Dowd is spending his vacation fishing this year.

Special Officer Frank Bell, spent Sunday, Sept. 8th, with friends at Laredo, Mo.

E. F. Reed, chief clerk at our Coburg yard office, absented himself from the office for a period of two weeks early in August, and was relieved by Al Ira.

F. A. McCarthy, third trick operator, Coburg, spent a portion of his vacation period in Lincoln, Neb., attending the State Fair, also visited friends in Rapid City, S. D., and Plankinton.

Miss Martha Brown, first trick operator, Suburban Junction, took her vacation during the month of August, and was relieved by Operator Hammer.

Cashier Owen spent his vacation this year in Joplin, Mo., and it is reported that he bought considerable oil stock.

Our General Yardmaster Fred S. Clarke was laid up for a few days with a severe attack of lumbago. We are pleased to report that he is again on the job.

Al M. Lindner, telegraph operator Liberty Street Station, and wife, returned recently from their vacation, a portion of which was spent visiting relatives at Downing, Mo., and Prairie du Chien, Wis. He was relieved by Operator Hammer.

Paul Cassella, assistant chief clerk Liberty Street Station, while on a months leave of absence, visited his sister in Los Angeles, Cal., and took in all places of interest thereabouts. He reports having a delightful time and it is rumored that he gained 18 pounds.

Revising Clerk Herman Wilson absented himself from work for a period of two weeks. It is reported that he spent a portion of his time visiting friends in Kansas City, Kas.

Miss Pauline Neher, expense clerk, spent a portion of her vacation at Eldorado Springs, Mo., but was unfortunately called back to work before she had finished her stay. Too bad. We're sorry, Pauline, but just couldn't do without you.

Harry S. Zane, city collector, and wife, spent their vacation this year taking in the sights in New York City.

Superintendent W. L. Richards was called to his old home recently account serious illness of his mother. He is back with us again and are pleased to report his mother some better.

During the recent street railway strike Yard Clerk John Platt, Clerks Karren Kelley, A. H. Smith and Herman Wilson made themselves, as well as their Fords, very useful, taking clerks to and from their work. Same is very much appreciated, boys.

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JOHN D. RYAN, Vice-President

C. C. SWINBORNE, Cashier

R. W. PLACE, Assistant Cashier

W. C. RAE, Assistant Cashier

Nelson V. Bartlett, formerly employed in local office, is back with us for a short time. Glad to see you again, Bart.

Miss Jennie Andrews and Miss Lillian Bates made a hurried trip to Oklahoma during the latter part of August looking over their oil interests. Miss Bates expects to visit her parents in Portland, Ore.

Mrs. H. J. Vail and daughter spent Sunday, Sept. 16th, visiting friends at Excelsior Springs, Mo.

Mrs. J. E. Hogan, wife of Chief Bill Clerk Hogan, spent the week-end at Chillicothe, Mo., with relatives and friends.

Our Conductor Harry Biesecker received the sad news that his wife, now in California on account of her health, was very low and he left for Los Angeles, Sept. 17th.

Mrs. Roy Louthan, wife of Engineer Louthan, is visiting friends and relatives at Chillicothe, Mo.

We were all sorry to lose our co-worker, Miss Ethel Kapy, who until recently was secretary to our superintendent, Mr. W. L. Richards, she leaving us to accept the position of private secretary to vice-president, Mr. E. D. Sewall. We all join in wishing her every success and trust that she will be very happy indeed, in her new home.

Wisconsin Valley Division Notes.

W. M. Wilcox.

The carpenters are at work on the new modern coal shed at Wausau.

One of our brakemen had the misfortune to fall asleep on duty while taking coal on No. 72 at Knowlton, recently. We are not going to mention any names this time, but it must not occur again.

Miss Flora Emerich, assistant to the roundhouse foreman at Tomahawk, was the guest of friends in the Tomahawk Machine Gun Company at Camp Douglas, Aug. 26th.

Engineer Frank Pond and wife were visitors at the State Fair, Milwaukee, relieved by Rodehaver.

Engineer B. N. Boorman is in Chicago on business, relieved by H. M. Gilham.

Wiper Tommy Hintz has resumed work at Wausau roundhouse after a months vacation on account of a scalded foot.

Trainbaggage man Fred Kerr underwent a very painful though not serious operation at the Tomahawk Hospital, Aug. 18th. Some of his co-employees seem to think that the operation was more serious than it really was, but Fred has assured us all that he will come out all right in a short time.

Engineer Otto Gebhart and wife were at the State Fair, Bob Randow relieving on 101 and 2.

Conductor John McCloskey has taken the night yard at New Lisbon and Jack Linchan gone to the time freight run for the present.

Mrs. A. L. Hurd, wife of Trainbaggage man Hurd, visited her sister at La Crosse the first week in September.

Conductors J. L. Linehan and J. McCloskey have moved their families to Wausau this month, the former from Tomah and the latter from Grand Rapids.

Bert Nelson has taken the job firing night switch engine at New Lisbon and R. J. Crandall at present holding the way freight job.

Fireman Louis Hansen left for Camp Grant, Ill., Sept. 8th, to become one of Uncle Sam's soldiers and train for the trenches.

Five trains of soldiers passed through New Lisbon Sept. 13th from Camp Douglas enroute for Waco, Texas, and three trains on the 15th, taking about 5,000 of the Wisconsin boys one step nearer the front to help "Can the Kaiser."

General Superintendent P. C. Eldredge was in New Lisbon Sept. 15th looking after passenger equipment for the movement of troop trains out of Camp Douglas.

Operator Little and family, Grand Rapids, spent a couple of weeks visiting in Montana and other western points this month.

Brakeman Fred Schiefelbein has given up switch engine at New Lisbon and taken his old job on way freight, Avery Skeede takes the switch job.

Brakeman Henry Carlson had the misfortune to lose his gold watch while switching between Grand Rapids and Knowlton. It is a 17-jewel Hamilton movement, No. 70532. We hope it will

be found before these items go to press.

Engine 2073 went to Milwaukee shops Sept. 18th with a loose driving wheel and for a general overhauling.

Conductor Thomas Moran off a few days in September relieved by Dostader.

Brakeman Ray Hess, on night switch engine at New Lisbon, has not only been on the water wagon since the town went dry, but also on the ice wagon. "Zip" is a hustler alright and work has no terrors for him.

Trainbaggageman A. G. Shrake and wife visited at Blomington, Wis., a few days in September. A. L. Hurd relieved on 5 and 6.

Notes Iowa (East) Division.

J. T. Raymond.

Conductor H. Higgins is on a weeks leave of absence and expected to spend a few days in Excelsior Springs. Elmer Shook is on the Davenport run during his absence.

Conductor T. A. Hefner is off duty on account of hay fever. Conductor John Briggie is on No. 19 and 6 during his absence.

Conductor G. Van Tassel has returned to work after a two weeks vacation.

Conductor E. Millard has returned from his vacation spent with relatives near White River, Colo., 80 miles from a railroad. He reports great fishing in mountain streams; some fine speckled and rainbow trout were caught.

Conductor A. Schader is on leave of absence and is visiting his sons in Green Bay, Wis. P. Pazour is on the "Merry Go Round" during Andy's absence.

Elmer Shook has returned to work after a three weeks leave of absence.

Baggageman A. Knodle is off on sick leave, but expects to return to work in a few days.

Baggageman C. H. Hayward is on a three weeks vacation and is taking a trip through the west with his family, stopping off at Denver and other points of interest.

Brakemen Henry Kalous, G. A. Larkin, O. O. Keickhaefer and Aron Hern, and Switchman R. Leming have passed the physical examination for military service and are expecting a 24-hour notice to report for service.

Conductor F. E. Winston spent a week in Wisconsin. He reports the fishing fine.

Conductor D. G. Hickey spent ten days on his farm in South Dakota looking after the threshing of his crops. He reports a fine yield.

W. E. Owen, agent Long Grove, was off on a weeks' vacation, F. M. Snyder relieving.

Agent H. E. Ramsey, of Oxford Junction, is off on leave of absence visiting in Des Moines.

Third Trick Operator E. E. Edwards, of Oxford Junction, has returned to work after a weeks' vacation.

R. E. Ogg, third trick operator, Sabula, was relieved on the 17th by R. Zimmerman; account Ogg entering the service of the United States.

Second Trick Operator Don Fox, of Delmar Junction, was off on a two weeks' vacation; Operator J. McGuire relieving.

Agent J. Maloney, of Sabula, spent the week-end Sept. 8th, 9th, visiting in Prairie du Chien.

Chief Operator J. T. Gallivan and wife spent their vacation at the Minnesota State Fair at St. Paul, week of Sept. 2nd. Jerry reports a fine time.

Alice McGuire, clerk in chief carpenter's office, and Alice Brotemarkle, clerk in General Foreman Miller's office, spent two days at the Iowa State Fair at Des Moines latter part of August.

Harold Pelton, stenographer superintendent's office, is on his vacation which will be spent in Minneapolis and that vicinity.

Ivan Winsor, of Miles City, Mont., son of former Iowa Division Engineer Frank Winsor, has been visiting Marion relatives.

Prudence Davis, clerk superintendent's office, spent the week-end Sept. 15th and 16th in Omaha visiting relatives.

C. T. Rowe, formerly clerk in superintendent's office, has been appointed agent at Marion, succeeding C. R. Dummier who has been appointed agent for this company at Sioux City. We all wish him success.

L. Hayden, bridge foreman, has returned from a business trip to Pine River, Minn.

George Miller, employed in supply yards at Marion, spent a few days in New Lisbon, Wis.

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Fred Schantz, paint foreman, spent about a week visiting in Chicago.

George Snyder, for a good many years paint foreman on this division, with his crew is doing this work on our new line northwest from Great Falls, Mont.

Work has been commenced painting station buildings on the East Iowa Division at Sabula, Oxford Junction, Hale and Morley.

President Earling accompanied Mr. Percy A. Rockefeller and party over the division as far as Omaha, Thursday, Sept. 13th. Vice President Bush and General Manager Hart also made a trip west, returning with Mr. Earling on the 14th enroute to Chicago. Superintendent Marshall accompanied them.

Relatives and friends of the boys who volunteered to serve in their railway company organized from the ranks of this company and is now known as Company D of the 13th Engineers, Ry., U. S. A., are receiving some very interesting letters from them. They are dated "Somewhere in France," and tell of a very interesting journey.

