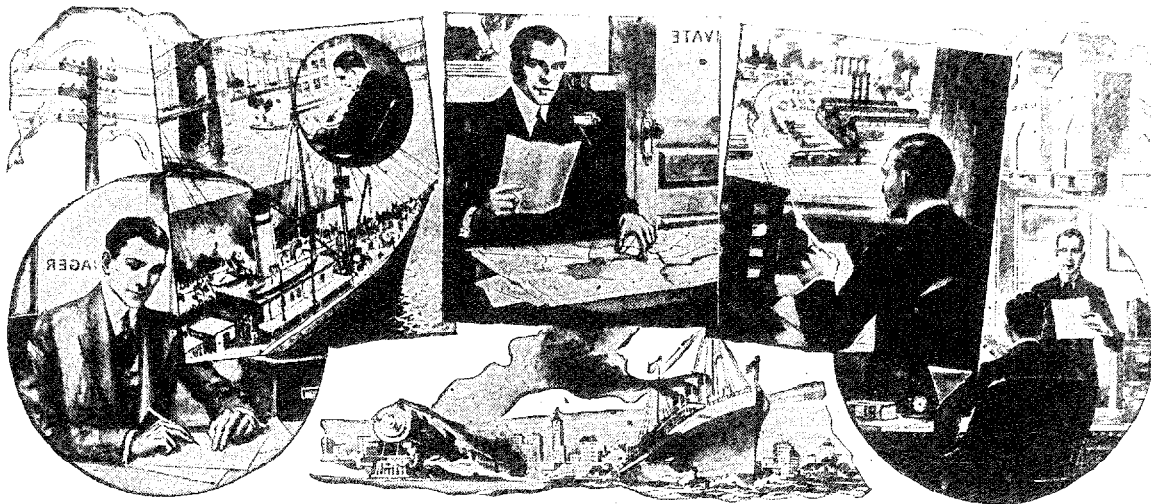




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B. S. McMullen was a freight checker on the docks at Seattle.

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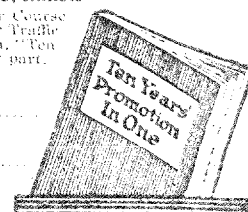
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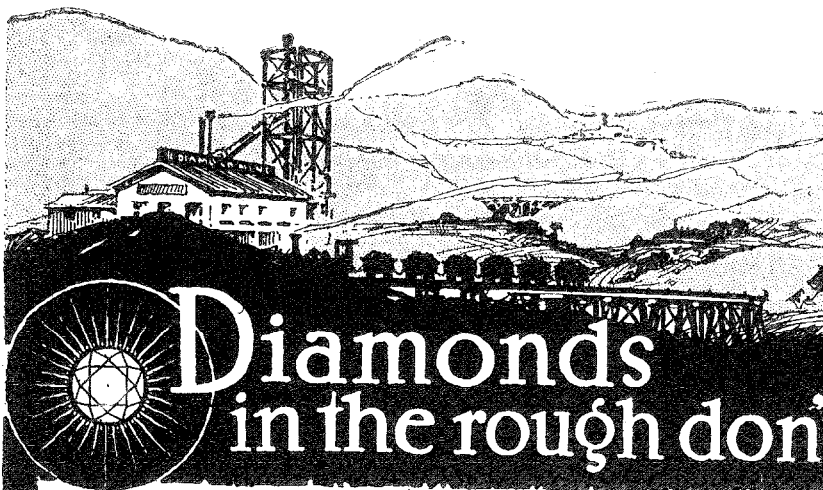


CONTENTS

	Authors—	Page
The Get-Together Ideal		5
Winning Their Chevrons.....		7
Annual Meeting of the Vets.....		13
Untaught	E. W. D.	13
Banquet and Presentation to B. F. Van Vliet.....		13
Willow Mattress Work at Chamberlain Bridge.....		14
Be Saving—Avoid Waste	A Fellow Workman.....	15
Personal		15
U. S. R. R. Administration Washington Information		16
Don't Take the Joy Out of Life.....	Jack Gavin.....	17
Claim Prevention Bureau.....		18
Loss and Damage Claim Prevention.....	J. B. Hamilton.....	18
Flat Loading of Merchandise.....		19
A New Coat for Berlin Station.....		20
Safety First	A. W. Smallen, Chairman.....	21
Dubuque Shops Way Over the Top.....	C. W. Wright	26
On the Steel Trail.....		27

INDEX TO OUR ADVERTISERS

Amer. Technical Society.....	Massey Co.	62
.....Inside Back Cover	Merchants National Bank, St. Paul.....	63
Anti-Kamnia Remedy Co.....	Miles City National Bank.....	62
Bird Archer Co.....	Murphy Varnish Co.....	64
Boss Nut Co.....	National City Bank of Seattle.....	57
Brooks Appliance Co.....	Nuxated Iron Co.....	59
Buckeye Steel Castings Co.....	Pacific Creosoting Co.....	61
Church, Rollin S.....	Pantasote Leather Co.....	55
Clark & Bro., W. A.....	Pyle National Co.....	62
Coleman, Watson E.....	Roslyn Fuel Co.....	62
Commercial State Bank.....	Robertson, Wm.	38
Commonwealth Co.	Ross Gould List & Letter Co.....	62
Continental Casualty Co.....	Santa Fe Watch Co.....	Back Cover
Dearborn Chemical Co.....	Seattle National Bank.....	63
Endicott-Johnson & Co.....	Smith Locomotive Adj. Hub Plate Co.....	62
First National Bank, Lewiston.....	Spokane & Eastern Trust Co.....	57
Franklin Tandy	Standard Accident Co.....	41
Haywood Tire & Equipment Co.....	State National Bank.....	62
Hotel Raymond	Stifel & Sons, J. L.....	31
Inter-American Supply Co.....	Travelers Insurance Co.....	61
Larabie Bros., Bankers	Tuller Hotel	63
Lorenz Electric Works.....	Western Iron Stores Co.....	43
Mass. Bonding and Insurance Co....	Wood, Guilford S.....	64



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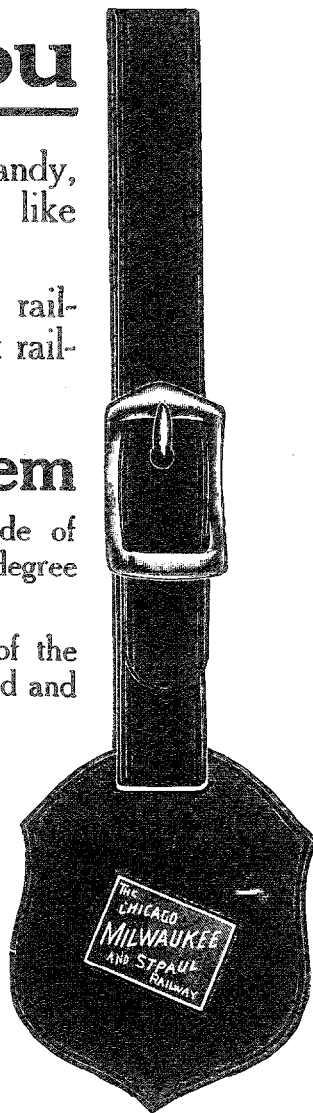
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VOLUME VII

JULY, 1919

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The Get Together Ideal

"The World Safe for Democracy," is the slogan set by the President of the United States for the legions of stalwart manhood that set out on the great forward march of the age; and while far-seeing statesmanship was able to sound fully the depths of the current which bore our armies along, yet the great mass of the rank and file went into the war thinking mostly of the immediate duty ahead,—to curb the Prussian autocrats, "get Kaiser Bill," and avenge the Lusitania horror; and little of the deep underlying meaning of a world safe for democracy or even in those crucial days, of democracy itself. Just how is democracy defined? At least it isn't what the Indian quoted by President Wilson in one of his few story-telling moods named it,—“making world safe for democratic party.” The Century Dictionary give the definition, first: “Government by the people,” and that we enjoy in this country. Second: “A state or civil body in which the people themselves exercise all legislative authority and confer all executive and judicial powers, either by direct collective action or through elected repre-

sentatives,”—this also is our code and our habit. Third: “Political and social equality in general, a state of society in which no hereditary differences of rank or privilege are recognized.” This last is the pivot on which the returning forces of the great democracies of the world are swinging. Political and social equality,—that is,—industrial politics and industrial equality; and the governing forces of the world are being readjusted to focus on this pivotal point. Industry hangs on this readjustment, on the rearranging of industrial politics so that there shall be true democracy; or in other words, that the worker shall have part in governing himself in so far as his producing power is concerned, and that employers shall seek the assistance of their workers in making the respective industries as productive as possible, (the while that labor is getting a good wage), in order that capital may also earn and bear its share in the economic scheme of affairs. Those are the forces now weighing and in so far as both sides draw nearer together of their own volition, so far will the scale swing noiselessly toward its perfect balance. In

this lies The Get Together Ideal that is making progress in many lands and in many industries, and when the word industries is used it takes in the railroad industry as well as those of the purely manufacturing variety. The Get Together Ideal has its obligation on both sides and as it applies to the problems of the railroads perhaps no measure can be made to be more mutually helpful than Get Together Clubs in which employes of a railroad meet on an equality, where the "boss," perhaps not always, but at least occasionally, is present to talk matters over and hear what the men have to say of their work and the problems they encounter every day.

As an instance: at a meeting of a Get Together Club on the Milwaukee recently, one of the members, a conductor, brought up a matter on which it seemed to him, time and money could be saved. It was concerning the handling of short cars in through trains for closed stations, and of putting through cars in locals. As an illustration he used a practice in the yard at his terminal of making up a train consisting of cars for stations at which no one is on duty during the night, train leaving the terminal at night, making it, therefore, impossible to place any cars that may be set out by that train. As a consequence the local following during the day, and which is perhaps two-thirds through freight, has to stop and spot each car set out by the preceding train. That extra time and work could be eliminated by placing the through cars in the night train and the local cars on the day train. This incident is used merely as an example of local questions which may be brought up and talked over in such meetings. It is not supposed that a like situation would exist in other localities,—but each locality has something that could be improved by talking over and each division has men who come across conditions which might be improved for the good of the employer as well as his own benefit if only the condition were brought to his attention. The newspapers and magazines are full of the problems of labor and the trend of the times is to help labor in its uplift, and

that is as it should be,—but as every question has two sides, might not labor stop in its forward movement long enough to ask how it, too, can help? The other side pays them their money and has to find the money, too, wherewith to settle the payroll account, and so the Get Together habit is valuable for all concerned.

At every meeting attended by "the boss of the works" whether he is the factory superintendent or the general manager or subordinate officers of a railroad, he learns something of benefit to him in the conduct of his business; and all the employes get and make helpful suggestions.

Most railroad officials of this country have climbed the ladder step by step from the lowest rung to their present positions and it is the hope of advancement that is one of the potential factors in the business,—but how can a brakeman or a switchman, a telegrapher or engineman, the man of the shops or from any other branch of the service, expect to advance himself unless he studies his work, attends Get Togethers and, in an all round way, takes a personal interest in his business. The Get Together Ideal develops the personal interest and the personal interest develops the man.

Self help in any advance movement is what counts the most and that has been quite generally recognized in the various Get Together Clubs, Economy and Efficiency meetings and the like on our railroad. This principle finds recognition first and foremost in the fact that these clubs and meetings are conducted very generally by the rank and file of employes and seldom does an official sit in the chair. This makes for the freest discussion and the greatest number of suggestions, spelling economy and efficiency in operating and in the general conduct of the business of the railroad. One by one such details build up an efficient whole and each man who is a part of it, is developing himself and when a future officer of the road is needed he is ready to step from the ranks to the executive chair. He has developed himself and his beginning was the opportunity to express himself and air his "notions" at a Get Together meeting.

WINNING THEIR CHEVRONS

A History of the 13th Engineers (Ry.)

The history of the 13th Engineers (Ry.) is one of constant and long continued action, covering their entire period of war service—a record probably unequalled by any other unit, either American, French, British, or others of the allied powers certainly unsurpassed. They bring home with them, after twenty-one months in the “Zone of Advance” on the French front, an unblemished page from the great history that was written in those strenuous months. They were pioneers in their special quality of service with an allied power, and they, as a definite organization, carried the American flag to the front in advance of any other unit of any branch of the service. With their headquarters in the center of the most bitterly contested sector in which the American armies took part, their railroad lines extended to towns and cities and localities forever linked with the gallant soldiers of the American Expeditionary Forces. The rails of their military artery radiated from stout old Verdun and reached through and to Sedan, Conflans, Fleury, Souilly, St. Mihiel, St. Menehould, Sommeille, Bar-le-Duc, Commercy—names that reflect the glory of France and the high faith of Uncle Sam’s doughboys; and most of their work was accomplished under shell fire from the enemy with the object of destroying the allied lines of communication. The regiment was at all times recognized as part of the combatant forces and the personnel received citations and awards of the same grade and character as other arms of the service.

The idea of railway regiments, as developed in the world war, originated at the time that war with Mexico was threatened when the War Department called upon S. M. Felton, president of the Great Western Railroad, to aid in the formation of a railroad unit with

the necessary officers and enlisted men to man the four lines of railroad which the American army expected to use on its advance into Mexico. As the invasion of the southern republic did not materialize, the regiment which had been made ready for mobilization as the Third Reserve Engineers was not called into action. In February, 1917, with the world war clouds spreading over the United States, certain plans of the War Department again crystallized around the Third Reserve Engineers. Calls were sent to the executive officials of the Illinois Central, C., R. I. & P., C., G. W., C., M. & St. P., C. & N. W., and A. T. & S. F. railroads to select men from their personnel to correspond to six complete companies as designated in the U. S. Army Manual of Military Railways. When Marshall Joffre visited this country in the spring of 1917, among the first requests he preferred to the U. S. Government was for experienced railroad men for the operation of the French military rail lines; and to lay the foundations of what developed into our unparalleled Service of Supplies. Recruiting was immediately started on the six railways mentioned and Colonel W. C. Langfitt, Corps of Engineers, U. S. Army, was detailed to command the regiment, to be known as the Third Reserve Engineers.

Recruiting quarters were opened, and of the companies formed, A was composed of Illinois Central employees; B was from the C., R. I. & P.; C from the C., G. W.; D from the C., M. & St. P.; E from the C. & N. W., and F from the Santa Fe Railroad. Major T. P. Horton was the first commissioned officer in D Company, and as 1st lieutenant, practically handled all of the recruiting details of the entire company. The Municipal Pier, Chicago, was secured for the formation and drill of the regiment, proving to be an ideal place for this purpose. On June 1, 1917, the regiment



Officers of 13th Engineers Ry. at Fleury-Sur-Aire

as a unit was called to the Pier and began active preparation for an early sailing and finally, after many delays and "false alarms," it got away in two sections.

The official personnel was as follows:

Colonel W. C. Langfitt (Regular Army).
 Lieut. Col. N. L. Howard (C. B. & Q. Ry.).
 Capt. T. W. Fatherson (C. G. W. Ry.), Regimental Adjt.
 Capt. F. W. Taylor, Regimental Supply Officer.
 Capt. R. D. Black (Regular Army), attached to regiment in charge of military organization.
 Second Lieut. S. M. Felton, Jr., on Regimental Staff.

FIRST BATTALION

Major C. L. Bent (Ill. Cent.), Commanding.
 Capt. W. G. Arn (Ill. Cent.), Adjutant.

Company A

Capt. J. M. Walsh (Ill. Cent.).
 First Lieut. G. T. Sheehan (Ill. Cent.).
 First Lieut. F. P. Nash (Ill. Cent.).
 Second Lieut. J. W. Kern, Jr. (Ill. Cent.).

Company B

Capt. V. H. Hagelbarger (C. R. I. & P.).
 First Lieut. F. A. Parker (C. R. I. & P.).
 First Lieut. S. E. Mueller (C. R. I. & P.).
 Second Lieut. W. E. Haberlaw (C. R. I. & P.).

Company C

Capt. E. E. Stoup (C. G. W.).
 First Lieut. S. V. Rowland (C. G. W.).
 Second Lieut. R. W. P. LeBaron (C. G. W.).
 Second Lieut. E. E. Deyo (C. G. W.).

SECOND BATTALION

Major C. L. Whiting (C. M. & St. P.).
 Capt. C. E. Carson (C. G. W.), Adjutant.

Company D

Capt. A. Young (C. M. & St. P.).
 First Lieut. T. P. Horton (C. M. & St. P.).
 First Lieut. F. T. Lee (C. M. & St. P.).
 Second Lieut. F. W. Sawtelle (C. M. & St. P.).

Company E

Capt. G. A. Holmes (C. & N. W.).
 First Lieut. E. H. Shaughnessy (C. & N. W.).
 First Lieut. E. Schultz (C. & N. W.).
 Second Lieut. W. S. Johnston (C. & N. W.).