W. H. Janes, yardmaster, Perry, was calling on the boys at Marion yard recently.

Harry Van Dyke died at his home in this city Sept. 8th, 1917, after being ill for some two years. Harry was at one time a brakeman for this company and has many friends among the boys.

S. C. Lawson, Sg. Maintainer and family, have returned from their old home at Martin, Tenn., after two weeks absence.

Switchman A. Montgomery, who has been employed in Marion yard for some time, has resigned to go on a farm.

Louie Pazour, chief yard clerk at Marion yard, now with Company C, Iowa National Guard, was calling on friends in Marion few days ago. Louie has been promoted to corporal. We are proud of him.

Wayne Cleaver, recently chief yard clerk Marion, now with Company C, Iowa National Guard, was calling on Marion friends recently.

Charles Izer, conductor Iowa Division, now with Mountain Artillery located at Watertown N. Y., is at home in Marion calling on friends. He has a ten days' leave. Charley has just been made a corporal.

Bert Campbell, first trick operator Marion Yard, and wife, spent a few days in Savanna last week.

Robert Widger, wrecking foreman at Marion, is visiting a few days at Racine, Wis.

Car Carpenter J. L. Brutsman left Marion Sept. 6th for Fort Worth, Texas, as a delegate to the Carmen's Convention.

Car Carpenter George Bowman is spending a few days at Davenport and Rock Island on a business trip. However, George never takes anything stronger than water.

Mr. and Mrs. C. S. Morton, our agent at Hopkinton, were called to Manila to the later part of August to attend the funeral of Mrs. Morton's father. Agent Ireland, of Delhi, relieved him and Operator Gerald House, of Paralta, relieved Mr. Ireland.

Conductor Jake Deill, returning to work after an illness, took service on trains 9 and 10, instead of the Southwest Limited, but went back to his old run after making a few trips account new time card and change of time in No. 10. It seemed familiar to have Jake running into Marion.

J. T. Raymond, the correspondent for the Employes' Magazine, is at Edgehill, Mont., called there by the serious illness of his brother.

C. C. Marchant is back on the clerks job in Chief Dispatcher Turner's office.

On account of the new time card, effective Sept. 2nd, and change in time train No. 10, there has been a change in the assignment of the train crews. Conductors Higgins, Templeton and Westcott from trains 12 and 19 to 9 and 10. Conductors Roe, Kelly and Johnson assigned to 19 and 6; Wheeler, Murphy and Rupp assigned to 3 and 12; Flynn, Lally and Dougherty on No. 11 and 20, between Marion and Chicago.

Verto M. Reichert, of the superintendent's office, spent Sunday, September 16th, in Omaha, sight-seeing.

Notes From Atkins Terminals.

C. J. Swane, resident engineer at Atkins, spent Labor Day in Chicago visiting old friends.

J. L. Brockway, of Marion, has accepted the position as instrument man in C. J. Swane's force at Atkins in place of John Marzall who resigned

to accept a position in Chicago with the Union Depot Company.

W. E. Wood and Mr. L. D. Hadwen, of the engineering department at Chicago, were recent business visitors at Marion and Atkins.

N. H. La Fountain, of the B. & B. Department, Chicago, was a business visitor at Marion, Sept. 17th, looking after work in connection with the new terminals at Atkins.

The John Klepach Construction Company of Cedar Rapids was awarded the contract for doing all brick work at the new terminals at Atkins and have already begun work laying brick at the new roundhouse and other buildings.

The Katz Construction Company of Omaha have the contract for laying the pipe from Cedar River to Atkins and the work is now well under way. Mr. Katz of the above company being, a recent visitor at Marion.

Albert Schlueter, of Milwaukee, is appointed inspector of the pipe line work and is busy testing the pipe as fast as it is laid. Mr. Schlueter was formerly a general foreman on the new Sioux City terminals.

E. L. Sinclair, assistant engineer in charge of the new terminals, is the proud possessor of a new car and makes good use of it in looking after the work at Atkins and Covington, having to make frequent trips over the pipe line work which is being done between Cedar River and Atkins.

Concrete Foreman John Gill has a crew of 20 men at Cedar River starting the foundation work for the new pump house and intake pipe.

John Cewe's iron crew has arrived at Atkins to set the slabs at the new undercrossing near the depot, to place the new turntable and erect the new steel water tank.

Tacoma Tide Flats.

J. V. Miller.

F. J. J. Kratschmer has thrown up the N. G. job and I have again been instructed to fill his shoes. Believe me, it is going to be some job as Kratsch was sure one of the best we have had on the staff.

Joe Smith leaves the latter part of September for his vacation. This is the first one he has taken in 25 years, and we will all agree that he is badly in need of one. He has promised to send us some peanuts from his farm in Oklahoma.

P. A. Manley spent several weeks last month around the Sound in his new motor boat. While out one day he was overhauled by the custom officers and he now can have his choice of spending several hundred with the U. S. or several months at McNells Island.

Miss Elsie Keppler has given up her position with the blacksmith foreman and is taking a short vacation before going to work elsewhere. We are all sorry to see her leave and hope that she will drop over to see us now and then.

Kay Savage has disposed of Reo the V, which means three more fares each day for the street car company.

We hardly have time to get acquainted with the new members in this department lately before they have gone again, and G. P. quotes as follows: "Sherman sure knew what he was talking about."

Fewer autos every day in the store department September 15th and only two left. One belongs to the boss and the other to the office boy.

Herbert Love, formerly with the Tacoma store department, dropped in for a few hours' visit during the month. Herb. says she don't look like home anymore.

Byron Mason made a business trip east of the mountains during the month, and he reports a very fine trip with lots of excitement.

The writer had the pleasure of showing part of Tacoma to Miss Albright, of J. W. Taylor's office, during the past month. She left firmly convinced that the town was too large to get over in the short time she had to spend here, and promised to come again.

Owing to the difficulty in securing lumber the work on the new coal cars at Tacoma has been temporarily suspended.

Happy Martin, machinist, has purchased a new Buick Six.

Joe Smith had several things to say about the photo which appeared in last month's issue of the Magazine, one of which was that I paid the editor to run same.

Columbia Division Notes.*H. R. Gates.*

Fireman E. J. Casebeer, on way freight runs Nos. 91 and 92 between St. Maries and Avery, was laying off for a week during the past month.

Fireman G. H. Hodd relieving Fireman E. J. Casebeer while he was laying off.

Fireman John Roufs has been assigned to passenger runs Nos. 16 and 17 between Othello and Avery, having given up his way-freight run between St. Maries and Spokane.

Fireman Fred Krebs, on day switch engine at St. Maries, is laying off a few days, fixing up his house before the winter weather sets in.

The writer and wife spent a day on the Coast during the past month.

Engineer Chas McGill and Fireman W. A. Williams now on first helper job out of St. Maries.

Conductor Harry Huser, who was just recently promoted to Fireman, has been on the 2nd helper job out of St. Maries for the past few days.

Fireman Tracy Boyle, on passenger runs Nos. 27 and 28 between Plummer Junction and Marengo, was laying off a few days during the past month. Fireman J. C. Paris relieving him.

Engineer L. J. Thorne, who was bumped off the helper job out of St. Maries, is now on a work train out of that place.

Fireman Dan McDowell is spending a few days in St. Maries with his folks. He has been drafted for military service and expects to be called at any time.

Conductor Leaming, on passenger runs Nos. 27 and 28 between Plummer Junction and Marengo, has been laying off for a few days during the past month. Conductor J. P. Downey relieving him.

Fireman Donald Morrison, now working out of St. Maries on way-freight runs Nos. 65 and 66 between St. Maries and Spokane.

Fireman H. Kerbs was a recent visitor in St. Maries. He is working between Othello and Seattle in passenger service.

Fireman Chester Giles, formerly working out of St. Maries, is now working out of Othello.

Mr. Litwin, car foreman at St. Maries, has a young lady for a clerk now in the place of the writer who resigned and is now working Chief Carpenter W. R. Lanning's office.

Otto Schuetze, blacksmith foreman at Tacoma shops, spent a day visiting in St. Maries with his son, Edward, machinist at St. Maries roundhouse.

Frank Rusch, superintendent of motive power; G. E. Cessford, district master mechanic, and Traveling Engineer Thos. McFarlane spent a few hours in St. Maries during the past month on business.

Machinist Helper Thomas White and son, of St. Maries, have left on a visit to Kansas City.

Boilermaker Thos. Egan and Machinist Donald Ross finally got started on their prospective trip. Haven't heard how the future looks for them yet, but will try and find out before the next issue of the Magazine.

Machinist Edw. Schuetze is now a bachelor, his wife being on a visit to Milwaukee with relatives.

Some of you fellows around Malden and at other points along the division want to get busy and send us a few notes each month so that the Columbia division may give a good account of itself. You can address them to me at St. Maries, Idaho, and I will get them alright.

Quite a number of the boys in the train and engine service have been drafted for military service and will leave within the next few days.

Northern Division News.

After eight years' service on the Berlin run, Paul Dennis is now on the Oshkosh freight.

Mrs. J. Ehr was a Milwaukee visitor.

Conductor Wolfgram has a badly injured foot caused by stepping off the new freighthouse platform.

Mr. and Mrs. Don Pierce attended a funeral at Iron Mountain, Mich.

Engineer Riley has moved his family from Milwaukee to Horicon.

J. Ehr was on the sick list for a few days.

Maurice Whitting and R. Schultz attended the circus at Hartford.

Jerome Parker was at Madison for a week, having his tonsils removed.

The past week Roadmaster Gorman has been wearing a smile that won't come off. He has another captain added to his family.

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We will furnish you with the
best policies ever sold, will col-
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To Milwaukee Ry. Men

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Continental Casualty Company

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and Accident Insurance.

Name _____ Age _____

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Occupation _____

C. M. & ST. P.

MOTORING ON THE MILWAUKEE Up and Down Hill on the Rocky Mountain Division.

Nora B. Sill.

It rained. Yes'm, after rushing out two hundred times this summer with a tub every time a cloud came across the sky—trying to get enough water to take a bath in, what does it go and do but wait until I go away for a week and then rain cats and dogs almost the whole time I am gone. Now everybody can have tubs full of water but me. Speaking of water, you don't have to have rain to raise spuds. I have just found that out this summer. I almost believe I'll lay off six or seven days next spring and plant a few tons. Wonder if Peggy and some of the other correspondents will help me hoe them?

Our own little Jimmy Campbell is back again and has been assigned agency at Willow Creek. Where, Oh where will Mr. Bizer go now since they swept the Nathan job right off the map?

Chief Dispatcher M. J. Welch visited his relatives last month. Well for goodness sake if the Missoula correspondent didn't tell you all about it too. That comes in having the division all mixed up.

Eddie Bleichner, third trick operator, Piedmont, is off, somebody says, getting married. Tommy Thompson working third there while he is away.

Coinductor Donner all dressed up once more and as pleasant looking as can be on the 33-34 run, while who, but White Dauremont in a real uniform with brass buttons on it, is his partner.

Engineer Muetz again back on the N. M. Division, where Engineer Rader has taken the passenger run.

Last month was omitted the sad news of the sudden death of Ralph Good, son of R. A. Good, chief carpenter, whose home is at Harlowton. Accompanied by his father and a brother from Drexel substation he was taken to his old home at Marion, Iowa, for burial. The sympathy of the division goes to the family in their trouble.

It was really a lady track walker—but Jim Toy of course, didn't know it. War times, James, all of us are likely to don overalls so you mustn't think every person you see run for the woods is a German spy. Everett said if he had known who it was he wouldn't have been so worried but he didn't have a shot gun and every curve he turned he expected to land in the ditch or see a bridge blown up or something. Conductor Rawls had instructions to stop 33 and not to go on until he got the lady and took her along. Mercy, and in a suffrage state, too—all this excitement over a pair of overalls.

Conductor Eisenman is on a steel laying work train between Groveland and Loweth. Conductor Dautremont has been with the pile driver in the canyon and Conductor Kettle is now working between Two Dot and Selkirk laying steel.

Tom Kono, a Japanese laborer with Koga's gang, was drowned in the lake here the middle of last month. He was taken to White Sulphur Springs and later taken to Harlowton to be buried there.

C. G. Brown assigned first trick Three Forks. Mr. Searles second, Nels Rabben third. Slim, the soldier boy, Deer Lodge, first. Maggie has gone away to war and no one knows his whereabouts, or if they do, they won't tell me. Somewhere in Montana, maybe. A card from Pink Simms reads "Somewhere in Europe," and if he will tell me where and how I will rush a lot of mail to him—thirty girls is enough for any one, isn't it, Pink? Saw a picture of Pink all dressed up in his uniform the other day and he looks like the real thing but is he sure he didn't get sea sick going over?

Mrs. Chambers, working third Loweth, bumping Mrs. Callahan, until Bothmer comes up from Lennep to his assigned job. This reminds us he is uncle now as Red Bothmer is papa—think of it. A great big boy born September 6th at Garnerville, Iowa, and he didn't send me any candy. Don't know if he had a box of cigars around any place or not.

Operator named Walker, working few nights at Lennep, third, went to Nathan, since closed. Operator Collins went fishing and when he returned they were moving the inside right out of his depot there and he couldn't fry the fish as there wasn't any stove or any frying pan or anything left.

Substation Chief Operator, Janney, Charles Christenson, has been quite ill and in the hospital for several weeks in Butte.

Mr. Oleson was sent from Eustis to Morel to work and the little bungalow at Loweth is still dark.

The safe at Lombard was broken open last of August and some money stolen, amount unknown. Now, if it was the safe at Loweth we would almost know right down to a penny how much is in it because there never is over forty cents left the next day after pay day. No trace of the robbers has been found.

Engineer Lieb on a trip over to the east end. That man grows a foot a year.

Telegraph office at Finlen also closed, taking off three operators. Mr. and Mrs. George, son-in-law and daughter of Mr. Thompson, have been working first and second there and Nels Rabben third.

Our friend, Mr. Riggs from Sinclair, has departed for parts unknown.

Despatcher Otto Linden off on a hunting trip, relieved by an awful nice person named Thompson. He says he is married, though.

Card from Pink Harrold, an old time operator at Loweth, says he is at Camp Greene, Charlotte, North Carolina, Co. B, Wyoming infantry. Pink, do they let you roll one whenever you want to? I bet Pink will get all the deer in the state of Montana when he comes back again, he will be such a good shot picking them off on the run, you know.

Myself took a short lay off and cooked for the thrashers at the home ranch last week. Suppose that is someone's idea of nothing to lay off for, too. Also mine, but I didn't mean to get there at that time, you see. However, three or four fried chicken each meal will make up for a lot of hardships, and sweet corn and hot bisuit and coffee and three kinds of pie (openfaced, criss-crossed and kivered?). No, all different, inside, too. Operator Robinson worked the job while I was away and left for a few days at Sappington.

Sorry to tear myself away (sound of voices saying, "Oh, don't let us keep you) but I have to go and dig the spuds. You see what a week on a ranch did to me? I long for the simple life and the hoe now and I do hope Peggy won't steal all the notes the folks over at Butte ought to give to me. If necessary though, I can lay off a few more days and go over after them myself. This can't last long, folks, I am bound to get wise to myself sometime. It's awful, I know, but have a heart and wait till the next writeup; maybe somebody will send me some real news.



This may be one of the reasons why Auditor Bennet was in the hospital. He was asked to check in the new agent at Mathews, Montana, on the Gallatin Valley Railroad and this is what he found there—and the train had pulled right out when he got off of it, too, is the worst but not the last part of the story, we understand. Mr. Bennet is a regular traveling arsenal now when he leaves the main line.

Iowa Division Notes.

Ruby Eckman.

The marriage of Operator Lester Losey and Mary Barnoske took place on July 30th, at Mason City. After a short wedding trip the young couple returned to Coon Rapids and started housekeeping. Lester is the second trick operator at Coon Rapids and his wife is the oldest daughter of Roadmaster W. E. Barnoske, of the western division. She was clerk in her father's office for a number of years.

Harold Hass, son of F. M. Hass of Mr. Applli's force, has recently completed his apprenticeship as machinist at the M. & St. L. shops in Marshalltown, and has taken a position with the Milwaukee at Perry.

Operator Harry P. Buswell, of the Perry dispatcher's office force, spent a two weeks' vacation visiting with his parents near Rapid City, S. D. The elder Mr. Buswell had purchased a new auto a few weeks prior to the arrival of his son and family, and they enjoyed themselves to the limit.

Operator C. L. Kinner, who has been doing the extra train dispatching in the Perry office the last summer, has been off duty for some time on account of an aggravated attack of neuritis.

A. G. Elder, who has been working as an operator on the Iowa Division for a number of years, has gone to Sioux City to work the job as side-table man in the Soo City dispatcher's office. A. G.'s brother, A. J. Elder, is a train dispatcher in the office and it will make it very pleasant for both boys to be together.

Boilermaker William Powers, who recently returned from Soo City, has moved his family back to Perry and will again call this place his home. The family was increased by one after leaving Perry, and Bill says she is the finest daughter in the land.

Brakeman Audry Drake and Conductor George Fullerton, Fireman Elmer Clothier, Brakemen C. B. Ghrist and H. H. Gibson were the Perry contingent called to the colors in the last month.

Engineer Ben Giles, who is assigned to run 9 and 10 between Perry and Savanna, unearthed a little scheme for the transportation of whiskey from a wet state to a dry, one day in September. The engines which are on these runs, go through from Savanna to Perry. It appears that a couple of colored fellows, evidently employed in the vicinity of the railroad, learned of this plan and accordingly started a series of jugs of whiskey west bound. The discovery was made one morning, when Engineer Giles, thinking he had sufficient water, run by a water tank. Before he got to Tama, he climbed back over the tank to see if he had plenty of water to get him to the next tank, and as soon as the top was lifted, smelled a very strong odor of whiskey. He did not think that the Milwaukee tanks had been spiked, so made an investigation and found there a two-gallon jug had been suspended in the water tank of his engine. The water becoming lower than usual by him running by the regular watering place, the jug had started to swing and in striking the side of the tank had burst. All that was left was the rope and the handle. Ben kept watch of the engine on his arrival at Perry and soon saw a colored gentleman climb upon the engine apparently looking for the jug. It is needless to say the man was disappointed.

Yardmaster C. B. Martin of the night force in Perry yard spent his annual vacation with relatives in Nebraska.

Mrs. Mabel Lansdon, formerly a clerk in the office of Trainmaster Anderson, at Perry, is now working for G. S. Cooper, general baggage agent at Spokane.

Engineer W. T. Murphy, accompanied by his wife and son Frank, went to Annapolis, Md., the middle of September for a visit with his son, William Murphy, who is a student at Annapolis Naval Academy. His other son, Charles, who is also a student at the academy, was home on a furlough, but it was impossible for Will to get home on account of sickness.

Night Engine Foreman R. B. Votaw leaves the latter part of September for a very pleasant trip through the West. He will visit Portland, Seattle, Vancouver and other western cities. Ray's brother has recently been transferred to Portland, he being a superintendent on the Great Northern Railroad.

This is for

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All C. M. & St. P. Ry Employees

When you left your home this morning was everybody happy and cheerful? Didn't that fact make you glad that you are living and give you some of the good old "pep."

If you were killed or injured today and the pay-check stopped coming in—what would become of that happy home?

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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.

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Capital - - - \$2,000,000
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SAINT PAUL, MINN.

The Bank of Personal Service

Switchman Frank Reihl, Conductor William Simonton and Engineer Oscar Woods, have all been in Chicago the last few weeks on committee work.

Fireman Lewis Miller and wife were taking in the sights at Chicago the latter part of September.

Roundhouse Foreman Arthur Yates left Sept. 18th for a two weeks' trip through the West. Assistant Foreman Fred Dollarhide had charge of the work at Perry roundhouse during his absence.

Levi Swanson, roundhouse foreman at Savanna, visited with his parents and other relatives in Perry the fore part of September. Mrs. Swanson accompanied him on the visit.

Walter Sheets, of the Perry roundhouse force, went to Dubuque the latter part of September to visit with his brother, Will Sheets, who had been drafted for the army.

Henry O'Connor, of the repair track force, was off duty a couple weeks in September on account of a severe attack of rheumatism.

James O'Connor, who had been working as ticket clerk at the Perry passenger depot, has resigned and returned to Omaha, where he will continue his course in medicine at Creighton College.