Company F

Capt. L. Overpeck (A. T. & S. F.).
 First Lieut. G. C. Kennedy (A. T. & S. F.).
 First Lieut. F. VonBlucher (A. T. & S. F.).
 Second Lieut. S. S. McConnell (A. T. & S. F.).

MEDICAL DEPARTMENT

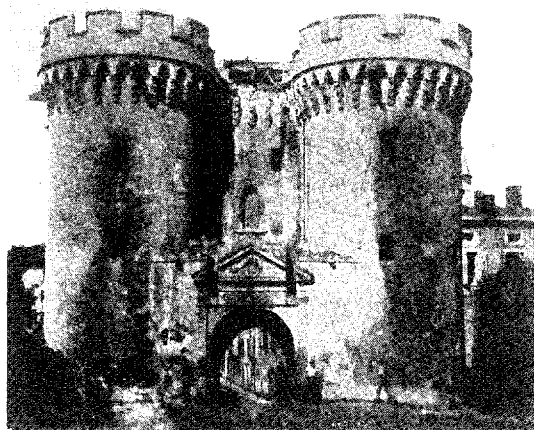
Capt. W. H. Thearle (Regimental Surgeon).
 Capt. C. E. Clayton (Assistant Surgeon).
 First Lieut. J. W. Tape (Assistant Surgeon).
 First Lieut. H. B. Smith (Dental Surgeon).

Companies A and B, with Headquarters Company, left on July 18th; the 2nd Battalion, with Company C of the 1st, going on the 21st. It took three

trains of thirteen cars each to transport the regiment to New York. The first section arrived at Hoboken on the 22nd and went aboard the American Line S. S. St. Louis, an ocean greyhound of the first class.

The St. Louis sailed without convoy, and due to its great speed, with continual zig-zagging in the submarine zone, it safely withstood a U-boat attack on July 29th. The St. Louis was equipped with two six-inch and three four-inch guns, manned by qualified gunners of the U. S. Navy, and the ship was capable of making 20 to 25 knots per hour. When the attack commenced the ship put on all steam ahead, replied with her guns, and soon outdistanced the Germans. The firing continued for about thirty minutes. S. O. S. calls were sent out and two British destroyers arrived and remained as convoys until Liverpool was reached. The regimental historian chronicles that "the conduct of the new troops comprising the 1st Battalion was excellent, practically every man was cool and ready for any emergency which might arise, exemplifying the true American character of each individual, that afterwards carried the Huns to their defeat on the battlefields of France." After narrowly escaping destruction by floating mines in the Irish Sea the St. Louis docked at Liverpool at 11:00 P. M., July 30th. The two companies were marched from the boat directly to a waiting train for Camp Borden, one of the greatest organization camps of the British Army.

The 2nd Battalion, meantime, were not so fortunate. Arriving at Hoboken,



Main Gate, Verdun Citadel, France

July 23rd, the four companies were ferried to Pier 54, and marched aboard the Cunard Liner Orduna. Colonel Langfitt accompanied the second section. At 3:30 P. M. that day, the ship put to sea, and on the 25th, it reached Halifax, where it was to await other vessels to be included in the convoy across the Atlantic.

It was August 1st before the convoy was gathered into the harbor, and the same evening the fleet put to sea convoyed by one armored cruiser. The night was foggy, and in getting out, the Orduna narrowly escaped collision with an unknown vessel. During all of the time at Halifax the strictest guard was maintained, the men were

not allowed off the ship, and no lights, not even the illuminated face of a wrist watch was permitted to be exposed. The voyage of the convoy was eventless and the Orduna reached Liverpool early in the morning of August 12th. It also entrained at once for Camp Borden. Rumors had reached the men of the 1st Battalion that the ship carrying the balance of the regiment had been sunk, and great was the rejoicing on that Sunday morning, when the 2nd Battalion looking fit and stalwart, marched in and greeted their comrades.

The time at Borden was largely spent in military and gas drill. On August



The Ruined Railroad Station of Dombasle, in the Argonne, France.

14th, the regiment was notified that it had been selected with other railway units to parade in London the following day, a singular honor, for not since the days of William the Conqueror had troops of a foreign nation marched through the streets of England's capital. The companies were ordered to present a perfect appearance. How well they succeeded is matter of history; as is also their review by King George in front of Buckingham Palace.

The regiment left Borden August 16th for Southampton, where they boarded the transport Huntscraft. This ship was a captured German cattle boat and quarters were not altogether commodious, but no one complained, for all realized that it meant France and real action at last. The voyage across the channel consumed the entire night, the boat pursuing a zigzag



Master Engineer Roy Visger, Company D, 13th Engineers Ry., Sept. 1917

course; but early morning disclosed the shores of France and the little city of Havre, the port of debarkation. At 9:30 P. M. that night, they were entrained at the Havre railway station for "Somewhere in France." Emergency rations of canned beef and hard-tack together with what bread and wine could be procured along the way constituted the meals the following day until about 11:00 P. M., when the train rolled in to Chalons-Sur-Marne. They

received notice of his promotion to the rank of Brigadier-General, and was tendered a farewell banquet by the officers. He left the regiment amid expressions of sincere regret from officers and men. He was succeeded by Col. C. W. Kutz. Shortly after Colonel Langfitt left, Lieutenant-Colonel Howard, Capt. C. E. Carson and Lieut. S. M. Felton, Jr., were detached from the regiment for duty in other commands. On August 25th, the regiment was reviewed in the



Company D's First Kitchen in France

had passed through Paris, with the least possible stop there. At Chalons, as the regiment detrained, it caught its first glimpse of the flashes from big guns as they lit up the sky, and heard the continual roar of action along the front. Clearly, the "Zone of Advance" was at hand. No lights were allowed in the streets, but as the troops marched through the dark, the word was passed among the inhabitants "the Americans have come," and the French people poured into the streets to welcome their deliverers. The 13th was the first American outfit in that sector and their reception was cordial in the extreme. Barracks were assigned to each battalion, the first having quarters, it was said, in an ancient stable that centuries ago was occupied by the horses of Charlemagne. The 2nd Battalion was housed at Tirlet Barracks, where regimental headquarters were established the next day; and the regiment settled down to a military routine.

On August 24th, Colonel Langfitt re-

ceived notice of his promotion to the rank of Brigadier-General, and was tendered a farewell banquet by the officers. He left the regiment amid expressions of sincere regret from officers and men. He was succeeded by Col. C. W. Kutz. Shortly after Colonel Langfitt left, Lieutenant-Colonel Howard, Capt. C. E. Carson and Lieut. S. M. Felton, Jr., were detached from the regiment for duty in other commands. On August 25th, the regiment was reviewed in the public square at Chalons by General Gouraud and other French military authorities, together with officers of high rank from various allied countries. Like the parade through London, this review was a complete success and made a profound impression upon the General and the French people, who were rapidly becoming convinced that America was in the war to win, and that the trouble of getting troops over seas had been surmounted.

Major C. L. Whiting, as the railroad operating head of the regiment sent detachments to all points of the 4Bis and 9Bis military lignes, to learn the French methods of operation and to become acquainted with the use of French power and equipment. The 4Bis ligne was an auxiliary line extending between St. Hilaire and St. Menehould and the 9Bis ligne between Chalons and St. Hilaire. These lines had been constructed by the French, parallel to railways of the Est Company that had been destroyed by the

Germans, or were too close to the front line to permit operation. All members in their various detachments were required to work under French supervision,—thus the shop forces were placed in the Chalons shops of the Est railway; yard forces were located at the same point. B. & B. men were assigned to the duty of building a Red Cross canteen near the Chalons station, and so on. All detachments drew rations from the French and distribution was made by motor truck or supply cars sent along the line. The Americans at first found it difficult to like French food,—the bread, for instance was not the kind “that mother makes” at home, nor was the flour the fine white brand seen in the goodies on American tables. But French bread is wholesome and nutritious and it was not long before it was eaten with great relish by the Americans. The custom of drinking light wine instead of water was not specially welcomed by 13th boys, and the French found it hard to comprehend their loudly expressed preference for “just plain water.” Butter, milk and sugar were unknown in the French ration.

On September 11th the 2nd Battalion left Chalons, followed the next day by the first and both reached the 6Bis ligne which they were to operate the day following their respective departures. All had been instructed at Chalons at which stations they would locate, and were distributed accordingly, with headquarters at Fleury-Sur-Aire, southwest of Verdun. Then followed the breaking-in process. The French required that their method of operation be continued and the Americans had to learn a radically different method of railroading than anything they had hitherto known. The French followed the unit system, with the Chef-de-Gare, or station agent controlling the movement of trains from his station to the next in connection with a positive block. The units were collectively assigned to districts which were under the direct supervision of a district superintendent and his subordinate officers. The general movement was controlled by the general superintendent over the various districts from the movement office located

at Fleury headquarters. Trains were given no time-table rights and no train orders were issued; they were allowed to move only upon the direction of the Chef-de-Gares who were governed by the instructions of their respective superintendents. The basic reason for this system was, that if any portion of the railroad should be put out of commission by shell fire or other causes, the rest of the line could go on operating without depending upon a division located miles away. Interpreters were given the troops, who, although very courteous and anxious to be helpful, found it difficult to comprehend or translate the railroad technical expressions or the colloquialisms without which an American railroad man is quite lost. Among the difficulties encountered in operation, at the outset was handling trains that were manned by French train crews with American enginemen; and up to the time that American engines were received, French engine crews worked in conjunction with American train crews entirely between Fleury and Sommeille. There were fifty-two Midi engines, all of them built between the years 1853 and 1900; all were equipped with open cabs that afforded no protection whatever from the deluge of rain that continued for weeks after the 13th had taken over the line. Cars also differed in every respect, being very small, with a capacity of 9 to 20 tons, equipped with link couplers with a screw-jack which



The Grave of Sergt. Jos. H. Barnoske, Co. D,
13th Engineers Ky.

required the trainmen to go between the cars to couple them and serew up the jack to make the slack uniform. Greater danger also existed by reason of the bumper castings on the end of every car. The equipment was old and frail and easily derailed with rough handling. Hand brakes constituted the braking power and these were governed from a tiny cupola at the top and end of the car. Airbrakes were unknown excepting on hospital and permission-air trains.

The 6Bis ligne was constructed with many curves as high as ten degrees with a maximum gradient of one and a half percent, and over this hundreds of trains had to be handled without so much as a flash light or a lighted match for signalling. The means of communication also, were difficult. Only block telephones were installed between stations and when long distance telephoning was necessary it had to be accomplished through several French exchanges manned by French operators only. The engines used, when in first class condition had a tractive power between 300 and 750 tons. No accurate tonnage check could be made on trains delivered by the Est railway at Sommeille as the waybills were made out in French and from one to fifty cars would be enumerated on one bill; consequently in helper districts, it was often necessary to use three or four of the old Midi engines to handle a train of 1000 tons.

The entire district was visited frequently by German aircraft at night,

which dropped bombs on detachments and chased trains for miles, working machine guns on them all the time. Detachments on the Clermont, Rampont, and the main line from Souilly to Dugny were shelled daily by the Huns and were not only obliged to work under the most unfavorable conditions, but were forced to live in dug-outs and cellars in the abandoned villages. Finding that Americans were working in this sector, the Germans seemed to increase their shelling from day to day, and members of these detachments were highly commended by the French authorities for their bravery and devotion to duty. One night in particular will be remembered, when on September 20th, while about 150 men were in the Y. M. C. A. tent at Fleury, a large bomb was dropped directly back of the tent and another dropped a few feet from the point where the narrow gauge railway crosses the 6Bis ligne at the east end of Fleury yard. The Lucky 13th, indeed!

About the time the Traction Department was taken over, the Department of the Meuse entered upon its rainy season and for twenty-three consecutive days it rained day and night. A tribute was given to the personnel for their courage and loyalty and effectiveness during the first trying month, which more than at any other time, established the success of "The Lucky 13th Engineers" and brought honor to the regiment and the country from which it hailed.

(Concluded next month.)



Colonel Chas. L. Whiting Receiving the Croix de Guerre with Star, February 22nd, 1919, at Sommeille, France.

The Annual Meeting of the "Vets".

The Veteran Employees Association will, this year hold its long deferred social gathering in connection with the Annual Meeting. The meeting place will be Minneapolis and the dates are August 27th and 28th.

General Superintendent J. H. Foster is Chairman of the Local Committee that is arranging the details and program of the Get Together. As only the general plan of the proposed good time has as yet been decided upon, Veterans are asked to look in the August Magazine for details. A program will also be sent to each member, through the mails. The Civic and Commerce Association of Minneapolis is cooperating enthusiastically with the Committee and there is every indication of a large attendance, a successful meeting and a very good time. Members of the V. E. A., who, one and all, patriotically laid aside their personal wishes and voluntarily gave up the idea of holding a social gathering while this country was at war and all of her sons and daughters were needed to keep the wheels of industry moving at high speed all of the time, should now make the days of this meeting special days of thanksgiving and joy, and in the fraternal handclasp of old friends endeavor to express their gratitude that this country and her allies have been victorious and that the splendid deeds of our own boys contributed so materially to the glorious achievement. Let everybody plan to attend the big meeting.

UNTAUGHT

'Tis ever the same, wherever you go,
 There's a lad and a lass together;
 Whatever you think or whatever you
 know,
 Believe as you may, it was always so,
 In fair or in foulest weather.

Ere men knew aught of the skies above,
 Or of earth with its harvests growing,
 There were secret trysts in field and
 grove,
 There were lips that told all the words
 of love,
 As the wind is adept at blowing.

Who taught the roses to bloom full red,
 Or the lily its graceful bearing?

Did the pearl lie deep in the ocean bed,
 To learn at last how its light is shed,
 Its beauty with others sharing?

Love never came with a task in view,
 But born in the heart of a maiden,
 Wherever she went it flourished and
 grew,
 As fresh as the morn, as pure as the dew,
 And as sweet as a rose in Aiden!

—E. W. D.

Banquet and Presentation to Superintendent B. F. Van Vliet.

On the evening of May 14th, the superintendents and trainmasters of the Middle District, met with C. O. Bradshaw, general superintendent, in his office in Milwaukee, to tender a farewell reception and banquet in honor of B. F. Van Vliet, who has been transferred from the Northern Division to the Des Moines Division.

Mr. Bradshaw expressed his regrets that Mr. Van Vliet had been called to another District. The good showing that had been made in the Middle District had been brought about by closer co-operation and perfect harmony of the operating officers. Mr. Van Vliet had not only followed the program that the management had outlined, but had taken the initiative to bring about improved operation. T. J. Killilea, solicitor, spoke of the benefit of whole-hearted co-operation that existed in the Middle District, and that he had seen statements of operations of this district of which he knew the general manager and federal manager were well pleased, and that it had been brought about by the united efforts of each of the gentlemen present, and the able support each had received from the general superintendent, C. O. Bradshaw.

A Howard watch and chain were presented to Mr. Van Vliet by Mr. Bradshaw on behalf of those present. Mr. Van Vliet, in a well fitting response, showed his appreciation for this token of friendship and esteem. The watch was beautifully engraved, with the initials "B. F. V." on back, and on the inside an inscription expressing the sentiments of the operating officers of the Middle District.

All adjourned to a private dining room in the Plankinton Hotel, where a banquet was served in honor of Mr. Van Vliet. Mr. Killilea read some verses by Savage and Kipling with his usual vim and full of expression as few can render it. All had a very enjoyable evening, but it was noticeable that Van regretted leaving the "Happy Family" of the Middle District. The good wishes for his continued success go with him in his new territory.

Those present were C. O. Bradshaw, general superintendent; H. J. Killilea, solicitor; P. L. Rupp, J. A. Macdonald, B. F. Hoehn, P. H. Nee, C. H. Buford and D. E. Rossiter, superintendents; A. Mullum, R. E. Sizer, D. H. Kelly, F. E. Devlin and R. D. Miller, trainmasters.



Willow Mattress at Pier 3

Willow Mattresses at Bridge Piers at Chamberlain.

Like many other engineering structures, our new bridge at Chamberlain will by no means reveal to the observer who was not present during its actual construction the large amount of work lying below the surface of the water. The accompanying views show the construction of willow mattresses that are being placed around the piers supporting the new steel spans across the Missouri River at Chamberlain, S. D. The bed of the river at this point is of shifting sand and mud and changes with every flood in the river. There is a range of 18 feet between low water and high water in extreme floods. The Missouri River during flood time must provide itself with increased waterway and

does this both by spreading out beyond its banks and by deepening the channel of its flow, particularly at points such as Chamberlain, where the bottom is sand and silt to a great depth. The river here has been known to scour to a depth of 30 feet below low water and, in fact, as much as one-third of the flood cross section is taken care of by the deepening of the channel during high water. The sand and silt, however, which are so removed, are deposited again when the river falls, but may have quite a different distribution so that sand bars are found where previously there was deep water.