J. E. Banyard, who has been off duty several months on account of sickness, has resumed his work at the Perry roundhouse. Mr. Banyard has charge of the parks and grounds at the roundhouse and a few days work showed a decided improvement in their appearance.

A. J. Votaw, of Alliance, O., was in Perry the latter part of August for a visit with his son, R. B. Votaw. The senior Mr. Votaw was for many years in the train service on the P. R. R. and is now on their pension list. He went from Perry to Oregon to visit with his other son who is superintendent on the Great Northern.

Mrs. G. J. Disburg and family left the latter part of August for a few weeks' visit with relatives at Iroquois and Mitchell, South Dakota. They are the family of Operator Disburg of Manila.

Night Yardmaster John Curler, of Manila, was in Kansas City the latter part of August visiting with the family of J. H. Lord, former roundhouse foreman at Manila.

Mrs. C. S. Morton, wife of the agent at Hopkinton, was in Manila the latter part of August. She was called there by the serious illness of her father, F. M. Offner, who was well known to many employees as he was in charge of the hotel in Manila for many years.

Harold E. Ferguson, son of E. S. Ferguson, formerly a train dispatcher in the Perry dispatcher's office, received an appointment as captain at the Fort McPherson, Ga., officer's training school.

The marriage of J. E. Moore, lineman for the Milwaukee at Perry, and Miss Nellie Sumpter, took place at Des Moines during the state fair.

A number of new firemen and brakemen have been hired on the Iowa division during the last few months taking the places of the men who were called to service in the army and navy.

Brakeman Stephen Smith has been in Renville, Mich., for a few weeks on account of the serious illness of a relative.

Perry friends of George Kempf were all pleased to learn of his promotion to the position of district master mechanic.

Wrecking Foreman Dan Cameron spent a pleasant two-weeks' vacation in Chicago and Omaha.

Fireman James Wagner's wife and daughter visited in Mobridge, South Dakota, the latter part of August.

Mrs. C. W. Baker, wife of brakeman, is visiting with relatives in Montana.

Pat Gardner has been added to the office force at the Milwaukee depot. He is the night ticket clerk.

Ray Mark, passenger brakeman, announces the arrival of a fine baby girl at his home the fore part of September. A ten-pound son made his appearance at the home of Conductor Clayton West on September 7th.

T. M. Dunbar, veteran boiler washer at the Perry roundhouse, was in Boston the latter part of August attending the National Encampment of the G. A. R. Mr. Dunbar also visited at Washington, Philadelphia and other eastern cities, and had a most enjoyable trip.

Engineer M. O'Loughlin has been off duty for a number of weeks on account of the sickness and death of a sister at Madison, Wis.

Kenneth and Clifford Taylor, sons of Conductor O. R. Taylor, visited with relatives in Stanberry, Mo., the latter part of August.

Engineer Wm. Caldwell has resumed work on 4 and 37 between Perry and Marion after a visit in South Dakota.

Engineer Mel Foster was off runs 33 and 36 a couple of weeks, and with his family and the family of his daughter, Neva, took an auto trip through the eastern part of Iowa and Illinois.

Engineer Robert Stockwell had the misfortune to break his leg by getting it caught between the reverse lever and the seat. He has been in the hospital at Perry since August 19th.

Dubuque Division News.

S. A. Gobat.

Somebody said we did not have any news from the Dubuque Division. We wonder who it was!

Look at this. Three weddings to start off with. Machinist Henry J. Conrad and Miss Wilma E. Kieseles were married September 18th.

Blacksmith Helper John E. Seeley and Miss Ester Runde were married on September 18th.

Machinist George Wimmer and Miss Edna Abel were married on September 20th.

The three young couples have the best wishes from their fellow employes for a long and happy wedded life.

Carpenter Hubert Roth and family enjoyed a few days' visit with relatives at Guttenberg, Iowa.

Wheel Inspector Robert Beckler is still reported on the absent list on account of a sore foot.

Engineer J. L. Crawford and wife enjoyed a visit with relatives at Independence, Iowa.

Carpenter Hugh McMullen is again back on the job after spending the past four weeks visiting in Denver, Colo. Hugh claims it is pretty hard to get back to work after taking life easy around that part of the country.

Train Dispatcher O. A. Bierman, accompanied by his wife, spent his vacation visiting in Sioux City, Iowa.

Boiler Washer Mr. "Gearaldine" Hueckels is reported as paying a visit to Cedar Rapids. Why the change from Waterloo, Speedy?

Received a circular the other day in connection with buying stock in a gold mine out west. Understand it was sent me by one of our western high priced clerks. Nothing doing now, 'eg, things are too high.

George Elmer and Harvey Lillie, employed in the timekeeper's office at Milwaukee, were visitors here the past month. Sorry to see you go so soon, boys. Can't you carry a supply with you so you don't have to hurry back?

Locomotive Carpenter George Siegworth visited with relatives in Waukegan, Ill.

Our M. C. B. bill clerk spent his vacation with old-time friends in Deer Lodge, Mont. Someone said Peter got the western fever. We believe it. Is it a feminine attraction, Pete?

T. W. Hansen, baggageman at the lower depot, is reported on his annual vacation. Mr. Faber Murray is doing the necessary work during Mr. Hansen's absence.

And the judge said "10:45." A couple of weeks ago, while one of our prominent coach carpenters who has the honor of owning a "Studebaker" car, and enjoying an evening's outing, was suddenly stopped by a man dressed in blue. Charlie did not realize what it meant until he saw the brass buttons. However, he now realizes that he forgot to put the dimmers on. Cheaper than the calf-killing contest anyway, wasn't it, Charlie?

Carpenter Bert Beast and wife are visiting with relatives in St. Paul, Minn.

Business is sure booming on the Dubuque Division. If you don't believe it, just drop around and take a look at the engine board in the roundhouse and see the lineup, and then take a walk over to the yard office and see the lineup of brakemen and conductors. Leave it to our yardmaster, E. G. Kieseles, he sure can take care of the business. Eh! Eddy?

Carpenter Henry Rink spent a few days taking in the sights in Chicago, Ill.

Fishing season is pretty near over, and believe me we are mighty glad of it. We almost lost our mill foreman, Fred Lillie, accompanied by Ernst Dettman, machine hand, on one of their recent fishing expeditions at Buena Vista, Iowa,

the famous fishing resort. But, when you stop to think of it, jumping in the river after the fish is a new stunt. Does it beat the pole fishing, Fred?

Car Accountant News.

Mrs. Gibson is spending her vacation in Michigan. Miss Elizabeth Myers has charge of the hospital during her absence. It has been rumored that a young man from the building has been trying to persuade Miss Myers to join the Red Cross. (The young man has been drafted.)

A popular young lady of the car accountant's office walked up Pikes Peak to reduce her weight, but gained two pounds instead. Try again Clara, next time you may be more successful.

We regret very much the departure of Miss Florence Hüllcranz, who has been with us over twelve years.

Two of our old clerks recently visited us, George Sturn and Maud Powell Volusak. We hadn't seen Maud for over eight years. Oh, well, they can't stay away forever.

Our popular young mileage clerk hasn't been to Burlington for a month or two. There must be a reason. How about it, Carl?

We were given the opportunity to "Do Our Bit" for our C., M. & St. P. boys of the 13th Engineer Regiment who left in July for somewhere in France. Here's hoping it may do more than a "Bit" for them.

Our old reliable E. Hackett has been having a hard time ("checking drafts" these days. We might suggest a fur cap for protection to the "place where the hair ought to grow." Freeze not a hair on this old "Bald Head."

Miss Mabel Hornberger, one of our old clerks, is with us again after a long absence.

Wilbur Jones, of the statistical department, has joined the Illinois National Guards.

Don't ask Grace if she had a good time while on her vacation—just ask to look at her pictures. How about it, Grace?

Notes of Ticket Auditor's Office.

G. M. T.

Mr. O. P. Barry has been receiving congratulations from his many friends on account of being appointed ticket auditor of this company, effective September 1st. Mr. Barry was formerly chief clerk.

J. F. Liebman has been appointed chief clerk to the ticket auditor.

On the "Roll of Honor" for the ticket auditor's office we have the following:

Vincent Coughlin, who enlisted in the naval militia and has been assigned to the "Tuscora."

A. M. Dryer, who also enlisted in the naval militia and has been assigned to the "Commodore."

Frank Werner is now with the new national army at Rockford.

Arthur Freitag, Hans Melgaard, Frank Orlovski, Tony Steffan and Tom Stanton were the young men who volunteered to join the "St. Paul Company," Home Guard, 11th Illinois Infantry, and have been camping and training at Springfield.

On September 1st the wedding bells were ringing for Miss Edna Mueller, now Mrs. Danford. Well, Mrs. Danford, here are our heartiest congratulations and best wishes for the future.

While Harry Martin's wife was in the country some few weeks ago, believe us, when we say that Harry certainly explored the little city of Chicago. Isn't that right, Harry?

It can also be said of the Hutchinson trio that while Mrs. Hutchinson was spending a five weeks' vacation in Montana the trio had a glorious time, the only drawback being that one day Ethel fell down the stairs and sprained her ankle.

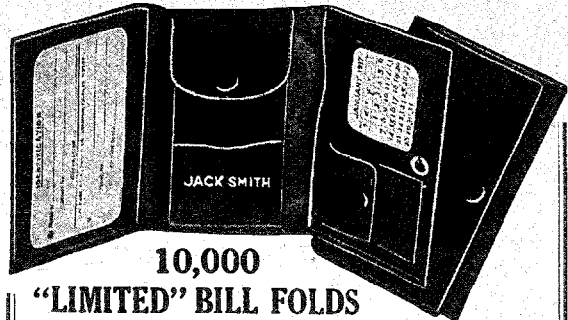
May Odewald and Clara Gustafson are planning to tour the West. Next time we will let you know how they like the country out there.

Milwaukee Shop Items.

H. W. Griggs.

Messrs. Killing and Eschuds, clerks in the assistant S. M. P. office at Dubuque were callers at the Milwaukee S. M. P. office September 5th and

YOUR NAME IN GOLD FREE



A most remarkable BARGAIN in a 3-fold combination BILL-FOLD, PASS and CARD CASE. Made of genuine black leather, with secret bill fold at back, window with 12 monthly calendars, window for your pass, in all 7 useful pockets. Measures folded 4 1/2 in. x 3 in. Will wear for years. **ONLY 60c POSTPAID** with your name in GOLD FREE. Extra gold stamping, 20c per line. Sold under our well known guarantee and direct only. ORDER TO-DAY!



Here is a belt boys, that will last a life-time. Just the kind R. R. men want. All genuine cowhide. Your name, or initials stamped in GOLD FREE. Be sure to mention size, or waist measure. Price **ONLY 75c POSTPAID**.

DO YOU CARRY MANY PASSES? We have the best case out. Will show 7 passes. Has extra pocket for cards. Made of genuine leather, measures 3 in. x 4 1/2 in. closed, and costs **ONLY \$1.50 POSTPAID**. Your name in GOLD FREE. Postage stamps accepted.

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"KIRKMAN'S SCIENCE OF RAILWAYS"

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

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

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

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

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Ticket Department
Hartford, Connecticut

6th brushing up on the business. A bunch of two lively ones.

"Effective Sept. 4th. James Elder has been appointed air brake instructor, vice Geo. P. Kempf, promoted." Mr. Elder was an engineer on the H. & D. Division, who has made a long study of the air brake equipment and is proficient in the line, so much so that not long ago the Westinghouse people tried to get hold of him.

Erecting Engineer Einar Eriksen and General Steam Fitter Foreman G. Callahan were at Sioux City early in September on work of the new shops being built at that point, which are expected to be ready early in December. Every time "Eric" goes out the work takes a leap.

Chas. Bilty, M. E., and Jno. O'Neill were in Chicago September 4th in conference with the P. R. R. officials regarding the Canal Street curve and inspecting same, which carries our big rigid wheel base locomotives and where some derailments have occurred. Many of the heavy engines have some similar difficulty rounding the short curves at Indiana Harbor.

Roundhouse Foreman A. J. Edmonds, of Madison, Wis., was a caller the 4th. He too seems to be holding his age pretty good. He is going to spend the winter in California, a much needed rest. Foreman Hogan, of Ladd, Ill., is mentioned for the place at Madison.

The heavy downpour, morning of the 5th, caused many wet feet of the boys and girls, too, coming to work. Steam happened to be on and we (and they, too) soon dried out.

Julius Schaefer, foreman of the cabinet shop, has the sympathy of the shops in the death of his wife, which occurred August 21st. The funeral was held August 23rd. This being the second similar bereavement in Mr. Schaefer's family.

John Brady, engineer on the Richland Center branch, was a caller August 23rd, and looking as young as he did 20 years ago. A year or two ago John did not seem very well, but he has picked up fine. We were both old timers in the old P. du. C. Div. shops, foot of 4th St., in the late '70s. John's father was one of Alexander Mitchell's right hand men.

E. J. Mansur, foreman of the cabinet makers, has a little farm out at Homewood Station, and is raising quite a crop of potatoes notwithstanding that it keeps them busy picking off the fire flies. By the way, these fire flies do light up the grounds so farming can be carried on in the evening at no cost for electric light. Mr. Mansur has other good crops where the glow worms help out in the evening. Mr. Mansur has a son with our Co. "D" in France whom he heard from personally a few days ago. Takes a letter nearly three weeks to get here.

Geo. P. Kempf, formerly air brake superintendent, has been appointed district master mechanic at Dubuque, effective August 28th, in place of Mort Smith, now district M. M. at Milwaukee shops.

We noticed that Veteran Robert Dunlop was around on duty on crutches, seems that it is a case of rheumatism the last two months; anyone who has had a touch of that knows what it is. He has recently left the crutches home just using a cane now.

One of Wrecking Foreman Reldy's daughters has started work in A. J. Mess' office on Hennessey's floor.

Veteran Henry Krueger, chief of the wheel record department, took a well-earned vacation late in August to Watertown and other places.

O. Ronge, foreman of heavy car repairs, resigned August 27th. He was succeeded by Albert Brown, his former assistant. Car Shop Foreman E. Schwaibold quits September 27th for a much needed rest.

Trygve Kirby has returned to the drafting room again. Glad to see you back, and the rest are also. Harry Parkinson returns to Purdue where he has another year.

W. F. Lemuth has been appointed signal inspector with headquarters in Milwaukee.

Roundhouse Foreman J. W. Allen called at the office August 23rd looking hale and rosy. Mrs. Allen said that Veteran Jno. C. Fox was having a cistern built and insisted on bossing the job until he came pretty near falling in. Hold on, Johnny, hold on, you just let up awhile, can't spare you yet.

Raymond Davies is assistant foreman of the steam fitters, the job recently held by G. Callahan, now foreman since the death of Chas. Carroll. Bob Wilnitz, foreman electrician, was on a two weeks' vacation the latter part of August to Brookfield Pick, wherever and whatever that is.

The farthest man away on the plant is J. F. Crotty, foreman of the car department store house—way over west by the river, near the blue mound yard, around the curve, and out of the smoke. We envy.

It happened this way. The old bay horse with his dray was making the trip west between the machine and blacksmith shops August 30th when along came the floating gang—Dick O'Brien and Carl Roditz—pushing and hauling a load of driving boxes on the hand truck which seemed to be direct competition, with the result that Mr. Roditz got a bad bite in the shoulder. Next time the hand truck is going to wait until the old bay has passed by. With the other dray and the old white boss things would have been different.

M. F. Smith, "Mort," was laid up a few days with sickness the latter part of August.

Switch engine 1192 went off the switch at the office the 30th, and tore away part of the tool box of car 613. Standing on the next track, Jim Reddy, wrecking foreman, merely used a rope this time in putting the engine back where it belonged, with the instruction, as Mrs. Sill says, to "Stay there." (Will when a different frog is put in.) Second case.

Miss Lila Wright is clerk for tin shop foreman, J. B. Neese, up stairs. There don't seem to be any men leaving the tin shop now. Only a few days ago Foreman Painter Jensen remarked that he had the only girl clerk on the plant. Better take a walk over on the locomotive side, Mr. Jensen. There are now many stenographers of the feminine persuasion on the plant, but only two clerks. Later, Jensen came over this morning and took away our blue print girl, by George.

Two more girls in the S. M. P. office—Miss Emil Katzer, stenographer to Jas. McCormack, and Miss Crowley in the blue print room, making four in the building. Henry Krueger may get the next one—no fair.

Martin Lafflin, of the wheel record department, was on his vacation early in September. Postals received from New York and Washington, D. C., would indicate that he went down there for some commission, but as the president had not returned from his own vacation, nothing was done at this time.

O yes! Kuschl, the foreman of the upholstering department, has a lady clerk; this gives Gusch more time to get out around and trim up the aliens.

Howard Player, draftsman in the M. P. office, has enlisted in the 21st U. S. engineers and will be stationed in Maryland for the present. Howard was the chief designer in the locomotive work, and his going is leaving a gap sure enough.

By the way, everybody ought to write to some soldier boy both at home and abroad. Nothing seems to please them more than a letter from home or from friends, or even if they do not happen to be acquainted.

Jno. Aiken is now assistant chemist to Chief Prentiss. Mr. Aiken comes from the National Malleable Co., Chicago.

Five soldier specials through Milwaukee Saturday the 16th. The boys are moving east and south. The whistle kept up a roar for three hours. Have you started knitting sweaters for the soldiers yet? Get some grey yarn from the Red Cross and get busy evenings.

The draft has taken quite a swath of our shop boys, and their names will appear in the Magazine as soon as the list is received.

Mrs. M. C. Barlow is a new stenographer in H. J. Culbertson's office. H. J. Culbertson, H. Wandberg and other foremen attended the September meeting of the Western Railway Club in Chicago the 18th.

Foreman F. C. Kneller, of the locomotive machine shop, was on a vacation at Minocqua early in September and brought back a whole bunch of the funny tribe—just how many dependent sayeth not. Speaking of fish, foreman W. Linsread, of the tank shop, was out to Muskego the other day and caught a pickerel that weighed 8½ pounds. He had a bigger one on the hook "but it got away."



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This photo is Roundhouse Foreman A. J. Edmonds, Madison, Wis., as he appears riding the "goat" in the Machinists' Union on the morning of August 21st at 8 o'clock. Although suffering from a severe strained back you will notice he still has room for one of his good smiles of approval.

Mr. Edmonds is oldest roundhouse foreman on the Milwaukee System, having been with the company over 40 years, and being known all over the system needs no further introduction.

I am very sorry to say that we are soon to lose Mr. Edmonds from Madison. He leaves to take an extended vacation somewhere in the west, presumably in California, where the winter winds do not blow and the roses do. Although we are sorry to see him go, still we hope that he enjoys his long delayed vacation to the fullest extent and some day not very many months away, we hope to see him back among us.—H. R. Mayerlie, R. H. Clerk

Milwaukee Terminal News. O'Malley.

Yardmaster P. Petrie was again in charge of the crews at the state fair. During his absence from the Air Line yards A. Marnyrenz held down the office at the Air Line.

Hump Foreman W. B. Scott was severely burned recently, while firing the light on signal at that point. We hope to see him out soon.

Switchtender A. C. Bellman, is passing around cigars; reason, 8½ pound girl; everybody happy. Mrs. Mason Fox just returned from a visit to friends and relatives in Ohio.

Yardman J. V. Cavey is busy inspecting furniture, etc. What is the date?

The Allis Pleasure Club held its annual two weeks' outing at Lake Beulah. Result, much sunburn, plenty of fish stories, little fish. The club's active members—Charles Green, Charles Collins, Eddie Collins, H. Welch and Louis Schultz. Charles Collins caught one 14-pound pickerel. The club has had its outings at Lake Beulah for several seasons. They had a fish fry the 1st. We are informed by one present that the fish were caught with a silver hook.

Engineer Louis Schultz says he is going to use a sounding lead hereafter, before he dives into strange waters. Louis thought the water was about 10 feet deep, when he tried to break the record of Annette Kellerman; the water was only two feet deep at that point and now Louis has a very sore neck.

Earl (Red) Rodgers, had better read up on marine engines before venturing on Pewaukee lake again. Red is an engineer and a good one but the old Evenrude would not start till finally a former fisher boy came along and he got her going.

Yard Man O. V. Anspach has been appointed yard master at East End of Air Line yard. Good for you Oscar!