To protect piers, such as we have at this river crossing, against such scour, willow mattresses are woven and sunk around the piers. These mattresses are made up of green willows which grow along the river banks and which must be transported to the



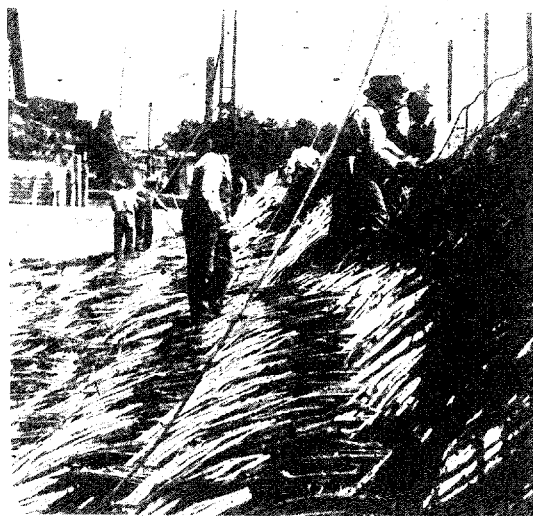
View of Bridge from East Bank.



Mat at Pier 3 Looking West

bridge site by barges. Each mattress is 150 feet by 220 feet, and is woven from a string of barges, as shown in the illustration, being tied together and strengthened by steel cables running longitudinally and transversely, both on the under and the upper side of the mattress. The illustrations show the weaving of part of one of these mattresses on the east side of the center pier and were taken about two days before the completion of the mattress, which was then sunk by loading it with rip rap. The water under the mattress shown was about 13 feet deep and one could have the experience of walking over the area of the mattress dry shod by picking one's steps carefully.

This work, as well as the other construction work at this bridge, was carried out under the direction of the chief engineer, Assistant Engineer W. E. Duckett in charge on the ground, reporting to A. Daniels, district engineer at Minneapolis.



Mat Weavers at Work

Be Saving—Avoid Waste.

A Fellow Workman.

Having been present at a meeting held in the Elks' Temple, at Tacoma recently, for the betterment of Safety First, at which meeting figures were given showing the wonderful gains made in the curtailment of accidents since Safety First was inaugurated, and what a great saving this movement has accomplished in the prevention of loss of life and limbs to employees and the public in general, I would suggest that an efficiency campaign be started by each and every employe with himself as a member.

What a saving could be accomplished if every employe would help eliminate any waste of material or supplies among the thousands of employes of the Milwaukee between the Great Lakes and the Pacific Coast; if all would resolve that there should be no waste thousands of dollars would be saved annually. The railroads are going to have a hard fight to meet the increased wage scales that are now in effect, and unless we all buckle down and do our share, we will find the roads cannot meet the present scale of working conditions that exist at the present time. I consider it an injustice to our Government, to our families, and to ourselves, to stand by and see any fellow-workman or employe wasteful of company material or supplies. Impress upon him that he is taking the bread and butter away from his family by the careless wasting of material and supplies.

We must ask him who, in the long run, is to suffer for this waste. He may, perhaps, be foolish enough to tell you, "Oh, the Company, rich. I should worry." Now, fellow-workmen, you know that the man who says or thinks this, is emphatically wrong, and here is the plain truth. The railroad which has to make up for this loss, has only two sources, either through the shipper, by raising of rates, or by cutting of wages, and if the shipper is affected by the increased rates, then the consumer is likewise affected, so you can readily see you are the one, in the long run, that suffers. Now, let's all pull together and make this a banner year in the saving of materials and supplies. Show your true American spirit. Make every spike, broom, shovel and all supplies and equipment last as long as there is any usefulness left in them, and by so doing you are helping yourself and your fellow-workmen, and I feel assured every loyal American will heartily approve of such a movement.

PERSONAL.

Inquiry has been made from the office of the general baggage agent as to the present address of J. Johnson, formerly employed as baggage agent of the L. & M. Division, running out of Austin, Minn. Mr. Johnson entered U. S. service and his Milwaukee friends, having lost track of him since, then, have asked the Magazine to assist them in locating him. Any information as to the present address of Mr. Johnson will be much appreciated. Replies may be addressed to the office of the general baggage agent, Milwaukee, Wis.

United States Railroad Administration Washington Information

How R. R. Men of America Rescued Our Allies.

In an address in New York last month, W. G. McAdoo, former director-general of railroads, gave an extremely interesting illustration of the patriotic service rendered by the railroads in wartime.

Making public information which had hitherto remained undisclosed, Mr. McAdoo told how, by holding up the great flow of traffic through the eastern and northwestern territories, trainloads of foodstuffs streamed to the seaboard, resulting in decided aid in the war upon the Hun:

Now that the war is practically ended, because peace is almost in sight and an effective armistice is in force, there is no reason why some facts should not now be given out which it would have been manifestly unwise to make public during the period of actual hostilities. I should like to give you a little inside story of the way in which the United States Railroad Administration saved the Allies in a desperate emergency and made certain the ultimate defeat of Germany.

In February, 1918, the situation was extremely black for the Allies. I was invited by the ambassadors of Great Britain, France and Italy to attend a meeting to consider an important message which had been sent by the prime ministers of those three great powers. Being unable to attend myself, I sent Mr. Gray, director of the Division of Operations, and Mr. Chambers, director of the Division of Traffic, to represent me. There were present representative of Great Britain, France and Italy, Food Administrator Hoover, Fuel Administrator Garfield and Mr. Hurley, chairman of the Shipping Board. The following statement was read at that meeting:

"Having met today at Versailles, the prime ministers of France, Great Britain and Italy have decided collectively to send the following message to the President of the United States and to request the ambassador of France to present it on behalf of the three countries:

"The Interallied Wheat Committee reports that:

"First. The bread cereals sent from North America were in December 500,000 tons below the amount fixed by the Paris conference in November last. In January they have been more than 400,000 tons below the adopted program.

"Second. This deficit of 900,000 tons has been caused by the congestion of railroads and the lack of cars and coal, all of which has been made worse by the exceptionally severe winter. These deficits, added to the

previous ones, will result in a condition especially serious throughout the allied states of Europe in the forthcoming months of March, April and May. Such a condition can be improved only by the sending of a considerable amount from America in February, March and April.

"Third. The Wheat Committee knows and appreciates the efforts of Mr. Hoover and of the Food Administration in view of helping the Allies at this critical juncture. The committee is aware that Mr. Hoover realizes the gravity of the situation and agrees with it as to the wants of the Allies.

"On the other hand, it begs to point out that the sending of an average of one million necessitates no less efforts on the part of the railroads and the Fuel Administration than on that of the Food Administration, therefore the committee expresses the hope that instructions may be issued for absolute priority to be granted in the United States to those products until the crisis be passed."

"It has been decided thereupon that this should be submitted to the President of the United States and that he should be informed that in the opinion of the three prime ministers, the need of cereals in Europe cannot be exaggerated. They express the hope that the President will be so good as to give the necessary instructions. Measures have been taken for supplying the necessary tonnage.

"The interested countries have been able to take these measures only by reducing their importations of ammunition in a degree justified solely by the critical character of the food situation.

"In the opinion of the prime ministers the dearth of wheat, with the effect it may produce on the morale of the population—and the Russian collapse is well known—is at the present time the greatest danger threatening the allied nations of Europe."

Grave as this message was, the situation as presented orally by the representatives was much worse. Mr. Gray reported to me that the rations of the Italian army had already been reduced twice and the rations of the French army once; that unless food supplies were rushed to Europe immediately and in adequate quantities, starvation would certainly overtake the civil populations of the Allies; that the armies could not be adequately supported and that defeat would inevitably result. All stated that if adequate transportation could be supplied immediately, sufficient ocean-going tonnage would be made available to rush food to the Allies and thus save the day.

You will observe that the despatch stated that 500,000 tons less than the amount prom-

ised for the month of December had been delivered in that month.

There was but one way to get the necessary food supplies to the seaboard, and that was to do one of the most drastic things ever done in the history of American railroading: send empty cars from the East to the West with all possible speed and regardless of cost, and bring them back as swiftly as possible loaded with the necessary food supplies.

The greatest heresy in railroad management is to haul a car empty when it can be loaded. But if empty cars had been held in the East long enough to take the loads that were offered, they would have been delayed in the East as well as at destination.

I issued immediately to Mr. Aishton, the regional director at Chicago, the following order:

"On account of the vital necessity of gathering and forwarding immediately all available grain and grain products for our armies abroad and the Allies, you will for the present give preference and priority in the furnishing of box cars for grain and grain products from the states of Illinois, Wisconsin, Minnesota, North and South Dakota, Montana, Nebraska, Kansas, Missouri and Oklahoma, with the exception of less than carload merchandise, print paper and paper pulp. The regional director, eastern railroads, has been instructed to rush empty box cars to western lines in preference. Please secure the co-operation of grain dealers, farmers and interested communities to facilitate the accumulation and prompt loading of all kinds of grain and have traffic representatives and station agents instructed to aid in this work."

A copy of this order was furnished to Regional Director Smith in New York with directions to move promptly all empty box cars suitable for grain loading from the Eastern to the Western region.

Regional Director Smith had with unusual skill and ability kept the great New York Central artery open in spite of blizzards and other serious obstacles. He attacked the problem with energy, and a continuous stream of empty box cars began to flow to Chicago, where they were taken by Regional Director Aishton and rushed into each grain-producing center, loaded with all possible dispatch and rushed back to the Atlantic seaports, with such effect that within thirty days the emergency had been met and the crisis was over.

I cannot pay too great a tribute to Carl R. Gray, director of operations at Washington; A. H. Smith, regional director at New York; R. H. Aishton, regional director at Chicago, and to the officers serving under them and to the army of railroad men and women throughout the eastern and northwestern territory, who, with a patriotism, courage and devotion unparalleled, stood by their posts throughout the storms and blizzards of that frightful winter, suffering from exposure and overwork but never complaining, and going forward with a heroism which matched that of our gallant men in the trenches, and which, joined with theirs, brought victory to American arms and glory to the American flag.

This great feat was so quietly performed that the American people did not know that practically the entire commerce of the eastern and northwestern territories, with the exception of food and fuel and less than carload merchandise, print paper and paper pulp, had been arrested for a period of more than a fortnight. It may be said to enduring credit of the American people that the inconveniences of that time were borne with a fortitude, courage and patriotism which is at once the credit and the glory of our democracy.

Don't Take the Joy Out of Life.

Jack Gavin, Judith Gap, Mont.

You rise in the morn with a feeling of scorn
For everything gloomy and sad.
The sunshine is bright and your spirits are
light,

It's a morning in June and in tune,

The birds all singing sweet in their bowers,
You are as gay as a child and the breezes so
mild

Bring the scent of clover and flowers.

As you walk down the street, perhaps some
one you'll meet

Who tells you you're fast growing old;
You have wrinkles of care, there's gray in
your hair;

And a long tale of woe will unfold,
Then your feeling of gloom is as drear as a
tomb,

And it cuts to your heart like a knife,
It is always the way—there's someone each
day

To take all the joy out of life.



Four Generations of a Railroad Family

The above is a good photo of one of the Milwaukee Railway engineers in the Milwaukee terminals—Arthur Wilson. Those with him are his son, his mother and his mother's mother, making a four-generation photo. Arthur's father, Wm. Wilson, is also an engineer for the Milwaukee, and his grandfather, Herman Harwell, was 22 years an employee at the Milwaukee shops. The entire family, including the grandmother, who is in her 75th year, delight in reading the Employees' Magazine and talking on any subject where the Milwaukee is the main issue.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

LOSS AND DAMAGE CLAIM PREVENTION

J. B. Hamilton, Terminal Freight Agent, I. C. R. R.
(Reprinted from Illinois Central Magazine)

Why is it necessary for a well operated railroad to pay out over \$200,000.00 per month for lost and damaged freight? Why must a railroad pay back to its patrons 3c for every dollar earned, when in computing the allowance given railroads for transportation of freight, consideration is not given such a return? These are pertinent questions asked every employe today, and the answer is—Negligence. The dictionary defines Negligence as "an act or instances of neglect" and goes on to say that "Negligence is the habit of leaving things undone or unattended to." Surely Mr. Webster had freight claims in mind when he dealt with this word, for it describes their cause perfectly. If nothing was left undone or unattended to in the transportation of freight, it would mean that all instructions given every employe would be carried out and freight would be handled without loss or damage. Loss and damage due to causes over which we have no control would still prevail, but such cases are few and can be explained.

Were it impossible to learn the number and amount of claims paid, as well as the causes and particular traffic affected, we might advance an excuse that we were not familiar with such a defect in our transportation. Freight claims are analyzed so closely that we are shown the actual circumstances causing the loss, and we are told the commodity and the cause of all our claim payments. This should not be surprising information however, for we should know while freight is passing over our rails whether or not anything is being left undone or unattended to.

It is so arranged that each employe has a certain function to perform, ample time being allowed for every performance and proper supervision is provided to see that each function is properly executed. The proper handling of freight is, therefore, contemplated and any loss or damage, except in isolated cases, is due to man-failure or negligence.

The basis for all instruction given employes as to the handling of freight is—common sense. If there were no classifications, circulars, etc., in existence, it would be necessary for every one to apply their own judgement in the acceptance of freight, in the handling to destination and in the delivery to consignee. Strict application of common sense would result in delivery of such freight at destination in good condition. In accepting freight, the employe who signs for it or gives a receipt to the shipper in the manner of assurance that the carrier will deliver shipment in good condition, must use common

sense to determine if the freight is in such condition that it can be handled without loss or damage under ordinary transportation conditions. This employe represents the railroad in making the contract and he must realize that a great responsibility rests with him. If he leaves nothing undone or unattended to, it devolves on the next employe to carry out his part of the contract. If a less carload shipment, the trucker must deliver the freight at the right car; the stowman must look at the marks and know he is loading shipment into the proper car. It is the duty of each stowman to prepare the cars over which he has custody, and by sweeping and cleaning floors and sides, know that freight can be loaded without damage. The stowman must know where each car will be sent and the stations to be served by each car. He must look at destination marks on all freight delivered to his cars and be sure it is loaded into the proper car. Knocks and jars must be anticipated before car leaves the freight house, and the contents so loaded and braced that it will not be disturbed during the handling of car to destination. Cars are inspected by employes charged with the responsibility of classifying each car for the loading of certain commodities. When an employe puts a card on a car showing that it has been found suitable for merchandise loading, he must remember that this is his function and that his action will govern employes who place this car for loading, as well as those who load freight into the car.

The engineer and switchman know that cars will not stand rough handling and that contents of car are susceptible to damage through hard knocks. Although these employes do not receipt for the freight or make deliveries at destination to consignee, they should feel that a great responsibility rests with them and that their performance in switching and moving the cars will govern largely the condition of freight when it reaches the patron at destination. To follow this I. C. R. R. shipment thru, we must remember the employes at destination. The receiving clerk has signed a contract that the carrier will deliver the freight in good condition at destination. This contract cannot be closed until the freight has been so delivered, and a receipt obtained by our delivery man. This receipt at destination is the evidence that the carrier has fulfilled its part of the contract and under no conditions should delivery of freight be made without a receipt from the consignee or his duly authorized representative.

Every shipment is covered by a waybill, from which our revenue is obtained. The employe charged with issuing the waybill must realize the importance of his function, and leave nothing undone in showing all in-

formation on waybills, as furnished by shipper on bill of lading. The employee assigned to distribution of waybills must remember that if he sends one waybill to wrong destination, there will be a shipment over at one station and a shipment short at another. Freight at destination cannot be delivered consignee without a waybill, unless consignee produces the original bill of lading or other proof of ownership. This creates a great deal of inconvenience to the public and causes them to wonder why freight cannot be handled more intelligently. It also opens an avenue for the loss of the freight.

In the handling of carload freight, there are fewer elements of chance for loss and damage, but greater responsibility is attached to each shipment by reason of the money involved. A shipper orders a car for his product from a representative of the carrier. When this car is placed for him, he assumes it has been inspected and found suitable for the loading he has specified. When car is loaded and ready to move shipper presents a bill of lading to carrier's agent. This is signed by agent, subject to shipper's load and count, as a party to contract to transport car to billed destination. Ordinarily the shipper is not familiar with the handling of cars through yards and on road, and in the absence of such knowledge is liable to load a car in such a manner that contents will become damaged during movement of car. Even though our legal responsibility does not require supervision and inspection of loading, we are morally bound to lend necessary assistance by giving proper advice to insure correct loading and preparation of car. If loss or damage results to carload shipment, the burden of proof is with the carrier and they must show that such loss or damage did not result through their negligence. Even though we might show perfect handling and decline payment of the claim, it is an expense to the public and the carrier that would be eliminated if the freight moved to destination without loss or damage. Of far more importance than the inconvenience and slight expense is the economic waste which might be avoided if employees will leave nothing undone or unattended to.

Everything on a railroad is measured by precedent. Just as the public figure on time required to travel by passenger trains between points, so do they contemplate the lapse of a certain time for shipments of freight to move. Precedent has shown that cars can be handled between certain points within a certain time and naturally the public feels that this should be used as a criterion. It is true the carrier does not guarantee the arrival of freight at destination within certain time, but if the shipper suffers a loss by reason of his freight failing to reach destination as anticipated from other performance, it is necessary for the carrier to show that they left nothing undone in the handling of the freight. Regardless of the liability, the damage is done and some one suffers a loss. All perishable freight, grain and live stock are susceptible to damage through delay, and it should be borne

in mind by every employee that if such freight is delayed an avenue is opened for a claim.

The prevention of loss and damage to freight is not a subject that requires a great deal of personal interest. Personal interest in anything cannot be manifested unless there is some attraction. If it is felt by employees that loss and damage to freight is unavoidable and that any individual effort to prevent it would be of no avail, there is no attraction and consequently no personal interest. If, on the other hand, it is constantly shown where individual negligence is responsible for freight claims and that they can be avoided by the employee personally performing his duty, personal interest is aroused, and in leaving nothing undone or unattended to, it is found unnecessary to refund three cents on every dollar earned by a railroad.



No. 1. Loaded Flat

Flat Loading of Merchandise.

The flat loading of merchandise has been adopted at a number of our larger loading stations with good results from the standpoint of claim prevention as it has been demonstrated that a package lying flat in the car will not shift as much as when loaded upright.



No. 2. Loaded Upright

In order to illustrate the main points in connection with this system, two cuts are shown herewith representing the same load of merchandise: in No. 1, it is loaded flat, while in cut No. 2, it is loaded upright. A glance at the two cuts will indicate the relative benefit of flat loading as compared to the old way of stowing.

The General Committee on Claim Prevention submits the following loss and damage statistics for April:

	1918	1919
Freight Revenue	\$7,470,857.00	\$8,529,013.00
Loss and Damage	171,860.00	215,148.00
Ratio of L. & D.		

to Revenue 0236 0287

During the month of May there was 11,750 new claims for loss and damage received in

this office, the face value of which was \$461,576.00.

A large reduction was shown in the number of live stock claims received, especially as compared with the months just preceding, there having been 224 claims on live stock presented during May, amounting to \$66,664.00. This was only about one-half as much as the claims amounted to on live stock in April and about one-third of what they amounted to in March.

The claims for miscellaneous loss and damage amounted to within \$10,000.00 of the claims of this class presented during April, indicating that, while efforts toward preventing claims on live stock have been effective, there has not been the results shown on miscellaneous loss and damage that the Committee expected.

Up to the 15th of June the number of hogs arriving at primary markets dead has been greater than we expected, although there has been wonderful improvement over the same period last year, and a close analysis of the situation, especially at the Union Stock Yards, Chicago, indicates that our principal trouble is the failure to properly clean stock cars and bed them with wet sand or cinders before loading hogs. In addition to this, however, every agent should impress upon his shippers the absolute necessity of avoiding overloading during the summer months, and where shippers can obtain ice three or four hundred-pound cakes of ice loaded in with the hogs will almost invariably insure their reaching their market in good shape.

The efficiency and economy meetings are providing the General Claim Prevention Committee with many valuable suggestions along the lines of claim prevention, a few of which are shown herewith:

Recommended that all empty containers such as oil barrels, beer kegs., etc, be thoroughly drained before loaded.

That the notation "Shipper's load and count" be shown on bills of lading and way bills in all instances where package or bulk freight is loaded in carload lots and is not checked into the car by a representative of carrier.

That all shipments of eggs be inspected to see that classification requirements are complied with and where they are not the increased rate provided for be applied.

That shipments of household goods, castings and other commodities difficult to identify from billed description have the articles numbered and the number of each package shown on the billing.

That all shipments of returned machinery or machinery parts be carefully described in waybilling, indicating the sort of machine or implement they are a part of, whether old, new, worn, broken, bent or cracked, and, if in bundles, the number of parts in each bundle.

That all shipments of empty beer packages returned have charges prepaid in order to avoid a lot of these packages being left on our hands by consignees after July 1st.

That agents billing live stock indicate plainly on the face of waybill the name of man in charge of shipment and where thirty-six hour release is signed and attached have this shown plainly on face of waybill, also. Where no attendant is in charge, so indicate. This will save a great deal of unnecessary investigations from this office on live stock claims.

There is an unusual shortage of refrigerator equipment at the present time and the prospects for considerable hot weather are good. Agents should take no chances on accepting perishable freight for transportation in any other than iced refrigerator equipment. We have already had a number of instances during the past ten days of butter, cheese and eggs shipped in box car equipment. At present prices our claims on these commodities will be enormous unless great care is taken to ship only in refrigerator equipment and to keep that equipment fully iced to destination.

With the number of men at present interesting themselves in our loss and damage account through the numerous economy and efficiency committees, the General Committee on Claim Prevention feels that there should be at this time a marked reduction in our claims. We solicit your continued assistance in this matter and hope that every man receiving a copy of this bulletin will feel perfectly free to use the enclosed postal cards to make suggestions to this committee which we will gladly consider and act upon promptly.

SPECIAL COMMENDATION.

The Special Commendation Section has been unavoidably omitted from this month's Magazine, but all such items already in the hands of the Editor will be included in next month's issue.

A New Coat for Berlin Station.

G. M. Heilman.

Painter Foreman Otto Heller, with Painters Henry Vehlein, Louis Kastner, Robert Einters and Tony Bruskewith, took Berlin, WISCONSIN, U. S. A., by surprise the fore part of the month and proceeded to give the station a thorough painting inside. The work was excellently done and is in keeping with the beautiful building which is a source of pride to the city. Apart from occasionally forgetting that everything was paint from top to bottom, and of the usual thoughtlessness of those in the office about the signs "Fresh Paint," meaning just what they said, (practically all of us took turns in sitting down on some of it), we welcomed the improvement, and now that the painters are gone our clothes and our good nature are restored to normal once more.

At any rate, we sure look fine and appreciate very much the fine job. Berlin boasts that it has one of the finest stations on the Northern Division and we feel justified in letting the employees of other divisions know about it.

It would be a mighty nice thing if the Northern Division could be represented each month in our magazine, and we up here are at a loss to understand why we are not. Perhaps our scribes are troubled with writer's cramp or some other similar trouble. (The Editor, too, has often wondered why no voice from the Northern Division is heard).

Safety First

A. W. Smallen, General Chairman

"Accidents and Remedies."

Engineer Allen, Madison, Wis.

The object of this paper I am about to read is, the causes and the preventions of accidents. First, namely, there are three causes for accidents.

FIRST—Defective or improper condition of way, structures, equipment, machinery, tools or appliances.

SECOND—Improper methods of work or operation.

THIRD—Failure of one or more men to use necessary care and diligence; or, in other words, every preventable accident is due to some failure or insufficiency of Material, Method or Man.

In my crude way I will endeavor to explain the cause and the effect of Material, Method or Man.

We, as employees are not responsible for the first of the two causes enumerated, but we are responsible for the third. Material and Method are subjects for official consideration; but man, the human machine, is almost wholly within our control.

You see, then, that this vital problem, the prevention of accidents, depends for its complete and final solution upon both officials and employees. It cannot be solved by one without the other, and the first step in the solution is absolute sincerity in co-operation of employees and officials.

You have now heard the conditions which causes accidents. What are the remedies? That is the vital question for us as employees to solve. I will endeavor to bring the remedies under three answers.

FIRST. Improve and make safe defective or improper conditions of way, structures, equipment, machinery, tools or appliances.

SECOND. Correct improper methods of work or operation.

THIRD. Educate and train employees in all branches of the service to use necessary care in the discharge of their duties.

It will enlarge on a few of the accidents.

First. Injure an experienced man a new man must take his place. A new man is always an experiment. The new man to whom you extend the hand of fellowship today, may run a car over you tomorrow.

Second. Your efforts to correct unsafe conditions and prevent carelessness will make it safer for you and your fellow workmen.

Third. Safety appliances are all right, but what we need is safe men to operate them.

Fourth. A factory inspector chained to every machine in the shop would not keep some men from getting hurt.

Fifth. Every accident is a notice that something may be wrong with Method, Material or Man, and should be investigated at once, by the man in charge, to ascertain cause, and apply remedy. Whether the in-

jury received is slight or serious, is not material.

Sixth. It is easier to do a thing right than to explain why you did it wrong.

Seventh. A minute of judgment is sometimes worth a day of energy.

Eighth. Again, gentlemen, you are writing this awful record every day when you take chances.

Ninth. You are responsible for the safety of others as well as of yourself.

Tenth. When a railroad man takes chances, the lives and limbs of human beings are the stakes. Every man who gambles, loses, sometimes, generally many times, but you cannot afford to lose one. Judas took a chance and lost out. Germany took a chance and lost out, and you fellow workmen will lose out if you take chances.

Eleventh. You have no right to take chances. The other fellow may have to pay the penalty.

Twelve. Do things the way you are told. Then, if trouble comes, it is up to the Boss.

Thirteenth. You are paid to comply with rules. Have you any right not to comply? Think of that when you sign the payroll.

Fourteenth. Do not think because an accident has not happened it won't happen.

Fifteenth. Do things right and you will not have to put on gloves, when you open personal letters from the Boss.

Sixteenth. To be careless, thoughtless or reckless, means injury sooner or later, to yourself or others.

Seventeenth. Safety should be the first consideration of every employee. Now, fellow workmen, I have tried to explain in my crude way the cause and effect and a preventative I have shown you the "Nettle of Danger," that you may pluck the "Rose of Safety."

In conclusion, fellow workmen, I hope to live to see the day when every land, from Orient to Occident, from pole to pole, from mountain and from shore, to the farthest island of the sounding sea, shall feel the glad sunshine of freedom in its breast; and when the people of all climes, arising at last from the heavy slumbers and barbarous dreams which have so long haunted the benighted minds of men shall join in glad acclaim to usher in the Golden Era of Humanity, and the Universal Monarchy of Man.

Northern Montana Safety First Committee meeting was held on March 20th, at 2:30 o'clock in the afternoon. The following were present:

Mr. E. Hogan, A. C. Bowen, A. H. Wilkins, E. B. Cornwell, C. B. Brook, B. W. Groggins, W. J. Retallick, T. E. Laing, O. A. Johnson, J. C. Kidneigh, J. A. Gore, D. D. Spayde, F. A. Curtis, C. P. Warner, A. M. Maxeiner, Fred Cummerow and John Petro.

VISITORS—G. C. Conrad, Nick Koloff, Elmer E. Jones, Joe Christy, L. Campanion, B. E. Hendren, E. Thompson, Peter Erickson, C. A. Taylor, Tim Harrington, John Atkins, Edw. Jim

merson, Wm. Rozell, Charles Rozell, Paul E. Dyer, P. H. Bergen, Edwin Bailey, C. H. Koch, Peter Mincheff, Mr. Sams and L. Casteel.

Mr. Laing:—Adopt one make of motor cars and have speed regulated to ten miles an hour. Many makes on division, some with speed of 40 miles. (Mr. Foster advised it was hard to adopt a standard car without offending some of the shippers.)

Mr. Spayde:—Considerable material being piled on top of running boards and sometimes grab irons on outfit cars, especially B. & B. Department. (Mr. Wilkins and Mr. Bowen to investigate and have remedied.)

Mr. Curtis:—B. & B. cars allowed to leave terminal with sides not accurately fastened. (Corrected.)

Mr. Curtis:—Lights should be placed on passenger equipment when left in front or depot—markers at least should be left out on equipment. (Corrected.) (Switch engine will put train away as soon as it is left.)

Mr. Bowen:—That Mr. Hogan inspect crossing. (To be done later on.)

Mr. Richards:—Bell signal ringing about one-fourth of the time at Boulevard St. (Corrected.)

Mr. Johnson:—Have hand cars insulated so they will not ring bells when left on tracks at crossing. (Requisition made for insulating hand cars)

Mr. Laing:—Tell tales not standard clearance at east end of Tunnel No. 4. (All standard but one, east end of Tunnel No. 6. Refer to assistant engineer and see if he will approve of a bracket.)

Mr. Johnson:—No tell tales at the east end of Tunnel No. 1. (Only partly installed account of frost.)

Mr. Kidneigh:—Danger in present method of handling train 115 at Harlowtown across main line. (Corrected.)

Mr. Cornwell:—Lack of lights on depot platform at Moore. (Corrected to read "Straw." Mr. Wilkins to investigate.)

E. B. Cornwell:—Boys riding bicycles, sometimes motor cycles, around depot and between tracks at depot. (Corrected.)

Mr. Cornwell:—Spotting coal at passenger station and switch crew notified to remove car before G. N. comes in. Train crews fail to remove car and necessary for train to shove it out of the way. (Corrected.)

Roadmasters Kidneigh and Johnson:—Men better off without a train lineup. (Referred to general committee.)

Engineer Warner:—Electric Head Lights—Entitled to one which will distinguish the size of a man at 800 feet. Most of them fall short of 400 feet. Head lights have the power but it cannot be focused. Reflectors are too flat. (Investigate locally head light on engine 2705 and refer to general committee to investigate head lights.)

Mr. Warner:—Place a grab iron on top of cab so man can get out of a K engine to clean window. (Referred to Mr. Brook.)

Mr. Spayde:—Engines going to and from roundhouse without red light in the rear. (Referred to Mr. Wilkins and Mr. Brook.)

Mr. Warner:—Red light on end of No. 115 when being taken to yard to switch engine. (Mr. Wilkins to investigate.)

Mr. Burgen:—Switch at Schumacher Spur. Switch should be spiked. (Corrected.)

Minutes of last meeting read and approved.

Remarks made by Mr. Kidneigh and Mr. Hogan.

One accident reported for the month of February.

Next Safety First meeting to be held April 17th, 1919.

Safety First Meeting, Tacoma Shops.

Safety First Committee meeting was held at the Tacoma (Washington) Shops on May 9th, 1919, at 2:15 p. m. The following members were present.

John Kline, blacksmith.
A. W. Rickett, boilermaker.
W. H. Hense, machinist.
C. F. Eppert, pipefitter.
Edw. Morrison, pipefitter foreman.
C. O. Mason, assistant store foreman.
B. W. Zilly, roundhouse foreman.
R. Nofke, chief electrician.

Al Penticost, general foreman.

G. E. Cessford, division master mechanic.

M. F. Hogan, safety first inspector.

Otto Schuetze, blacksmith foreman.

W. P. Libby, machine foreman.

The following suggestions were made at previous meetings:

By Otto Schuetze: Poor and dangerous condition of walks between wood mill and welding shed. Suggest renewal of walks. (Preliminary action taken.)

By A. W. Rickett: Installation of walks across transfer table. (Referred to general safety committee.)

By P. Horr: Suggests that new concrete be put in at end of pit about three feet out to hold jacks for raising engines. (Referred to general foreman.)

By W. H. Hense: Reports that guide grinder throws dust, getting into eyes and lungs of workmen. Suggests putting in fan and pipe to blow dust outside. (Referred to G. E. C. and general foreman.)

By F. Holmes: Stop blowing off machines in shop with air hose and use brush instead. (Referred to general foreman.)

By F. Holmes: Stop piling up pistons, tumbling shafts and other material back of Green's and Shaw's lathes. (Referred to general foreman.)

By F. Holmes: Suggests periodical inspections of chains, air hoists, slings, etc. (Referred to G. E. C. and general foreman.)

By W. H. Hense: Valves on air machines in dangerous condition to operate on account of too large opening in valves for size of cylinders. (Referred to general foreman.)

By H. J. Bell: Suggests that glass shields be installed over emery wheels in shop as an experiment on lessening eye injuries. (Referred to general foreman.)

By H. J. Hibbert: Condition of main track from transfer table through back shop to roundhouse in dangerous condition, material being piled too close to track, endangering workmen. (Referred to general foreman.)

By J. Martenik: Counter-shafting bad place for oiler to get in shop. Suggests that step-hangers be applied. (Further consideration.)

By A. W. Rickett: Latch on small door west end of boiler shop, south side of building, is in poor condition. (Corrected.)

By H. P. French: Broken-in floor of turntable. (Referred to general foreman.)

By R. Nofke: St. P. Car No. 71761 loaded with trucks in such manner that one of the side doors stuck out about 20 inches. (Corrected.)

Reports and recommendations made at meeting held May 9th, 1919:

By A. W. Rickett: Suggests that scissors be ordered and installed in first aid kits. (Referred to general foreman.)

By Otto Schuetze: Long planks in dry kiln extending out too close to track. (Referred to F. D. C.)

By A. W. Rickett: Suggests that setscrew on roller in boiler shop be covered. (Referred to general foreman.)

By B. W. Zilly: Loading wheels with derrick, wheels often fall off, endangering workmen. (Referred to A. J. K.)