Yard Man R. E. Fox is on the job again.

W. C. Westphal has moved his family to Milwaukee. They are at home to all their friends in a very nice apartment on Fortieth St.

The boys are very much pleased with the efforts of Mr. Hinrichs and Mr. Christopher in putting the engines on an eight hour day.

Our state fair has closed, and the verdict of all concerned is that it was great.

Miss Edna Rice of the local freight office, has returned from a week's vacation, during which period, we understand, she and her intended were busy looking at new furniture, etc. We are looking for the announcement very shortly.

The employees of the local freight office were surprised to learn from Art Mintner that he had been married since last December. Guess that's putting it over.

Tom Rose called to Camp Douglas. Tom is the star baseball player of Troop D, 1st Wis. cavalry. He expects to start soon for Waco, Texas. It is expected that "A" troop, of which V. E. Newcomb is a member, will soon be on its way.

The list for the 10c contribution fund for Company D, under Captain Young, has been started. It is to be hoped that all the boys who are at home will think of their fellow workmen who are at the front and come forward. Don't wait till you are asked.

A Word From Company "D" at the Front. . .

Corporal George Hittel and Private William Haskins with Co. D, now in France, advise they are having the time of their lives. Now located near Paris in temporary quarters, new quarters being under construction.

Trip over uneventful with the exception of two or three days of rough weather. Hittel fell for the old-time seasickness, but Haskins says he weathered the storm. Our regiment had the distinction of being the first foreign troops to march through the streets of London since William the Conqueror. We were received by the King and Queen and the entire parliamentary staff and given a rousing reception by the populace.

After spending a few days in camp near London, we left for France. We have had the opportunity to see an air battle and can hear the boom of the big guns at the front. French soldiers are well fed and clothed and have their fighting clothes on at all times. Beautiful country nearly all the buildings made of white stone, while in England red brick is used.

What seems to be the matter with the boys at the office. Why don't they join. There is nothing to be afraid of. I have talked with hundreds right out of the trenches and they are all anxious to get back. The stories of the terrible trench life are all foolishness. The men in the trenches are well fed, well clothed and they don't have to be driven to their work by any means. The army is in the best of spirits, especially after the big fight along the Italian front the other day, where 10,600 Germans were captured.

Everybody in "D" on the job and anxious to get busy.

Hurry along the "makings," we'll do the rest.

C. & M. Notes.

B. J. Simon.

Conductor Al Kirby has taken the Fox Lake run and has rented a cottage and will move his family there.

Joseph Heuer, son of Train Baggage-man E. J. Heuer, of Libertyville, has returned to Champaign, Ill., to continue his studies at the University of Illinois. This is his third year. He has been working for the company during his vacation with a surveying party in Iowa.

Mrs. Anton Mattis, wife of Signal Maintainer Mattis, of Libertyville spent Sunday, September 16th with her folks at Oakwood, Wis. Section Foreman Gottlieb Reickhoff is her father.

Section Foreman William Monahan of Avalon, is handling an extra gang making repairs and extending some of the tracks serving the Rock County Sugar company at Janesville, Wis. They are planning on doing a big business this season.

"Cinder" Costello, the fast ice man and Sunday passenger brakeman, has pulled down another plum. Now we must address him as Conductor Costello. Congratulations, Red.

Armour's big ice house at Round Lake has been destroyed by fire. It is a complete wreck; also eighteen cars were destroyed. The fire was noticed at about midnight on August 20th and was burning on every corner when discovered. Temporary repairs have been made to the tracks and the ice is being hauled away as quickly as possible. A new house is being planned and

track changes will be necessary when the house is built.

Mrs. Ingraham, wife of Yardmaster W. F. Ingraham, of Roundout, is employed in the capacity of musical instructor in the Libertyville schools.

Charles Reickhoff, son of Section Foreman Reickhoff of Oakwood and Fireman George Karch, son of Engineer George Karch of Deerfield, left on September 5th for mobilization camp to enter the army.

Engineer Hiram Robbins and wife have been visiting with their son, Dr. Robbins, at Madison, Wis. Dr. Robbins is a member of the faculty. He also has been "grandpa" for six months and he is getting so puffed up with pride that he is the envy of all the old bachelor rails on the division.

Brakeman E. W. Stafford has given up the Janesville line way freights and moved to Milwaukee.

Brakeman Frank Corbett, after a lay off of thirteen months, due to injuries received in the Chicago terminals, has resumed work on the Chicago-Madison time freight. We are certainly glad to see Frank able to go to work again.

E. S. Keeley, our vice-president, has sold his farm near Libertyville and will remove his family from Libertyville to Chicago. They expect to leave about October 1st. We are very sorry to have Mr. Keeley and family leave this division, as we have been greeted, each morning and evening, for nearly ten years, with his cheery smile and a wave of his hand.

Engineer Louis Kohlman, of Libertyville, has enlisted at the Great Lakes Naval Training Station and has been assigned as stationary engineer at the station. Up to the present time he has been able to spend his nights at his home in Libertyville.

Engineer Frank G. Cleveland and wife, of Libertyville, leave on Sunday, September 23rd for Oak Ridge, Oregon, for a visit with Mr. Cleveland's father. They also expect to visit at Seattle and Tacoma. They will be away for about three weeks.

Operator Stanley Bak, who until recently has been working on this division as operator and agent is now located at Boston, Mass., and is working for the Western Union company.

Engineer Dick Folger and his famous Ford met with an accident on California Ave., Chicago, a few days ago when he had a "head-on" with a big truck. Dick came out of without a scratch but "Henry" had to go to the hospital for several repairs.

Engineer Wallie G. Mann was off for a week and closed up a deal whereby he traded his apartment building in Chicago for a farm near Beloit.

Dr. J. L. Taylor, of Libertyville, company doctor, is a member of District Exemption Board No. 3 with headquarters in Chicago, Ill.

Brakeman Gebcke, who fell at Rondout several weeks ago, is still unable to resume work. He fell into the interlocking and cut his hand very badly.

A Greek steel gang is working on the Janesville line relaying steel between Richmond pit and Zenda.

Around the Railway Exchange.

McE.

Sherman was right. War is ———! It has raised "Old Harry" around the Railway Exchange, dragged from their desks many of our promising young men, caused others to "speed up" in an effort to fill in the gap and O, the sweet young things that have found a haven here since the draft, and the mustering in. "On with the dance, let joy be unconfined."

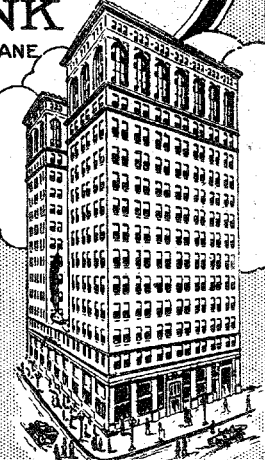
In a letter from our old friend, Bill Kane, now of Battery B, 332nd Field Artillery, Camp Grant, Ill., we read: "We arrived O. K. last Sunday and have been drilling like regulars ever since. Rain and mud makes no difference, drill anyway. We were fully equipped about two hours after reaching here and were the first to be so equipped. We have a fine corps of officers and it is certainly a pleasure to work with them."

"We had our physical examination today, were vaccinated and got a 'shot' in the arm, so I was a little under the weather this afternoon but am feeling better now. Starting tomorrow I am Acting Battery Clerk, which will eventually,

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I trust, mean a sergeantcy, if I make good. I will leave no stone unturned to do so. The Colonel complimented us twice on being the best battery in his regiment, which makes us feel quite good but it will not be the cause of our relaxing as we are going to keep it so. We, you may feel sure, already have the Kaiser's nanny, but we mean to get his goat."

Bill Kane is one of the many young fellows to be called to the colors from our offices. From the twelfth, thirteenth and fifteenth floors they swarmed, all eager to go and push a bayonet, if need be to "make the world safe for democracy."

Capt. Jerry Welch and his company of the Eleventh regiment returned home after a long stay at Springfield. What was accomplished there was beyond our fondest expectations, for every one marched up Michigan avenue and to the Second Regiment Armory a trained soldier. You should have seen 'em when they left, all anxious to learn soldiering. They did.

Eugene B. Finnegan is "the happy man" these days. The reason? That most welcome of all birds, the stork, made another visit to his home August 31. It is Mary Luella, and we know she was welcomed as no other babe ever before was welcomed in that household, for the other little chap "just happened to be a boy." Of course Gene Finnegan is happy.

Miss Ethel Kapy, recently secretary to W. L. Richards, superintendent Kansas City terminal, is now secretary to Vice-President Sewall. Miss Kapy has a host of friends in Kansas City, her home. It is needless to say she already has many friends in her new position.

T. W. Burtness, secretary to President Earling, made a flying trip to a northwest side hospital a few days ago. Sure, he is back again, and feeling fine.

Have you noticed the smile Frank Lowry is wearing these days? Frank, you know, had charge of a special train to St. Paul late in September, accompanying more than a hundred delegates to the thirty-fifth annual convention of the African Methodist Episcopal convention. The business was secured largely through the untiring efforts of Henry Daniels and his "up-to-the-minute" assistant, Frank, according to Pastor Carey of the Institutional church, "endeared himself to the whole convention." We knew Frank would do that.

No, Bill Stewart hasn't caught that rat. He says the next time he is in town with a little loose change in his pocket he'll buy "Dixie sugar" to sprinkle on its tail. Bill says rats, cats, dogs, horses and even growing boys can't resist it. Last time Bill was in town he had enough loose change to plug a city water main. That's going some, but it came honestly, Bill says.

Yes, gentle reader, there were two who didn't come across with a dime for the fund being raised for the boys of Company D, Thirteenth Engineers now "somewhere in France."

Council Bluffs, Iowa. Notes.

Helga Schmidt Hackstock.

Car Carpenter John Schonberg and family have returned from a pleasant vacation with relatives in Cedar Rapids, Cedar Falls and Waterloo.

Carl Schonberg expects to spend several days in Marion and Cedar Rapids soon.

Car Foreman Martin P. Schmidt is taking a much needed rest at the Springs. He has been suffering badly with rheumatism.

Car Carpenter Otto Kruger suffered a badly strained side some time ago, but has kept on working.

Well, the "Vets" returned from the business meeting, but I believe the "eats" were a disappointment, they never talk about it. Here is hoping war clouds will roll over soon and that they can have a real spread within another year.