By B. W. Zilly: Suggests that men be instructed not to leave pipe lying around and to put back in rack or scrap that which they are not going to use. (Referred to general foreman.)

Suggests that small boxes be made, painted and installed in conspicuous places for Safety First suggestions. (Referred to G. E. C.)

On April 15th, 1919, H. J. Bell, regional safety first inspector, made an inspection of the Tacoma shops and made the following suggestions:

Blue flags on rip track be repainted. (Corrected.)

Suggests that guards be installed over drills on drilling machines in wood mill. (Further consideration.)

Rubber matting be renewed around machines in wood mill and not allowed to get in a ragged and dangerous condition. (Further consideration.)

That material be bunched and not allowed to be scattered about floor in boiler shop. (Corrected.)

Tools in blacksmith shop in dangerous condition; suggests that heads of chisels, cutters, flatteners, etc., be ground down so as not to fly and injure workmen. (Corrected.)

Suggests that a guard be installed on band saw in blacksmith shop to prevent injury to workmen if saw should break. (Corrected.)

Shields be installed over pulley on lathe in machine shop. (Corrected.)

Guard be installed over pulley on large emery wheel in machine shop. (Corrected.)

Shield be installed over drive on 12-inch planer in shop. (Corrected.)

Repair guard on New Haven lathe in shop. (Corrected.)

Make cover for lower gear on wheel lathe. (Further consideration.)

Repair floor stands at shapers. (Corrected.)

Install railing around belts on s.a. drill press. (Corrected.)

Cover gears on small lathe, 6-inch, west end of machine shop. (Corrected.)

Condition of wheelbarrows dangerous account protruding nails. (Corrected.)

Rocky Mountain and Missoula Division Safety Meeting, Deer Lodge, Mont., May 20th, 1919.

Those present were:

A. O. Veitch	W. T. Hart
T. J. Hamilton	T. C. Laughlin
D. J. Hagerty	Alex Melchior
J. W. Blossingham	C. L. Saint
G. T. Spaulding	Carl H. Wilson
Frany McAvoy	H. C. Hamp
E. Sears	A. J. Carlson
Richard Wende	Charles Fullerton
W. E. Dill	C. S. Averill
H. B. Rivers	James Drake
E. A. Martin	J. J. Flynn
T. E. Laing	S. A. Jorgensen
George Nick	Eric Williams
O. Miller	G. Lovely
W. W. Black	H. Kinney
A. A. Pease	J. P. Lee
W. J. Dougherty	Axel Sirand
H. H. Tavenner	B. E. White
H. C. Rector	Dan Johnson
E. A. Tamm	J. W. Davis
B. E. McElbaine	M. F. Hogan

Agent Tavenner was accompanied by Jack Harrah, Ed Lavaseur, Ray Bailey and Don Warden, the Elks' quartet, from Missoula. They rendered a number of very good selections, and the appreciation of all present was expressed in Chairman Murphy's vote of thanks.

Agent Tavenner stated that the quartet would furnish a good part of the music for the Elks' minstrels to be held at Missoula, June 1st and 2nd, and at the Pioneers' Club at Coeur d' Alene, Idaho, some time in July.

Mr. Tavenner expects to be able to bring the ladies' quartet of Missoula to the next Safety First meeting.

Ray Webb, Leslie Neuman, Andrew Bullwinkel, were unable to attend the meeting on account of other important business requiring personal attention.

A. W. Smullen was unable to get to Deer Lodge in time for the meeting.

W. E. Dill and Edward Murray had not received notice of the meeting, account just taking over present positions.

Wm. F. Koehler was unable to get anyone to relieve him.

C. A. Fox, A. E. Fairhurst and Alex Stevens were unable to attend on account of sickness.

Meeting conducted by Chairman Murphy.

Minutes of the last meeting read by Mr. Hogan, discussed and approved.

Items not finally acted upon at last meeting:

Signal for lowering pantographs by day and by night. (Taken up with general committee.)

Brakes on Hart convertible cars and some of the gondola cars on the Milwaukee System dangerous to operate.

Regarding signals in the Standard Code.

Building behind the roundhouse on track leading to Hansen Packing Co., belonging to Dan Lacey, should be moved. (Mr. Tamm will take up with owner of building.)

Electric bell should be installed at Home Street crossing, Butte, between ice house and yard office. (Signal Department is investigating.)

Coming into Superior from the east, the lights blind the eyes of the men in the motor which

makes it very difficult to get a signal. This refers to platform lights. Shades should be placed on lights to overcome this condition. (Has been taken up with Electrical Department at Tacoma.)

Removal of stand pipe at Piedmont was again brought up. (Authority requested.)

Lights should be placed at east end of depot at Lombard.

A suitable gas or electric headlight should be provided on signal men's motor car account of unsafe conditions when out at night with car.

Lights should be installed at turn-table at Harlowton and also along path from roundhouse to street crossing.

Employees at Avery are in the habit of jumping on engines and riding back and forth from the roundhouse. (Bulletin has been issued and lights will be installed.)

Derails should be put on all repair tracks.

Employees should use electric lanterns in train and yard service, they to provide the lanterns themselves and the company to maintain lanterns and provide batteries.

End gates on coaches are not securely fastened. (Bulletin issued.)

A railing should be placed in order to keep children from falling into creek running between sub-station bungalows at Avery. (Estimate has been submitted by chief carpenter.)

Emergency valves are not in same place in all coaches, and some device should be installed whereby emergency valves can be located more quickly.

East head block automatic signal and home signal are in direct line when approaching Hudson from the east. This condition can be eliminated by raising one of the signals. (Referred to Signal Department.)

A sidewalk should be put on south side of bridge BB-284, just west of the west switch at Harlowton. (Chief carpenter has submitted estimate.)

Electric bell should be put in at highway crossing at Bruno, as view from wagon road is obstructed. Signs on either side of crossing should also be put in.

Mr. Rector advised that spout on elevator (Three Forks Co-operative Elevator Association), hangs too far over track.

Mr. Johnson advised that coal shed belonging to P. J. Clifford does not clear track on switch engine. (Matter again referred to Mr. Tamm.)

Mr. Melchior suggested that old broken tell-tales should be replaced with whalebone whips instead of using bamboo poles. (Taken up with Mr. Beeuwkes.)

Mr. Melchior also advised west signal at short passing track, Missoula was hidden from view by pole. (Again referred to Mr. Wende.)

Mr. Saint suggested that whistle posts be placed on both sides of highway crossing at Pacedwood Spur, two miles west of Piedmont. (Again referred to Mr. Nick.)

Mr. Drake suggested that engineers dim headlights at meeting points to enable engineer in approaching train to see number of motor.

Mr. Flynn advised that there is a two foot drop east end of depot platform, Jefferson Island; he also advised that bridge between switches at Jefferson Island is in need of filling, there being a four-foot drop at each end which will cause serious injury if not taken care of. (Again referred to Roadmaster Nick for attention.)

Mr. Flynn suggested that in the air test more air be drawn from the cabooses so the engineers will know whether air goes through the train. (Traveling engineers will investigate further on this and advise.)

Mr. Williams reported loose rock in west end of tunnel 13. (Again referred to Mr. Nick.)

Wigwag signal was suggested for crossing two miles west of Cobden. (Signal Department will furnish estimate and recommendation.)

Mr. Wilson again suggested running air pipe to cupola of cabooses. (Car Department will advise.)

Mr. Fullerton suggested that stoves in cabooses be turned around so that doors will open in such a way as to prevent blinding glare of fire to shine in faces of men occupying cupolas. He also stated that cabooses 43 and 65 have no desks. (Taken up with Car Department for attention.)

Mr. Melchior advised that the flume running over tunnel 25 needs repairs. (Taken up with Mr. Herrick at St. Maries regarding taking it down entirely.)

Mr. Melchior suggested that spikes, re-railing

frogs and brake clubs be carried on motors and cabooses. (Car and Mechanical Department will furnish.)

Mr. Drake suggested that the east bound distance signal at Falcon be moved farther east, as it is too close to west passing track switch. (Referred to L. W. Smith for estimate of cost to move the signal.)

Mr. Hagerty suggested that in as much as switch locks are not being locked, they be left off of inside main line and side track switches, and arrange to have outer switches on main line and dangerous points locked. (Referred to General Committee.)

Eric Williams suggested that some precaution be taken to keep cattle off of right-of-way one mile west of Piedmont. (Referred to Roadmaster Nick.)

J. J. Flynn advised there is more or less delay and confusion when trains meet at Butte yards, as to who will take siding. (Re-issue bulletin: When trains meet at Butte yards by special order, east-bound train takes siding.)

The matter of the way soft shells are being handled in trains, was again brought up. (Re-issue bulletin.)

Mr. Jorgenson suggested that the signal between Cardinal and Lombard should be a double position signal to enable switch crews to see if main line is clear. (Referred to Mr. Wende.)

The highway crossing west of depot at Martinsdale has no signal. (Referred to Mr. Martin.)

Mr. Rivers suggested that the following sign be posted at west end of Deer Lodge depot platform to prevent automobiles and auto-trucks from driving on west end of depot platform: "This platform must not be used by automobiles or automobile trucks." (Requisition for sign has been made.)

It was suggested that a snow-shed or fence be built west of Foraker, at location where snow slide occurred last winter. (Referred to Chief Carpenter Rivers for investigation and recommendation.)

Mr. Wilson suggested that an automatic signal be placed at east end of east switch short passing track at Missoula. (Referred to Signal Department.)

Mr. Hamilton suggested oiling side and center bearings on all through cars before they leave Seattle and Tacoma; and cars from Spokane and Spirit Lake to be oiled at St. Maries, and they would not have to be oiled at Avery. West-bound trains to be oiled at Harlowton. Oiling to be done at these points to prevent the numerous derailments over the mountain territory. (Referred to F. D. Campbell for recommendation.)

Mr. McElhiney suggested that a drinking fountain be installed in the station building at Alberton for accommodation of passengers. (Referred to Mr. Rivers for estimate and recommendations.)

Mr. Saint advised that bridge CC-370 needs walk and hand-railing. (Referred to Mr. Rivers.)

Baggage trucks have frequently been found on tracks at Butte passenger station. (Referred to Mr. Tamm for attention.)

Small rails are projecting from hand-car house in Butte yard. (Referred to Roadmaster Nick.)

Trees south side of track, west of west switch at Harlowton, obstruct view, should be cut; also, at south side of track just west of Barron. (Referred to Roadmaster Martin.)

Mr. Spaulding advised that the west switch at Janney has a broken lock. Same should be replaced. (Referred to Roadmaster Nick.)

Railings on Fish Creek viaduct east of Grace, are in need of repair. (Referred to Chief Carpenter Rivers.)

Assistant Claim Agent Neuman advises that while he was going through the yards at Harlowton recently, he noticed several merchandise cars on which the hasp on door was entirely gone or broken in such a manner as to make it impossible to properly seal the car to prevent pilferage. (Car Foreman White should give this matter prompt and careful attention.)

Mr. Neuman also advises that crossing warning bell at second crossing east of Nathan does not ring. (W. E. Dill will make investigation and repair.)

It has been suggested that the elevator in storeroom at Deer Lodge shops should be equipped with an electric light. (Mr. Sears will investigate and make recommendation.)

Meeting adjourned at 4:30 P. M. The next meeting will be held June 17, 1919.

Safety Meeting Milwaukee Terminals, April 23rd.

B. F. Hoehn, Chairman; Ed. Brook, C. A. Bush, W. G. Miller, Ben O'Hara, S. H. Casey, H. Eggert, E. E. Ross, J. Garrity, J. J. O'Malley, F. E. Butz, Wm. Duer, A. D. Melxner, H. K. Krohn.

Agent Klingler reported freight house roof and gutters in poor condition at North Ave. Station. (Taken up with C. C. Eggert.)

Mr. Wiens reports switchstand on eastbound track west of 39th Street with no target on it. (Taken up with Mr. Eggert.)

Borings protruding from car loaded by the International Harvester Company. (Taken up with the Harvester Company for correction.)

Mr. Campbell reported that at 4:45, March 30, he found dust pan lying on second step from top main stairway Union Station. (Taken up with Mr. Hinrichs and corrected.)

Mr. L. B. Jensen reported slate loose on south roof of building, 21 truck shop. (Referred to Mr. Eggert for correction.)

Superintendent Van Vliet reported yardmen leaving caboose cars in Blue Island Yards on one and two stub track. (Referred to Trainmaster Meyer for correction.)

Report made that pig iron and scrap piled up in the runway along No. 10 track. Trucks also allowed to remain within a very close clearance of track. (Taken up with International Harvester Company.)

Suggestions made to place wooden boxing to protect our apparatus Chestnut Street main line. (Taken up with General Superintendent.)

Mr. C. O. Davis reported that fence at Sherman and Hubbard Streets in poor condition. (Corrected by H. Eggert.)

Mr. Wiens reported draw bars at North end of Juneau and Murphy's office are balanced and one is liable to fall on workman's foot while passing. (Taken up with Mr. Silcox for correction.)

Mr. Wiens reported carload of castings thrown in a heap a few inches from track on the south side of our freight erecting shop, about center of building. (Referred to Mr. Silcox.)

Mr. Wiens reported pile of chains on north side of old car side blacksmith shop be moved to four-foot limit from the track as they are piled within a few inches from track. (Taken up with Mr. Silcox.)

Mr. Wiens, claims employes and others are jumping off train at 46 Union Depot before train is stopped. (Taken up with Mr. P. E. Casey.)

Mr. Zuiet reported Modern Steel Co., located in the North Bridge Co. Yd., has scrap iron on both sides of track which does not give proper clearance to do the work. (Corrected April 11, 1919.)

He also reported Wm. Devon Concrete Block Co. has sand between sand bin and our track which does not give proper clearance. (Corrected April 11, 1919.)

He also reported Jaescke Iron Foundry have scrap iron between bins and our track which does not give proper clearance. (Corrected April 11, 1919.)

Suggestions Brought Up At Meeting.

Mr. Bush reported that a "No Trespass" sign was missing from the pole at Highland Boulevard. (Roadmaster instructed to have the sign replaced.)

Mr. Miller advised that an inspection was made of the Freight House, Fowler St. and Reed St. Yd., and everything is in good condition.

Mr. Ross advised that the Gateman at Cherry Street was not lowering gate for all movements. (Roadmaster instructed to have the Gateman take care of this matter.)

Committeeman O'Malley reported that switch lamps in the Stowell District were being broken by boys throwing stones on same. (District Inspector Casey advises he has made arrests and is not looking for any further trouble.)

He also suggested that Whistling Post be placed at the 35th Street Crossing. (This matter referred to the General Superintendent.)

He also reported that a stop word post between the main line just east of Merrill Pk. Station had very scant clearance. (Matter referred to Signal Engineer Mills.)

Mr. O'Malley stated that in his opinion the practice of having only one man on the small engine at the Shops to couple up small push cars was a dangerous proposition. (This matter referred to Mr. Silcox.)

Committeeman Duer reported that there was no de-rail at Burnham Bridge to prevent current of traffic. (Matter referred to Signal Department.)

He also suggested that the tracks between 16th Street Viaduct and Burnham Bridge be protected by some sort of signal for movement against the current of traffic. (This matter will be given careful study with a view of getting away from the Signal track proposition.)

He also suggested that the signals at the Cut-Off be adjusted so as to prevent passenger men from becoming confused, mistaking the freight signal for passenger signal. (Taken up with the Signal Department.)

Committeeman Meixner reported that the vestibules on incoming Lax Division Track were open on the south side of car and that passengers were getting off train before same pulled in the Depot. (This matter referred to the Superintendents of the various divisions.)

Mr. O'Hara reported that it was very necessary that inspection be made of cars which had any connection with persons injured. (Instructions issued to all concerned.)

Mr. Garrity reported that Nor. Divn. No. 7, 20th, did not ring the bell while passing near 26th Street, the Ex. Gang men were changing rail on the track at that time. (Referred to the Nor. Divn. Suggestion made that Ex. Gang Foreman be provided with a whistle so as to notify men of approaching trains.)

Mr. O'Malley reported that the torpedoes being placed on the various tracks in the Terminals made it very dangerous for switchmen.

P. du C. & Min. Pt. Divs. Safety Meeting, Madison, Wis., March 27th, 1919.

Those present were: J. A. MacDonald, W. S. Bratt, A. M. Rogers, C. Gregory, P. H. Hayes, A. J. Klumb, F. W. Zimmerman, H. T. Dersch, E. Schneider, Thomas Brennan, E. A. Hazeltine, Ed Simpkins, G. W. Allen and O. D. Aepli.

Visitors: J. F. Burke, J. H. Valentine, J. Gillette, J. Vanderhei, J. C. Prien.

The meeting was called to order at 1:30 p. m. by Chairman J. A. MacDonald. The minutes of the last meeting were read by District Safety Inspector W. S. Bratt. A report of the unfinished business of the last meeting was as follows:

Relative to I-beam being installed in roundhouse at Janesville. Has been installed.

Relative to lights being placed at the east of passenger station, Whitewater. Not able to get authority to spend money at the present time.

Mr. Gregory advised that the coal at the Blodgett Milling Co. is piled too close to track and that switchmen are complaining they cannot get by with engine. Coal moved back in good shape.

Complaint made that freight house platform at Janesville is in need of repairs. Repairs have been made.

Mr. Schneider suggested that lighted pathway be provided from roundhouse to Washington Avenue so as to see where one is walking at night. Taken up and lights are to be put in.

Mr. Dersch suggested a sidewalk to the public highway at five points, Janesville, for trainmen. Nothing has been done yet. Report to be made in writing in a week about this.

Mr. Dersch suggested a brakeman be stationed on rear car when backing up in Janesville yard to prevent accidents to pedestrians. If walk that has been suggested be taken care of there is no occasion for this.

Mr. O'Connell suggested that electric lights be put in yard office and also intermediate light between roundhouse and yard office. One more pole needed to complete. Electricians have orders to wire yard office.

Mr. Fagg suggested a railing on stairway in storeroom in freight house. This has been done.

Mr. Allen advised that trees obstruct the view of semaphore at Anderson. This has been taken care of.

Mr. Rogers made suggestion that coal shed at Wauzeka be moved out on account of B-3 engine cab not clearing shed. This to be taken care of.

Mr. Rogers informed that some engineers are using fuses for cooling hot crankpins, which is very dangerous practice. Bulletin instructions issued.

Mr. Gregory advised there were bad holes in west yard at Janesville that ought to have a

couple of cars of cinders. Not done yet. Cinders will be put in as soon as possible.

The railing at Green's track, Janesville, is in need of repairs. Necessary repairs made.

The following suggestions and recommendations were made at the meeting:

Mr. Klumb suggested a walk be put in from roundhouse to Washington Avenue. Referred to Mr. Schneider for investigation as to what should be done and recommendations.

Mr. Allen suggested that the turntable at Janesville needs planking. To be repaired and planking to be put to the end of the ties.

Mr. Allen advised that the upright standards on the electric turntable at Janesville do not give proper clearance. Mr. Allen and Mr. Johnson to get the distance between the two standards.

Main line switches in Madison yard without target and one without switch light. Mr. Burke advised that this was due to not getting supplies, and will remedy same.

Mr. Hayes recommended that the railing on coal shed at Madison be extended about thirty feet. Mr. Gregory to look this over.

It was recommended that first bridge (No. 316) east of water tank at Mineral Point be provided with sidewalk and railing on south side of bridge. An estimate of this to be given by Mr. Gregory.

It was recommended that a railing be put on bridge at Wye at Gratiot. Mr. Gregory to look into this.

Coal chute at Janesville does not give proper clearance. Mr. Gregory to take care of this matter.

Mr. Rogers recommended that a bulletin be issued to engine crews relative to blowing out patent ashpans. Mr. Klumb to put up a bulletin cautioning the men in regard to this.

Mr. Rogers advises that switchmen are complaining of broken glass on roundhouse track in Madison yard. Referred to Mr. Burke.

The cement platform at Million Junction has a great deal of broken glass on it which is very dangerous. To be referred to the agent for correction.

Complaint received from the pump man at Calumet that the pumphouse door does not clear track but three feet when open on account of width of it. Recommended it be cut in two and two doors made. Referred to Mr. Gregory.

Mr. Zimmerman recommended that the matter of wider racks in passenger cars for the good of the general public be given attention. That the ones in the present coaches are dangerous if suitcases and the like are placed in same. To be referred to the General Committee in Chicago for further consideration.



Car Accountant W. W. Scannel easily carries off the honors for the Biggest Catch of the Season at Blue Lake, Wis. The monster had to be pulled into the boat with ice tongs, after being shot by Messrs. Scannel and E. S. Keller.



Victory Loan Committee, Dubuque Shops

Dubuque Shops Way "Over the Top" in Fifth Victory Loan Drive.

Once more the loyal and generous patriots of Dubuque Shops have heeded the call of Uncle Sam and have responded to his call in a manner which shows the deep appreciation of victory and the love for our boys who have made the glorious sacrifice of service. When the patriotic committee of the C. M. & St. P. shops, Dubuque, Iowa, were called together a few weeks ago, and were given instructions as to when the drive would close, and also the amount which was supposed to be subscribed, the entire committee headed by our chairman, John Muir, resolved with a Roman firmness that the job would be well done. They stepped forward with the proper determination and cheerful disposition to fulfill their duty.

The result of their efforts together with the handsome subscriptions of the employes was that the C. M. & St. P. shops Dubuque, Ia., went over the top to the tune of \$98,350.00.

When you stop to consider that about 400 men have been laid off at these shops since last winter and in view of the fact that the locomotive department is working only five 8 hour days a week, I think you will agree with me that we went some. One machinist, Peter Hay, an old veteran employe, subscribed for \$4,500.00.

Take a good look at our patriotic committee in the picture, eighteen 100 per cent American men, and the brave little lady, Olive Romig.

Their names are as follows:

(Top row—From left to right—Fred Grutzmacker, Robert Sommers, George Wistercamp, Wm. McIntosh, Herman Ott, John J. Henney, Frank Artus, Edward Simpson.)

(Second row—left to right—James Bell, Michael Betts, Frank Taylor, Charles Wright, John Muir, Olive Romig, Thomas Bell, Harry Keck.)

(Front row—left to right—Harry Benzer, William Stansfield, and Joseph Herbst.)

N. H. Snow.

One of the oldest agents (in point of years of service), on the Milwaukee System, was N. H. Snow, agent at Mineral Point, Wis., since March, 1882. Mr. Snow died at his home in Mineral Point, May 20th, at the age of 71 years. Mr. Snow was born in Massachusetts, but came to Wisconsin in 1857, going into the service of the Milwaukee road at Avoca, Wis., and has remained continuously with this road since that time.

Aside from the duties of his position as agent at Mineral Point, Mr. Snow was an active progressive citizen. He was prominently identified with the Mineral Point Zinc Company, the leading industrial concern of Southwestern Wisconsin; and he served the city's school board, the common council, and was twice elected mayor of Mineral Point. He stood high in the Masonic brotherhood, and was active in its circles. Mr. Snow was a loyal and highly esteemed employe and his passing will be regretted by his associates of the railroad family, who tender their sympathy to the bereaved family.

"Ain't It the Truth."

One may predict the time within a year of two, when the industrial problem will be solved. It will be solved when the working man, whether he works with his hands or his feet or his head, has recovered his long lost interest in working. Carpenters, for example, will be contented when they take as much pride in doing good work as Adam Bede took. Work keeps the race as sane as it can be, and good work used to keep it contented. There is less contentment nowadays because there is less honest work.

The so-called human race appears to its best advantage, perhaps its only advantage, in work. The race is not ornamental, nor is it over-bright, having only enough wit to scrape along with. Work is the best thing it does, and when it seeks to avoid this, its reason for existence disappears.

The short working day, however, has its advantages. It affords to all of us more time to watch an asphalt pavement being laid, or a safe hoisted to a window, or an excavation made for a building. To these things we seem to be able to give a complete attention, a concentration to which we are strangers in office or in shop. —B. L. T. in CHICAGO TRIBUNE.

On the Steel Trail

M. C. B. Jottings.
"Izetta."

One of the principal events during this past month was the dance given at the Knights of Columbus hall by the Brotherhood of Railway Clerks. This dance was very well attended, but we didn't see many of the employees of the Master Car Builder's Office there. What was the matter, I wonder?

Miss Esther Sovig was away from the office for a week, being out trying the roads around Ottawa, Illinois. Miss Sovig is the possessor of a dandy Hudson car, and from what we hear, she can burn up the roads. She reported having a very nice trip and made everybody wish they could have gone too.

An item which was omitted from last month's news was that Mae Berry, our switchboard operator, was sick for a few days.

L. K. Silcox, master car builder, who has been out on western lines for over two weeks, returned with a lot of reports from that part of the System. Mr. Silcox and his stenographer, Jerry Rosar, were also out on the LaCrosse Division.

Geo. F. Martin, assistant to Gen. Supt. of Motive Power H. R. Warnock, Chicago, was going over business matters in this office during the month.

The Misses Bernice Kruse and Norma Lutzenberger were at Madison and from the pictures they showed us, they must have had a dandy time.

Elmer Van Roo was quite sick, he having had a touch of pneumonia. However, at this time he is back on the job and says he is feeling fine, which we are glad to hear.

The excitement is just about all over—I mean the excitement of returning soldiers. For a while there was quite a bit of it. Miss Catherine Butler's brother, Lieutenant Butler, who returned with the 32nd Division, was out at the office and we all had a chance to meet him. It was not only Miss Butler's brother's return which caused the excitement, for there was also a very good friend of hers who came home a few days after Lieutenant Butler arrived in Milwaukee. Not mentioning any names, but there were several girls of the M. C. B. Office who were interested in certain boys of the 32nd Division.

C. R. Gilman, car lighting engineer, made several trips to Chicago, Savanna, Dubuque, etc., during the month.

Ed. Bloom, who was statistician in our office, has accepted a position in the office of Mr. Winters, mechanical engineer, Chicago. We all wish Ed the best of success and we are positive he will make a success of everything he undertakes. Before his leaving the office the employees of the M. C. B. Office presented him with a fountain pen.

Mr. and Mrs. Gilbert Alcott visited relatives at Oconto, Wisconsin, over Decoration Day.

Eugene Mansur, son of E. J. Mansur, was shaking hands with old friends in our office. Mr. Mansur has just returned from France, he being with the 13th Engineers.

We just couldn't let our news go to the printer without making mention of the fact that M. Parkinson, D. G. C. F., Dubuque, was out to see us. And is he an early bird—getting down to the office at 7:30 a. m. Oh, but that was pay day.

The Misses Emma Wagner and Louise Koester were down to Chicago one Sunday during the month. Chicago seems to be quite a drawing card.

Catherine Butler has had a very bad cold for some time, and was obliged to remain away from work for a few days. However, at this writing she is much better, and with a little precaution on her part can predict that within a short time the cold will be all gone.

F. P. Brock, chief clerk, has also been bothered with a bad cold. He, too, has succeeded in getting rid of the cold.

We are going to have a new department of the "Jottings"—that is, the Sporting Section. Now that the boys are playing ball, we have to give them some mention.

First of all, we have a dandy line-up, and the boys have been playing some good ball, having defeated the S. M. P. Office, Roundhouse, and Accounting Department. In fact, they have defeated the S. M. P. Office twice and the Accounting Department several times. There was quite an exciting game between our boys and the Storeroom, which resulted in a tie, the score being 2 to 2. They clashed with the Storeroom several days later, and the latter, at the end of the sixth inning, was ahead 3 to 2.

The girls of the M. C. B. office showed the boys that they could bat and do some fielding too. The boys agreed that we would, with a little practice, become pretty good ball players.

Miss Lillian Reiff has also been away from the office a few days on account of having a very bad cold. However, with the arrival of this nice, warm weather we hope there won't be any more colds to bother.

Miss Norma Lutzenberger spent Sunday with friends at Columbus, Wisconsin.

Fred Jahnke was at Madison attending the field meet there. We haven't heard whether the meet turned out to his liking or not.

We have a new addition to our office force, this being a new assistant mail clerk, whose name is Frank Anderson. Thus far he has proven himself to be a congenial fellow around the office. Mr. Anderson replaces Barney Mentkowski, who was here for several weeks.

Accidents will happen. Automobiles will run up on the curbs and kill and injure people, but when somebody almost wishes it onto himself, it's funny. Erwin Bertram just can't stand being called a coward, so, to prove that he wasn't such, he tried to ride a Smith motor bike which his brother had just gotten. Well, the result was a sore hand and a limp for about two weeks. Safety first!

Musselshell Division Notes.

F. L. Thomas.

Agent M. E. Randall, Warehouse Foreman Klickman and Delaware and Baggage-men Tolerton and Robinson were called as witnesses in Federal court at Aberdeen the latter part of April.

District Inspector McNab of the Bureau of Explosives was a recent Miles City visitor.

J. W. Corbett, who for some time past has been clerk in the chief dispatcher's office at Miles City, has resigned and returned to Mason City, Iowa, where he will resume work for the C. & N. W. Ry.

J. P. Johnson, former train baggageman, has returned from military service and resumed work.

Chief Clerk W. L. Faus was a recent Melstone visitor, where he attended a lecture given by Mr. McNab of the Bureau of Explosives.

Chris Frausen, mill foreman at the Miles City shops, is laying off on account of a severe injury to his hand.

Mrs. J. P. Phelan and children are visiting relatives in Boulder, Mont.

Passenger Conductor Sam Burbridge is laying off on account of the illness of Mrs. Burbridge.

Chief Clerk W. L. Faus is wandering around like a "lost soul" since his wife left him for a visit to relatives in Minnesota.

C. H. Slagle and wife recently returned from a vacation spent with relatives and friends in Wisconsin. Slagle advises that it rained every day while he was gone.

Roy Cameron, car inspector, has returned from a short vacation spent with relatives and friends in Chicago.

Miss Gladys Figg, expense bill clerk at the Miles City office, is laying off on account of illness.

C. M. Draughbaug, timekeeper in the superintendent's office, and wife were recently called upon to part with their infant child, burial taking place at Spring City, Kansas. They have the sympathy of their many friends.

Miss Charlotte Harris, abstract clerk in the Miles City freight office, recently surprised her many friends and fellow clerks by appearing at

the office wearing a small band ring. After a severe "third degree" she advised them that she had become the bride of Orel Parker, of Centerville, Iowa, who had recently returned from France. The many friends of the happy couple wish them great happiness. They anticipate making their home in Miles City, where Mr. Parker is employed in the shops.

Has anyone seen the woman with a wart on her nose? Thomas wants to know.

Agent J. H. Sasser, of Sumatra, is attending the convention of the O. R. T. in St. Louis, Mo.

Signal Department "Wig-Wags." Lines West. "Slim."

Greetings.
"Safety first."

Failed to get our "Wiggles" in last month, but didn't have any excuse like N. B. S., going on an auto trip, or "Sted," going fishing. Was just indisposed to get out of bed for a matter of weeks about the time "Ed" looks for contributions. Don't know whether to blame it on the "Third Rail Convention" or the loss of Roy's Favorite Prescription or the loss of my second best girl.

We had quite a lot of visitors around Tacoma since the last write-up. Mr. Mill gave us the "OO" and brought Bill Talbert along to find out something about A. C. relays, the country, and fishing. Mike Biddle looked in for a couple of days, but he seemed to have some important unfinished business in other towns. Forget now which place it was—Seattle or Spokane. He must have it all fixed now, because he is sweating around Ahles moving train order signals.

H. E. Breum, formerly of the relay laboratory, but still in service as a sergeant in charge of the substation at Camp Lewis, was around the first time since the war started.

H. B. Crantford, formerly supervisor, Avery to Harlo, stopped off on his way to Portland. Dues to the work on the Trans-Mississippi Divisions being held up, W. E. Dill has gone to Deer Lodge as supervisor and H. B. is taking a rest before starting back to hit the ball. Understand he and family are going to stay at Portland until the "Rose Show."

Vacations have started to change the line-up of signal forces. C. A. Parker is off for sixty days perfecting his automatic train stop that the R. R. commission investigated last month. Haven't anything authoritative from Parker, but understand the commission gave its O.K. to his stop.

C. O. McPherson is off taking his mother to Rochester, Minn., for medical treatment, being relieved by H. C. Johnson, and Bert Olson, just back from France, is helper. Bert says nine months across and wounded is enough of army life for him.

Ole Ness is on the Saltese-St. Regis section as maintainer, and Ted McPherson is at Piedmont.

Ringhousen, in trying to explain why he was two hours late on a trouble call, says he can't marry Josephine or get any girl to marry him and live at Josephine, so he was out of town. Wonder what he means—"out of town"?

R. A. Long, chief clerk to the Deer Lodge supervisor, has been rather peeved because all the other departments had fair sex stenogs, etc., but he is somewhat relieved now since they have two mounted deer heads in the office; but—if he only could get another clerk.

Met J. V. M. to her day, all smiles. "Yep," he says, "got another storekeeper up to our house." But ain't seen no cigar yet. Seems he was foolish enough to leave a whole box of cigars on his desk with a note to have one. Evidently the party that saw the box first thought he meant "have the box," because when I got there even the note was gone.

C. M. Sweeney, maintainer at Gold Creek, says he has a fine idea of this kind Milwaukee Corporation. He had garden in, basement dug, electric lights, well water and all fixed fine and the wrecker came along. They moved his boxcar bungalow to face the other way, so all he has to do is, do it over.