Martin Rooney, the roundhouse janitor, suffered an injured foot but is able to be about as usual.

Machinist Helper Jim Johnson is confined to the hospital here with a very badly injured eye, hurt when he fell in the cab of an engine on which he had been working. For a time it was thought it would be impossible to save the eye but now prospects look brighter and it is hoped that it will

not be necessary to remove the eye, and that it will be of some use to him.

The wife of Box Packer Louis Feblowitz is improving after a serious operation.

Steamfitter Jas. P. Larson and helper from Milwaukee are in Council Bluffs making extensive repairs to the steam lines.

Section Foreman W. J. Kilgore says he will be able to return to work in a few days as he has already nearly recovered from the accident. He was made glad during his illness by a visit from his son, E. E. Kilgore of Puerto Rico, whom he had not seen for many years. The son is a superintendent of one of the small railways operated on the island. Also the Kilgores have as their guests Mrs. Margaret Keller and son, Cecil of Fair Oaks, Ind.

Switchman J. Dellinger surprised us by enlisting in the Dodge Engineers and is now located at Deming, N. M.

Government Inspector John Welch was a caller on September 19th and seemed well pleased with the condition of our engines.

We also had as our callers J. J. Connors, Mr. Kempf, John Gorman and E. W. Young.

The first flag we had met with misfortune in the storm some time ago and it has been replaced with one still more beautiful.

Car Carpenter Laurids Hansen has been laid up for some time but returned to work a few days ago.

Notes from the Trans Missouri Division.

E. J. McAvoy.

Conductor Chamberlain was on runs 103 and 104 on the Isabel line in the absence of Conductor W. C. Fuller.

Conductor Ed. Sandler has returned to through freight service after two months spent in charge of the weed burner.

Engineer J. H. Burress is visiting friends in Chicago.

Engineer Charles Bootz returned from a two weeks' vacation spent at Wabasha, Minn.

The new stock yards at Keldron have been equipped with a well and water facilities. This gives Keldron an up-to-date stock pen and a large shipment of cattle is looked for from this point this fall.

The "weed burner" has completed its work for this year and has returned to Moberly for storage.

Conductor Ralph Frayer has taken the local runs "97" and "98" on the Trans-Missouri Division.

Engineer Floyd Way, who has been on the "weed burner" for the past two months has returned to through freight service.

Mrs. John Mullen, wife of Engineer Mullen, spent a few weeks visiting with friends in Aberdeen and Ashton.

Engineer S. W. Hull has transferred from his regular run to the night shift on the switch engine.

Engineer and Mrs. Harry Conger and daughter, Helen, left for Marion, Iowa, where they visited with Mrs. Conger's sister.

Fireman G. E. May on the Cannon Ball line was called for examination on the selective draft.

Engineer Hooper of Marmarth was a business visitor in Moberly during the past month.

Mrs. S. F. Solke, wife of Agent Solke at Moberly and daughter, left for Minneapolis where they attended the state fair.

Fireman W. F. Wands has taken a freight run on the Cannon Ball line.

Fireman Grover Deal was visiting in Miles City during the past month.

Machinists' Helper M. Fox reported for work at Moberly round house after having been in the hospital two weeks with an injured side.

General Master Mechanic Rush and Storekeeper A. J. Kroha were in Moberly a few days during the past month on business.

H. C. Jones, assistant engineer, was in Moberly during the past month on matters connected with the proposed new rail mill.

Mrs. Deloris Davis, clerk in the superintendent's office at Moberly was visiting relatives in Marmarth during the past month.

Fireman F. E. Warner has taken a job on the work train at Promise.

Brakeman Wm. McFarland of Moberly left for a few weeks' vacation to Iowa points.

Bridge Foreman H. C. Bucholz was called to

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Opinion of Dr. Schuyler C. Jaques, Visiting Surgeon of St. Elizabeth's Hospital, New York City

SINCE the remarkable discovery of organic iron, Nuxated Iron or "Fer Nuxate," as the French call it, has taken the country by storm, it is conservatively estimated that over three million people annually are taking it in this country alone. Most astonishing results are reported from its use by both physicians and laymen. So much so that doctors predict that we shall soon have a new age of far more beautiful, rosy-cheeked women and vigorous iron men.

Dr. Ferdinand King, a New York Physician and Medical Author, when interviewed on this subject, said: "There can be no vigorous iron men without iron. Pallor means anaemia. Anaemia means iron deficiency. The skin of anaemic men and women is pale; the flesh flabby. The muscles lack tone; the brain fags and the memory fails and often they become weak, nervous, irritable, despondent and melancholy. When the iron goes from the blood of women, the roses go from their cheeks.

"In the most common foods of America, the starches, sugars, table syrups, candies, polished rice, white bread, soda crackers, biscuits, macaroni, spaghetti, tapioca, sago, farina, degerminated cornmeal, no longer is iron to be found. Refining processes have removed the iron of Mother Earth from these impoverished foods, and silly methods of home cookery, by throwing down the waste pipe the water in which vegetables are cooked, are responsible for another grave iron loss.

"Therefore, if you wish to preserve your youthful vim and vigor to a ripe old age, you must supply the iron deficiency in your food by using some form of organic iron, just as you would use salt when your food has not enough salt."

Dr. E. Sauer, a Boston physician, who has studied both in this country and in great European medical institutions, said: "As I have said a hundred times over organic iron is the greatest of all strength builders. If the people would only take Nuxated Iron when they feel weak or rundown, instead of dosing themselves with habit-forming drugs, stimulants and alcoholic beverages I am convinced that in this way they could ward off disease, preventing it becoming organic in thousands of cases and thereby the lives of thousands might be saved who now die every year from pneumonia, grippe, kidney, liver, heart trouble and other dangerous nervous maladies. The real and true cause which started their disease was nothing more nor less than a weakened condition brought on by lack of iron in the blood.

"Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking iron—Nuxated iron had filled him with renewed life. At 30 he was in bad health; at 46 he was careworn and nearly all in. Now, at 50, after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth. Iron is absolutely necessary to enable your blood to change food into living tissue. Without it no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in a soil deficient in iron. If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary nuxated iron three times a day after meals for two weeks. Then test your strength again and see how much you have gained. I have seen dozens of nervous, run-down people who were ailing all the while double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form. And this, after they had in some cases been doctoring for months without obtaining any benefit. But don't



take the old form of reduced iron, iron acetate, or tincture of iron simply to save a few cents. The iron demanded by Mother Nature for the red coloring matter in the blood of her children is, alas! not that kind of iron. You must take iron in a form that can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless. Many an athlete and prizefighter has won the day simply because he knew the secret of great strength and endurance and filled his blood with iron before he went into the affray; while many another have gone down in inglorious defeat simply for the lack of iron."

Dr. Schuyler C. Jaques, Visiting Surgeon of St. Elizabeth's Hospital, New York City, said: "I have never before given out any medical information or advice for publication, as I ordinarily do not believe in it. But in the case of Nuxated Iron I feel I would be remiss in my duty not to mention it. I have taken it myself and given it to my patients with most surprising and satisfactory results. And those who wish to increase their strength, power and endurance will find it a most remarkable and wonderfully effective remedy."

NOTE.—Nuxated Iron, which is prescribed and recommended above by physicians in such a great variety of cases, is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians both in Europe and America. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach; on the contrary, it is a most potent remedy in nearly all forms of indigestion as well as for nervous, run-down conditions. The manufacturers have such a great confidence in nuxated iron, that they offer to forfeit \$100.00 to any charitable institution if they cannot take any man or woman under 60 who lacks iron, and increase their strength 100 per cent or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' time. It is dispensed by all good druggists.

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Madison, Wis., on account of his brother's death. John Olson has been appointed agent at Freda, succeeding C. J. Phelps.

Machinists C. E. Hawkins of Mobridge roundhouse left for a few weeks' visit at Three Forks, Mont.

J. L. Morley, boiler maker, was called to Pocatello, Idaho, on account of the death of his brother.

Robert Reed, boiler maker helper at Mobridge roundhouse, resigned to enjoy a little leisure before leaving for Camp Funston, Fort Riley, Kansas, where he has been ordered to report in the near future.

Fireman Wm. Raski was a business visitor in Miles City during the past month.

Fireman Clyde Caldwell of Mobridge left for his home in Chippewa Falls, Wis., where he will visit with relatives and friends.

A. G. Fuller has been appointed assistant train master with jurisdiction over work trains on the Cheyenne river lines.

Coal dock at McIntosh, which was recently destroyed by fire, has been rebuilt and is in operation again.

Wm. J. Fitzgerald, clerk in the superintendent's office, was a business visitor in the Twin Cities during the past month.

Guy Sampson, president of the M. N. G. club visited with his correspondents along the line on his way to Seattle during the past month.

Most of the departments answered our call for the Company "D" contributions and as a gentle reminder would ask those that did not, including station agents to put their little dime in an envelope and mail to their correspondent. "Thank you."

Chief Carpenter E. E. Clothier of Mobridge, now has two sons in the government service, Clio C. Clothier at Fort Snelling in the Officers' Training Camp and Elmer E. Clothier, who was an engineer on the Iowa division. Elmer E. Clothier was among the five per cent selected from Dallas county, Iowa, and is now at Camp Dodge.

Mrs. Jackson was appointed second trick operator at Trail City.

Mrs. Alyce Smith has been appointed agent at Promise.

Boiler Maker Edward Berbeck returned from a few weeks' vacation where he was visiting points west.

Ed. Olson, roadmaster's clerk, is on the job after being laid up in hospital from the effects of an automobile accident.

A check of the train sheets for a period of 24 hours ending Saturday noon, September 15, 1917, shows that 262 cars of stock were handled on the Trans-Missouri.

Miss Lucile Maricle, stenographer in the superintendent's office at Mobridge, was visiting in Aberdeen for a few days this month.

Cinders From the H. & D.

Bolke.

Roadmaster E. W. Phelan attended the National Roadmasters' Convention at Chicago, leaving Frank Phelan in charge of his territory.

Lineman Briggs has taken over the work of Walter Ustruck of Montevideo, who was drafted for the national army.

Leland Gordon, night warehouseman at Montevideo freight house, has returned to the University of Pennsylvania for his second year's work in the school of finance and commerce.

Dean Holden is now holding down the job of roadmaster's clerk for O. P. Ronning at Montevideo.