Bublitz, the Tacoma water service maintainer, says he was treated worse for less than that. The Big Hook held first one end then the other end of his bungalow up while the crew cut about \$25 worth of scrap iron out of the floor.

The 27th of last month the Tacoma Chapter

of the Signal Supervisor Association held a meeting in Tacoma. About all the signal engineers, supervisors and inspectors from Oregon, Washington, Idaho and Montana were in for the big discussion of how little they could get in a pay check and still eat three times a day. (Notice I didn't say have three square meals a day.)

The last stretch of D. C. signals west of Othello, between Hyak and Cedar Falls, were taken out of service May 26th and power for testing new A. C. signals is on between Cle Elum and Maple Valley. Mallanny has moved his crews into this territory in order to speed up the work.

Most of the D. C. maintainers in the new electric zone are in Mallanny's crews except Hal Smith, working on the P. S. E., and R. B. Jeffery is spending his vacation—and back pay—in Canada.

Speaking of back pay just reminds me that about ninety per cent of all our maintainers now have typewriters. Next thing we know they all will be having private stenogs to get out their time books and figure such small details like a hundred hours overtime at \$1.02 per.

"Suds" please note: From where I was I couldn't see the "Hebrew Brakeman," but Pearson, of the Adlake Co., says it was a good ad. Shows what hard use their lamps will stand before they come back. "Herb," did you see that poem "Chey" had on "Some Men"?

R. R.: Don't understand why you and Geo. P. should pick on me to find out how much roses are per dozen. If they are worth a pay check and the right party receives them, what difference does it make? If you or George are short (check or roses), come up to the house some evening—we have several different kinds (of roses).

Weiber's crew is in Butte taking signal wires out of lead cables and putting them in trunking at underground crossovers.

Some of the old heads in this department remember when W. E. D. started his gas car, so I attempted to get a statement as to about when it would be ready for a trip. "Nothin' doin'," he sez, "on this statement for publication. I'm installing a compound, self-starting, multiple cylinder engine and the first trip is a secret."

Our genial C. C.—that stands for chief clerk—Steed has joined the benzine burners, having taken unto himself an auto a few weeks past. Now he has that haunted look that speed puts in a driver's face.

L. W. Smith and Mrs. Smith took a trip to California. This is the first time he has been off the job for about two years.

Signal Department Bubbles. Lines East. "Suds"

Did you go to Chicago to welcome the 13th? It sure was a great and fitting welcome. The I. C. R. R. had about a dozen locomotives along the lake front opposite Michigan Boulevard with their whistle cords tied down, and they, with other whistles, bells and cheering, made some noise. Quite a number of the Signal Department went down, among them being F. D. Morehart, H. W. Chevalier, E. Muckerbeide, Ed and Frank Leahy, L. B. Porter, I. F. Gillan, C. Mattes and H. G. Wood. We saw Breecher from Savannah and Alexander from Minneapolis.

Otto Olsen made a flying trip to Florida to look over his fruit farm. Otto is very enthusiastic over that section of Florida.

Wizard Linderth has sure got the auto fever. He has been talking, writing, and dreaming autos the past two weeks. We hope he decides soon what kind he is going to get. At present he is flirting with Charlie Fisher's Overland.

Herb Rose is going out of the chicken business, as he had an ad in one of the papers recently: "For Sale Chicken coop, cheap." He may only be changing from one kind of chicken to another, as he came around a day or so ago with a brand new tennis racquet.

By some mistake the following was omitted regarding construction foremen: "Bob Poland and crew are on the LaCrosse Division finishing up installing cut sections."

I. F. Gillan's clerk, F. J. Halliday, has returned from France and says it sure feels good to get back in his civies again.

P. A. Murray may be considered some bowler in Paterson, N. J., but not in Milwaukee. Recently J. J. Casey took him in tow and steered

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him to a bowling alley, where Casey spotted him 50 pins a game. Casey bowled 165-135-208, while Murray busted the wood for 117-80-97.

Elmer Muckerheide and fishing party went up into northern Wisconsin trout fishing over Decoration Day and reports fishing not very good. The boys all left their order for fish, but Elmer left the fish he got at Hilbert.

The correspondent was also up north the same time and while I brought home a few trout, it wasn't anything like fishing on the Sixteen Mile Creek between Josephine and Panalulu.

Lieut. M. J. Plumb flew into town June 3d with five other flyers and remained until Sunday morning, June 8th. They came up from Texas and are going to Boston, stopping at the principal cities to get recruits for the air service. The signal force went out to the field and Marl explained every part of his big Haviland plane to the boys. It is equipped with a Liberty motor and is a very fast plane. Marl flew from Tallaferro Field, Texas, to Kansas City, 580 miles, in five hours, and made one stop for gas.

The Clerks have challenged the Draftsmen to a game of baseball. The challenge has been accepted and anybody that happens to be out near Washington Park on June 21st will see a good burlesque on baseball by the Draftsmen.

Well, well! What was the matter, Slim? Did you get stuck in the snow on the top of Mount Rainier or did the Bolsheviks get your notes? We all missed you, so hurry back.

Bert Cook and Billie Brown were in recently to see us. It brings back to mind the old days when you would find all the boys during noon hour around the table with E. P. A. on top with his legs crossed.

Miss Katherine Wright, of Minneapolis, came into the city recently to spend the week-end with friends and while here paid us a visit. Come often, Katherine, and don't forget Room 20.

Did you hear the noise in Room 1 the other day? Ask Cy, he knows.

Iowa Division. Ruby Eckman.

A. W. Bergland, of the B. and B. Department, Alva Lyon, of the roundhouse force, and Alonzo Springer, of the water supply department, were selected by the Perry lodge of maintenance of way and shop laborers to attend the convention to be held in Detroit in September. Perry lodge now has a membership of 280. The colored local has a membership of 40.

Charles Robertson, lineman for the Milwaukee, has resumed work after a month vacation spent with his wife and two sons in Missouri and Georgia. Charles made a combined business and pleasure trip to the South.

The Perry roundhouse band made a fine showing at Perry on Memorial Day. The boys are spending a great deal of time practicing and hope soon to be able to compete with any other Milwaukee band.

Conductor F. L. Tice spent a short time the latter part of May with relatives at Mt. Pleasant.

Conductor Fred Apple's wife and son Fred left the fore part of June for Long Beach, California, where they expect to spend the summer with relatives. Conductor Apple plans to go West and accompany them home.

Switchman Ward Baker has been sick for some time and unable to work. He and Mrs. Baker went to Excelsior Springs the latter part of May and spent a couple of weeks.

Conductor M. Reel was in attendance at the Grand Lodge of the O. R. C. at St. Louis during May.

Ivan Gideon, of the Car Department force, was off duty some time in May on account of an injured shoulder.

Yardmaster A. M. Peterson and wife and Mr. Peterson's mother spent a few days the latter part of May visiting with relatives in Chicago.

Agent W. D. Magee and wife, of Perry station, visited in Lincoln, Neb., the latter part of May.

Fireman Owen Fox's wife and daughter have gone to Phoenix, Ariz., where they expect to visit relatives for several weeks.

Mrs. C. E. Evitts and baby, family of a roundhouse clerk, spent a few weeks in May with relatives in Redfield, South Dakota.

Chester Evitts, roundhouse clerk, was in Denver in June attending the Grand Lodge of the B. of L. F.

Engineer D. L. Young and Fireman Oliver Jensen spent the fore part of May at Excelsior Springs, Mo.

George Gontner, of the roundhouse force, left the latter part of May for Pennsylvania, where he will visit with relatives and friends for a couple of months.

Steve Belich returned to work on the track force in Perry yard the fore part of June after having been released from the army.

A number of changes have recently been made in the personnel of the machinist force at Perry roundhouse.

Blacksmith James Ross was off duty for some time in May and June on account of sickness in his family. His children had the scarlet fever and after they recovered his wife was taken quite ill.

Boilermaker W. J. Barth had the inconvenience of having his home quarantined during June on account of his daughter Marian having the scarlet fever.

A large number of railroad people had the pleasure of inspecting the hospital train which passed through Perry the fore part of May en route from New York to Washington, bearing 150 soldiers who were going to the reconstruction camp at Camp Lewis, Washington. The hospital train, the separate cars of which had been given to the government by wealthy people in the East, was as complete as any hospital. A special corps of nurses and orderlies were in charge of the train. On arrival at Omaha the boys were all given a turkey dinner and a ride in autos over the city of Omaha. The Milwaukee officials and employees received many compliments from the officers in charge of the train for the excellent service they received while on our rails.

Conductor W. J. Fuller accompanied his father-in-law, W. G. Buck, into northern Minnesota the latter part of May to look after some land interests.

Chief Shop Accountant's Ink Blots "Cutie."

One of our old veterans, Frank Dwyer, has left us to accept a position in the Store Department. Good luck to you, Mr. Dwyer.

Norman Stark has also left the office to accept a position in the Mechanical Valuation Department just across the way. We give the best of wishes to you, Mr. Stark.

James Kozurek, our second lieutenant, was injured while playing ball. It was nothing severe, but just the same it hurts.

Our captain, F. S. Brand, visited Minneapolis for a few days.

Mrs. Bee Brockman had the misfortune to lose her husband. Our sympathy is extended.

Edw. Friecker has accepted the voucher position, but still must have his old typewriter.

Harry Erb has taken Mr. Friecker's old position, and likes it very much.

Harvey E. Grisins, the former assistant to Harry Erb, has taken full charge of the position, while Wynand De Sote has "Cutie's" position.

Geo. Badger, one of the oldest employees of the Car Department, is on the job for F. S. Brand.

Jermyn Brick has been promoted from office boy to chief office boy.

Now that the timekeeper's office and the chief shop accountant's offices are combined, we have 53 in all.

We wonder why Norman Stark has to go over on the south side a certain number of times each week?

Ruth Cotter feels much better now (the hero of the 33rd is back.)

Mrs. Cecile Green's hubby has returned from the Navy.

We are just wondering why Harvey Grisins felt so happy on Red Arrow Day? Ask Wynand De Soete, he knows.

We want it known that we have SOME ball team.

Izetta, from the M. & B. office asked for notes and got results, and now I'm trying to ask for some and don't forget to send them.

Northern Montana Division. A. B. G.

Mrs. A. C. Brown, wife of Superintendent of Northern Montana Division, left for Rochester, Minn., where she will receive medical attention.

W. C. Brooks, M. M., left for Minneapolis, where he was called on account of the serious illness of his mother.

Miss Ethel Barrett, stenographer in freight office, spend a few days visiting friends in Missoula.

Benj. S. Stephens, W. W. I. B., spent Friday, June 6, looking over business matters in Lewiston.

Anna B. Goff, expense clerk, accompanied by Mr. and Mrs. Wells and little Harriett Wells and F. A. Raitt, spent a most enjoyable day at Martinsdale fishing. The day was not without varied experiences, the chief one being the pulling out of a 2½ pound trout by Mrs. Goff. Needless to say, no more were caught for some time after as screams of excitement must have frightened the rest of the trout up the stream.

Mrs. Wells enjoyed the day immensely until evening, when she took a sudden bath in the river, and she insisted it was a little chilly coming home.

Mrs. E. C. Cornwell and daughter Helen went to Ryegate for a week's visit.

Mr. and Mrs. A. C. Thompson of Forest Grove are taking a two months' vacation. They will spend some time on the coast, then east visiting relatives.

John Petro, section foreman at Lewistown, says that he is going to get married soon, but is going to marry an American girl. He went to A. C. Bowen, superintendent, for advice, who told him "that his intended should wear good clothes, but no paint, as it would wash off." Mr. Petro is to present Mr. Bowen with a present for his valuable services and advice. Mr. Bowen in return is to buy the groom a present to the bride. Mr. Bowen states he has rented a box at the post office to receive all applications.

Miss Hazel Hubbard of the superintendent's office was married Tuesday, June 3, to Craig Sayrs. The wedding took place at Tacoma, Wash. As yet we have received no particulars, but we all wish them an abundance of happiness and prosperity.

A. M. Maxeiner purchased a modern bungalow on Water street. Superintendent Bowen says the

purchase was made at this time in order to avoid spring house cleaning.

Miss Nellie Browning, who has been employed at Lewiston in Mr. Brock's office, was married June 19th to Ray Addington of Miles City. We all join in wishing them a long and happy married life.

Trick Dispatcher C. B. Bleichner is passing around the cigars on account of the advent of another dispatcher in the family.

A. M. Maxeiner, agent, is sporting a new Dodge. He also invested in a home in Lewiston.

Crop conditions on the Northern Montana Division, as well as other portions of the state, are not very encouraging. Rain is badly needed.

W. K. Freeman, warehouse foreman, returned from Chumy, Canada, with his bride on May 20.

Herbert Bergquist, who has been connected with the American Loan and Investment Company as stenographer, has taken the position as bill clerk, succeeding T. L. Gilmour, promoted to chief clerk in the freight office.

Miss Ethel Barrett of Des Moines, Iowa, succeeds Mrs. C. L. Whiting as general clerk and stenographer.

A letter received from Mrs. C. L. Whiting, wife of the former superintendent, recently returned from France with rank of colonel, dated Washington, D. C., states that they expect to return to Lewiston by the middle of July.

Former Cashier Claude Brown is still in France, but expects to be mustered out of the service within sixty days. His old position is to be given him.

B. C. Brockhoff, formerly agent for the Northern Pacific at Haliday, N. D., has accepted the position of rate clerk. He expects to get out on the line soon as relief agent.

Inspector Scott returned from Chicago, where he spent a week in the freight claim department going over matters for the prevention of claims.

A. M. Maxeiner, agent, has had a campaign on with the wholesale houses for the better marking and packing of freight. He has been pledged their hearty co-operation.

In spite of the great campaign, which has been carried on by the freight claim department, some






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agents and conductors continue to load hides in refrigerator cars. The quicker severe discipline is used with such employees the better the service will be. If all employees would take the interest in the handling of freight as expressed by car packer John Kerin of the Lewiston freight house, when he was asked by the superintendent how he handled freight and replied that he took as great care of it as if it were his own, we would have some railroad.

It has been decided to hold the annual railroad employees' picnic on July 13th. C. H. Koch, one of the best social boosters on the Northern Montana Division, is again in charge of the arrangements. He, with his committees, are preparing for a big outing. A big line of sports will be arranged for. Superintendent Bowen, as usual, will arrange for the transportation, and, if necessary, a special train will be run. The beautiful picnic grounds at Hanover will again be visited. Last year the employees were given an opportunity to visit the big cement plant. The management will again give those who have not been through the plant an opportunity to see how the product is turned out. All Milwaukee employees are expected to enjoy this big event. Come and bring your families and sweethearts, as there will be plenty of entertainment.

Leo B. Kyes, who volunteered with the Fifth Field Artillery and saw strenuous service in France, has returned to his position as car clerk in the Lewiston freight office. Leo is an excellent car clerk. It did not take him long to get right back into the harness.

Illinois Division. Mabel Johnson.

Transcontinental hospital train No. 1 arrived at Savanna 8:30 p. m., May 5th, carrying 170 wounded men and 28 attendants. The canteen committee served ice cream and cakes to the men, also gave out post cards and cigarettes. The train was well equipped for the purpose for which it was used, there being white cots for the invalids, with nurses and doctors in attendance. There was also an operating table and everything which one would find in a well regulated hospital. The boys were in a cheerful frame of mind in spite of their disability, and many of the people took advantage of the opportunity of passing through the train and visiting them.

Fred Horner of Lanark, employed as foreman of bridge crew, was quite seriously hurt at Davis Junction the latter part of April, due to being hit with a lever of a jack, breaking his jaw. While his injuries are severe, it is believed at this writing that he is out of danger, and his many friends hope for a complete recovery.

Mrs. Ole Borreson, mother of Storekeeper Herman Borreson at Savanna, died at her home in Mount Carroll on April 24th. The death of Mrs. Borreson was learned with regret, and deepest sympathy is extended to the bereaved members of the family.

Mrs. Clarence Layman, wife of Engineer Layman, went to Rochester, Minn., to receive treatment at Mayo Brothers Hospital, which we hope will benefit her greatly.

A. Young, assistant superintendent of motive power at Dubuque, Iowa, visited with his brother, Engineer W. H. Young, and his wife at Savanna. Mr. Young was captain of the Engineers overseas and returned home recently.

The marriage of Switchman H. S. Kehoe and Miss Edith Funk occurred May 1st at Savanna. Mr. and Mrs. Kehoe went to Chicago and other points on their wedding trip and returned recently to their home in Savanna. Congratulations are extended.

Believing that the war was fought for democracy, as far as America was concerned, an enterprising westerner plans to "kick the kings and queens out of the decks of playing cards." The plan is to substitute as follows: For the king, the American soldier; for the queen, the Red Cross nurse; for the jack, the Jackie of the navy, and for the ace, the American aviator.