Len Nelson, extra dispatcher on the East Division is taking a short lay-off now that all the regular men have finished their vacations.

Conductor J. F. Grant has returned to work after getting a touch of high life at Coney Island, N. Y. He claims he combined business and pleasure but what business he had at Coney Island is beyond our conception.

Oscar Sundem is the new call boy at the Montevideo roundhouse in place of Clarence Sandell, who has gone braking.

Conductors Norman and Bingham acted as helpers on the local passengers between Minneapolis and Montevideo during the state fair.

Conductor Tickner laid off about a week immediately after the duck season opened and it is rumored he made some awful inroads among the duck tribe. (Not verified.)

Montevideo yard has had a call girl. We say HAD for she is no more. She held the job for about 10 days when it again went into the hands of a mere male. However, this shows the possibilities for women in case of man shortage.

E. H. Kemna has returned to Montevideo Yard and is again switching after spending the summer on the Iron Range.

Switchman C. A. Kurtz and family are making an extended visit at Denver, Colo.

J. W. Schweiso has been laying off recently and his run on local passenger has been held by Conductor McCall.

Baggageman W. T. Keebler has been laying off a couple of weeks. Frank Gobershock held down his run during his absence.

A helper has been allowed the day warehouseman at Montevideo freight house on account of the extra work due to the consolidation of merchandise cars.

Operator McHale, first at Monte Yard, laid off a few days but could not be spared any longer by the management.

Operators Stielow and Sletten left Montevideo on the special train for Camp Dodge, where they will get hardened up for their encounter with the Kaiser.

Operator Buske relieved Kreins at Minnesota Falls a few days recently.

We have received word from "Bill" Kurtz, who is at Deming, N. M., in the national guard encampment, that he is getting along fine. We have no doubts but what Bill will make good.

Operator Kolb, Monte Yard, took a few days off recently and spent a day in the Twin Cities.

Scraps from the West End.

I. A. B.

Everybody took a night off and went to the circus. We can't be serious all the time even in the General Offices, so on August 24th and 25th, dull care was given a C. G. and we all set out for the Big Tent. Mr. Bafling was there and Mr. Calkins, General Superintendent Foster and his niece were feeding the elephants peanuts. I saw them. Mr. and Mrs. Scott took their daughter Katherine; Mr. and Mrs. Myers took Miss Bouldin, Miss Snow and anybody else who looked as if

they wanted to go. Alonzo White was there, yes, indeed, complaining bitterly because there was so much to see he was afraid he would miss something. P. H. Turner went so he could write his boy John, who is in the East, all about it. I went because I wanted to see who else did, and the few mentioned above, besides 50,000 or 60,000 other inhabitants of our city were all I noticed.

Even now I sort of feel it would be pretty nice to be able to fly around the sawdust ring balancing yourself on the broad back of one of those snowy circus ponies; but I would not want to take hold of a leather strap with my teeth and be pulled way up to the top of the tent. Horrors, no! Just at the critical moment I might think of something I just had to tell somebody and let go of the strap.

Labor Agent Wilms has been around with his hand tied up. Said his Ford got mad and kicked him. When will people learn not to tease these Tin Lizzies?

I have acquired at least three gray hairs, and Mr. Pike has grown at least the same number, trying to get the names of the employees who belonged on the honor roll. Thanks to him, I believe the list is quite complete, but if anyone knows anybody who is left off, I shall appreciate it.

Frank O. Mercer, formerly assistant engineer on the Milwaukee, has received a commission as second Lieutenant, Engineers Division Officers Reserve Corps, and was ordered to leave for Fort Leavenworth, Kansas, September 2nd, for three months' training.

Chas. M. Mercer, formerly of the Freight Claim Department, is now a "high" private in the Coast Artillery at Fort Worden, Wash.

Both sons of O. O. Mercer, wire chief, and he says he is glad they are not slackers.

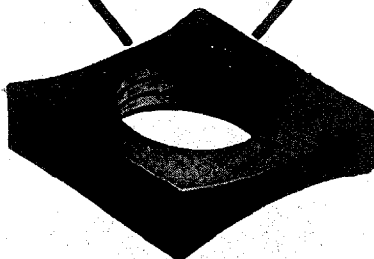
After all his efforts in behalf of the army, Mr. Pike was obliged to take a two days' rest at Mt. Rainier. (He said he would be insulted if I called it a vacation.) He reports the mountain as still being there and says the dears up there are wonderful. Brought back a picture of one as proof positive. Understand Mrs. Pike was along, so guess we better correct our spelling to read "deer."

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Another peculiar incident has been brought to my attention. Truth is indeed sometimes stranger than fiction.

Of course everybody knows that F. M. Barkwill betook unto himself the automobile formerly owned by H. E. Foster, whom I am sure everyone has heard of. Of course he had the usual amount of excitement learning to run it, discovering that Herbie had removed part of the engine and forgotten to replace it, but the Most Embarrassing Moment of Mr. Barkwill's life (no, this is not in any way connected with the column by that name running in the Times) was one morning as he was going to work. Everything went beautiful until just as it was crossing a corner, the machine espied two particularly good looking girls standing on the sidewalk. Would you believe it, his auto drove right up to the curbing, cranked the front wheels and waited. Mr. Barkwill advanced the spark, "stepped on it" and begged it with tears in his voice to move on, but the only sound was the subdued giggles of the young ladies. Finally Mr. B. alighted, bowed low in true Chesterfield style and sez, "Ladies, you can see what I am up against. My machine positively refuses to go unless you honor me with your company. As I am already late for an appointment, will you not do me the favor of riding down town?" Seeing that there was really nothing else to be done, they consented. Whereupon the car thrilled with life and moved merrily down to Second avenue and stopped in front of the Puss'n Boots.

And this is a true story, because somebody in whom I have a lot of confidence told me.

Bill Grinnan was in one day in his uniform all aboard to take up his duties in the Quartermaster's Department. "Bill" comes of a family who have done their bit whenever their country called, his father having taken part in the Civil War, his brother, J. W. Grinnan, of the Telegraph Department, served in the Spanish-American, and now he is preparing to go to France.

The most important topic this month is the COMFORT FUND. When I lived over in the City of Destiny I always heard how the Seattle offices were famous for putting things through and I am sure this is not going to be any exception. A lot of my victims looked bored when I mentioned a dime and a number of quarters, half and even dollars were added to my pile. The first person to walk in and voluntarily hand me his dime was Bill Santerre of Mr. Reeder's office.

I was grieved to find in my wanderings around the different offices that there were really some in Seattle who did not read the magazine. Just to be entirely consistent in my arguments I swear on the dictionary I read every word of it, advertisements, electrification tables, safety first, yes, Mrs. Scott, we are knitting, and Mr. Hoover's rules. I sure did feel like an animated scrap book when I finished, but it is every bit worth the effort. And anyway, there isn't any real live employe around here but what reads it just because they hate to have anything going on that they are not in on. See!

But to return to the Comfort Fund: It is up to us to stand back of the boys who have so cheerfully been the first to go forth and fight our battles. And if this article reaches them, as I

hope it may, we want to express to them our interest in their welfare and tell them that the sacrifices they are making are not going unheeded. It would surely do their hearts good if they could see how cheerfully everyone responds to the call to help swell the fund, which we hope will make the hardships of war a little easier. And to each and every one of them we send greetings and best wishes.

There are a few conscientious women who have decided to learn telegraphing and regularly attend the classes at the night school in the Henry Building. You better look out, Nora B., in a few months we will be sending someone out to relieve you and send you to France as a war correspondent if you get any cleverer. Why didn't you get a folding typewriter like Mrs. Kendall's.

Mr. Long's idea of a good time is walking twenty-five or thirty miles with a pack weighing at least ten or fifteen pounds on his back. He was blissfully happy up in the Cascades this year, catching fish, cleaning them and getting them into the skillet before they stopped kicking. What worried him was that there were not enough people there to eat all he could catch.

Mr. Borgen and party went up to Mt. Rainier fishing and of course got a LOT of FISH.

Mr. Dewar motored to Vancouver with his wife and four sisters-in-law. Only had three punctures. Pretty soft to have four good-looking sisters-in-law, isn't it.

Miss Talmadge of the Legal Department has been making an extensive trip in the New England States, New York, Washington, etc. Has been away nearly six weeks.

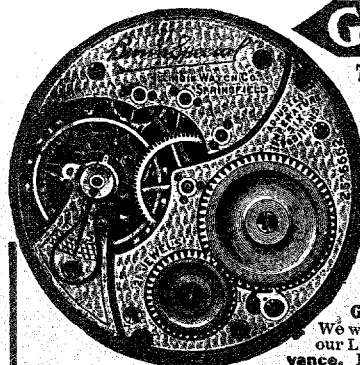
And aren't we glad we got that raise? Well, I should say so.

Employees of the Illinois Division and friends were pained to learn of the sudden death of Mr. William Bradbury, who was killed August 26th while returning home in the morning from work at McQueens Station upon his bicycle. Some unknown autoist struck him and left him at the roadside to die. When found by passers-by he was gasping his last.

Mr. Bradbury was born at Uniontown, Pa., September 5, 1850, and since 1881 was employed as agent and telegraph operator by the C. M. & St. P. Ry. at Itasca, Pingree Grove, Alimora, Hampshire, Albany and McQueens. Besides his widow, he is survived by one daughter, Edna.

We desire in this way to express our heartfelt appreciation of the help given us in our recent bereavement and to thank all of father's friends for their words of sympathy and floral offerings and substantial assistance. Though father's death breaks the link that bound us to the daily life of the railroad, the friendships formed in the years past will always be cherished by us, and his friends, though we may not be personally acquainted, will always be considered our friends.

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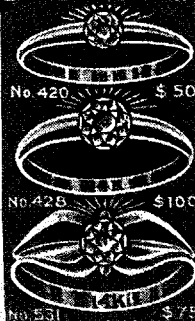
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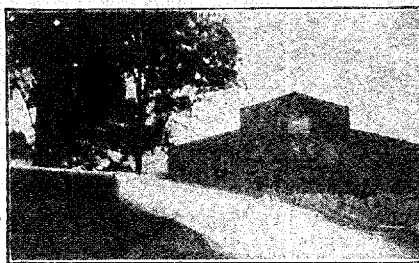
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