With the change of running the crews through on No. 29 and 30, from Chicago to Marion, Conductor A. DuFrane has taken Nos. 25 and 26, and Conductor J. Steinbeck is now on Nos. 29 and 30. Conductor DuFrane, is this your "Pet Peeve"?

The Misses Viola Donohue and Anna Rush of the superintendent's office, Savanna, recently spent the week-end in Milwaukee, Wis.

The Savanna Milwaukee office girls gave a very successful dance, both financially and socially, in Fulrath's Opera House, May 12th, for the benefit of the new Milwaukee Baseball League recently organized at Savanna. The decorations were very unique and represented a baseball diamond, which was carried out by electric discs, representing the position of first, second and third bases, as well as home. There were about two hundred couples present and all expressed a wish for another dance in the near future by the Milwaukee girls.

Frank Porter, well known brakeman on Illinois Division, died at his home in Chicago, April 20th, after a long illness due to cancer. The body was brought to Savanna for burial. He is survived by his wife and mother, who have the sympathy of friends on the division in their bereavement.

Conductor C. H. Westcott, one of our veteran passenger conductors on the Chicago-Marion run, was taken quite sick recently while in charge of his train. He was taken to a Chicago hospital and is now somewhat improved.

Brakeman J. E. Imbler, J. Edelman and E. Benson have returned to railroad service, having been discharged from military service. One by one the boys are returning and we certainly welcome them back on the division. Brakeman H. A. Becker is now at Camp Grant being mustered out, and we hope to have him back on the division before long.

Machinist Helper Bernie Schmidt had his lip cut quite severely at Savanna roundhouse when he was struck by a drill.

Frisbee Smith, former roundhouse employe, and wife of Savanna, went to Rock Island to consult a specialist regarding his eyes, which have been causing him much trouble since the injury to them quite a long time ago.

Miss Bernice Zigler, formerly stenographer at car department, Savanna, but now of Portage, Wis., visited in Savanna for a few days with relatives and friends.

Conductor W. H. Roe and wife were on their way to Fargo, N. D., when Mr. Roe was taken quite sick and had to be removed from the train. We are advised that Conductor and Mrs. Roe are now at Fargo and Mr. Roe is much improved.

Car Repairer Wm. Nolan and wife attended the funeral of Mrs. Nolan's brother-in-law, Christ Knutson, at La Crosse, Wis. Mr. Knutson was baggage man on the Milwaukee for many years.

The Brotherhood of Railway Carmen, No. 276, at Savanna, reserved the date of May 13th for a movie, "Better Ole," for the purpose of raising funds with which to purchase a new flag for their flag pole. A sufficient sum was realized from the proceeds and presume we will see Old Glory flying in all her splendor within a short time.

Mrs. E. S. Hewitt and Mrs. M. Herthalf, wives of Switchmen Hewitt and Bertholf, went to Clinton the latter part of April to attend the Odd Fellows' Centennial Anniversary celebration.

Russell Eaton, freight house employe, and wife of Savanna are the parents of a fine son, born April 25th. Congratulations are extended.

News of the Prairie du Chien Division—East End. Mia.

B. P. O'Neil, agent at Eagle, visited at Waukesha.

Frank Spillard, third trick operator at Waukesha, is contemplating moving his family from Elgin, Ill., to his present location.

We are pleased to hear that Engineer Jerry O'Keefe, who has been sick at his home in Milwaukee, is recovering.

Conductor Thos. Callahan is back on the Waukesha Scoot, and Conductor J. Chrystal is again on the way freight.

W. W. Aldredge, engineer Waukesha Scoot, has moved his family from Richland Center to Waukesha.

T. H. Taylor, assistant agent at Waukesha, has just completed his 51st year of continuous service with the C. M. & St. P. Ry. Well, Mr. Taylor, we wish you many more happy and prosperous years.

Special Agent Wm. King, of Savanna, Ill., who was at Milwaukee Monday, June 9, took sick on his way home and was taken to the Chicago Hospital. We wish his a speedy recovery.

We are sorry to hear that Engineer W. E. Slightam died at his home in Madison. Our sympathy to the bereaved family.

SUGAR 5c LB.

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.

Flour \$8.36 Per Barrel

(One of Our Leaders)

Our Best Flour.....\$8.36.....per barrel
 " " " 4.18...per half barrel
 " " " 2.09...per 49-lb. sack
 " " " 1.05...per 24½-lb. sack

Sugar \$5.00 Per 100 lbs.

(One of Our Leaders)

Our Best Granulated Sugar.....\$5.00 per 100 lbs.
 " " " 2.50 per 50 lbs.
 " " " 1.25 per 25 lbs.
 " " "50 per 10 lbs.

Here is Our Plan

Send us \$1.99 for the following Trial Order and we will then know that you mean business and we will include with your order our Bargain Grocery Catalogue in which you will find big grocery bargains.

Trial Order

	(Estimated) Retail Price	Our Price
5 lbs. Our Best Granulated Sugar...	60c	25c
1 large size package Quaker Oats...	12c	7c
1 lb. Guaranteed Baking Powder...	50c	39c
¼ lb. Black Pepper (ground).....	25c	15c
¼ lb. Cinnamon (ground).....	25c	15c
¼ lb. Ginger (ground).....	25c	15c
¼ lb. Mustard (ground).....	25c	15c
2 bars Kirk's White Flake Soap...	16c	9c
2 pkgs. "Dyflake," use like Soap Flakes.....	20c	20c
1 bar Fels Naphtha Soap.....	5c	3c
1 lb. Breakfast Cocoa	60c	39c

1 Catalogue Retail Price \$3.21 Our Price \$1.99
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You Save \$1.22

Our Guarantee Your money returned in full if you are not more than pleased

We are the Originators—Others are imitators. You take no chances dealing with this old reliable Concern

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OTHER BIG BARGAINS IN OUR CATALOGUE

Uneeda Biscuits, 12 packages.....40 cents
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AND OTHER BIG BARGAINS

Remember we send no catalogue unless we receive your trial order. We sell the trial order complete only and no part of same. Nor do we sell any article mentioned in this advertisement separately. We reserve the right to return any money tendered in payment of goods contrary to our selling plan. *Rush your trial order at once, and get our catalogue and commence saving big money on your groceries.*

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COLE-CONRAD CO.,

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Gentlemen: Enclosed please find \$1.99, for which send me Bargain Grocery Order No. B. F., and include free your catalogue showing your big Grocery Bargains, it being understood and agreed if I am not perfectly satisfied that I can return the goods and you will at once return my money.

Name

Address

City State.....

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The Oldest Exclusive Mail Order Grocery House In America

J. S. Mulligan.

J. S. Mulligan, formerly conductor on the C. & M. Division, died at his home in Milwaukee, May 15th. Mr. Mulligan started his service with the Milwaukee road when the C. & M. Division was under construction, as a water boy. In 1886 he was brakeman on the same division, then freight and afterward passenger conductor until 1906, when he left the company and went West. Although retired from active work, during the past year Mr. Mulligan to do "his bit" has been acting as engine dispatcher at Milwaukee Shops. Mr. Mulligan is survived by his wife and son, H. J. Mulligan, also a C. & M. Division conductor, to whom the sympathy of his associates is extended.

S. O. S. Tacoma Tide Flats.**R. R.**

A. J. Kroha is sort of resting up on golf as it's so warm now to dance, but has he the same sweet, charming company with him?

We wish to express our deep, sincere sympathy to A. E. Johnson and father in their great loss of mother and wife. We can't ever hope to make this loss up, but we wish to try and fill in as kind friends.

We are so sorry to say we lost a very dear friend and employe here at the store department—our supply car man, S. M. McCracken, who was ill only a short time when he passed away. We express our sincere sympathies to the bereaved family.

Fryers, who is your friend of May 30th? Lovely girl.

J. J. Darsey tells me he has stopped taking those week-end trips to Olympia. Some one has moved into town. Oh, well, the Marines always are lucky.

The office force made some showing up to Brodwell's and Emerson's "jazz party." But at that it could have been much better. "Wake up, kids."

La Mar says, "You can be a hero in war, but you sure got to be a warrior these days to be a winner in love." La Mar you've got to show military training in both games.

Some one else will be worrying if Wisel is seen with a dark eyed, dark haired lassie many more times around here.

G. Gookstetter walked to Stilacoom on Sunday. Inventory is having its effects on Gook.

Oh, I say, Slim, did you get a new watch? Well, you gotta keep a watch on T. F. L. Get us?

We are going to miss a sweet dear girl real soon, but our loss is his gain, and who could help but wish them joy. It's to happen in around the months of "J's."

Say, Eppler, what do you mean by stepping up to _____ house, all dolled up in gray in a nice roadster when you didn't call up. Of course _____ wasn't home, but was _____ sorry. Well, you guess.

Miss Mary Simm is spending a two week's vacation in California. Hurry back, Mary, as someone is "O, I'm so lonesome now."

We've waited till the war was finished, then helped Uncle square the debts with Victory Bonds, worrying over "Peace of Nations"—I mean League of Nations—now the U. S. A. is going dry, so folks the only thing worth living for is just to see what is coming next. Things can't get worse, so let's live on maybe.

Folks get busy, hand me some notes; I am out of scandal and news.

Clarence tells up he has been out with about a "million" girls since he changed from khaki to "civies." Not one of a million pleased him—he is now about ready to start on his second million. He's one hard boy to suit. Now won't one real all-American beauty please you, C. J. T. Or is there a "la France rose" "over there."

Bob, when is it to happen? Has it happened? or hasn't your good old sailor boy got in his home party yet?

F. C. Mason, brother to G. O. Mason, chief clerk in Sioux City, has gone to F. C. Dow's office. Now he will keep his eyes on George.

Vesta, I think, is favoring the civilians as most of the officers are "civs" now.

J. V. Miller just walked in to say he owns another baby boy. We all congratulate Miller.

A. C. Beenert is back and, oh, what a time he had at his coming out party. Some guests, and how long they do stay.

Herbert Andrews of the time department, late of Battery B, 63d Artillery, C. A. C., looked the "French mades" over while he was "over there." Now he's here, he's going to send back for "that little someone he left behind him." Hurry up, some one else may be going to do the very same thing, too.

L. Johnson is very busy evenings—he won't say more. Well, he can't surprise us. We'll keep a watch on him.

E. A. Larson is gone to Mr. Rees' office. "We do miss you." Yes, indeed.

Mrs. George Pyette has gone to Milwaukee to spend some time in visiting relatives and friends.

Broodwell sold the "bug." Got a "motor boat" to avoid plays like May 24th. See the point, Brood?

Mrs. F. B. Trout is also in the east visiting relatives and friends. I guess we will soon have "enuff" "honorary members for a bachelor club."

Who went home with who from Lincoln dancing party on a rainy Saturday night.

J. J. Alder, our latest addition, is an eastern man, late of Vancouver Barracks. He likes the west, come back to stay. Cheer up, John, you can spend the week-ends at her home in Portland—only five hours' ride down there you know.

We do have Safety First Meetings here, but somehow I never get any news from the doings.

Dick Dunwoodie, our old friend, is still with us, but by no means still. He is some busy man nowadays.

Miss Alice Byrke is going to be with us until Miss Mary Simm returns. I hope she will be able to stay with us longer. So do the boys.

Has anyone seen P. R. H. out very late here lately? No? Well, there's a reason.

Joe Smith reigned supreme while G. O. Mason was away at Othello, and dad was there with service on "King" Joe.

I guess maybe when some one returns from California a certain little someone else with the twinkle in his eye will leave us, then we folks down here won't see any of you store department boys at lunch time. My, I hope she stays. Don't you, Dursley.

R. A. Mofke was so kind to us we surely want him to know we liked the two big lights, cause they help us to watch our steps. The wax isn't worn off yet. "The Mystery of an Unpainted Floor," a new story, will appear in the next issue.

You ought to see the rushing business "the beanery" is doing since Miss Pollock and Miss Stener are taking lunch there. What did you say, Pearley?

Everyone was talking about the war "over there." But now they do more than just talking about the good old U. S. A. going dry.

I guess, folks, you'll simply have to have a "reserve gift fund" for summer brides. Of course I can't say who they'll all be, but a few. So prepare.

What I can't figure out, and I do much figuring, is why are all the girls going to California. Is it the silent gold bass? Yes, California, you supplied a great number of the 91st men. So, Tacoma, it's up to you to give the girls us to those boys.

La Crosse Division Facts.**Guy E. Sampson.**

Well, the boys are all back and many brought souvenirs, but our cashier, Leo Tracy, at Portage, who did not get over on the other side, no doubt brought back the most valuable remembrance of the war. While at Camp Grant, near Rockford, Ill., he met and won the heart and hand of Miss Hazel Peterson, a charming young lady of that city. They were married May 7th, and after a short trip around Detroit and Chicago, which consumed all the time Leo could be spared from his duties at the office, they returned to Portage to make their future home. All employes join in wishing the young people the best of everything, in their journey through life.

A few more changes in the telegraph offices along the line as usual. W. R. Deakin, extra side wire operator at Portage, while C. Manski is taking the place of dispatchers on vacation. Wm. Jones going to Portage office to work, left on opening at Sparta, and E. C. Bergeron, formerly of Bangor, jumped onto the Sparta second track, where he says he will be able to get a lot of

insight into ticket reports and other office work outside of telegraphing.

T. Williams, at Bangor, until same can be bid in by some older man.

While taking a trip to Madison recently, looking for "news" we met our old friend Con Donavan, agent at Windsor, and has been since the civil war. He informed us that he had just returned from a vacation spent near Tomahawk, Wis. He goes there every year for his health, and sure looks fine after spending a few weeks there.

Conductor L. D. Daniels and wife, accompanied by Mrs. Daniels' sisters, Mrs. Ristow, wife of Yardman Otto Ristow and Mrs. Clommons, wife of C. B. & Q. brakeman, took an auto trip from their La Crosse homes to New Lisbon and Necedah, May 29th, to attend Memorial Day ceremonies May 30th and to decorate the graves of their departed loved ones buried at these places.

May 23rd, Conductor Oscar Sagen and wife, of La Crosse, were visited by Dr. Stork who left them a daughter, which they decided to keep.

Miss Irene Pierce, daughter of Engineer Chas. Pierce of La Crosse visited relatives at Madison, Wis., during the month.

Mrs. W. P. Loug, who has been spending the winter with her daughter in Washington, D. C., has returned to her home in La Crosse and with her she brought her three-year-old grandson for an extended visit.

We are informed that some of the employees at North La Crosse are very fond of custard pie. Well, we don't blame them, only we are not in favor of destroying or wasting even a small piece of pie just because we have had our fill. Pass it along gently, not in a swift wasteful manner, and even a piece of pie will answer the purpose that it was made for. Less waste, less want. Let's save!

Operator C. J. Gifford of Winnebago, Minn., formerly a switchman in La Crosse yard, visited a few days with friends and relatives on our division this month.

Agent Hancock from Tomah attended the "Get Together Clubs" meeting at La Crosse the last Tuesday in May. We are glad to see outside employees visit this club, as much good is sure to come from the exchange of ideas.

Our trainmaster has been in Chicago on business for a couple of weeks.

Yardmaster T. Bloomfield and family also took in the sights in Chicago for a few days.

Our division is doing a good business for this time of the year, but the increased tonnage on all trains makes the number of trains run about the same. So while all are getting older in years in line for promotion, they are at a stand-still.

The following comes from Spartan: "A tall slender young man with low shoes, white hose and candy hat, was recently seen paying a great deal of attention to one of our freighthouse employees, and the following day same young lady was seen investing in table linen, etc. These are facts, but further we can't say. But we are aware that wonders never cease."

Engineer James Carroll has again climbed down from his engine seat and gone to his farm in Northern Wisconsin to see that the hired man don't burn a journal off the corn cultivator or miss-read his orders and run into the hay rake with the mowing machine. Jim is a great believer in Safety First.

Conductor J. P. Morgan has returned from the convention of B. of R. T. held at Cleveland, Ohio.

Conductor D. Fitzgerald has just returned from the convention of the O. R. C. held at St. Louis. Conductor Robt. McKay also attended the meeting at St. Louis as a visitor, but only remained a few days, when he went on to Kansas City to take in the sights there. All report having had a real good time.

Passenger Conductor Roy Haines and wife were called to Western Montana by a telegram stating there was serious illness in the family of their son. While no word has been received from them as yet, all friends are anxiously awaiting good news from them.

The new time card out June 15th has two new through passenger trains from Chicago to Minneapolis. This means that a couple of our extra conductors who started on this division in 1899, will get off the job as brakeman and take their place running train. This only proves the old adage that "all things come to him who waits."

Yardmaster Greenwood and family were Milwaukee and Chicago visitors this month.

I Earned \$2200.00 IN FOUR MONTHS

This is Richard A. Oldham

Mr. Oldham was telegraph operator for the Illinois Central Railroad for twenty years. He is fifty-eight years old. One day he read one of my advertisements and the possibilities of making money in the Auto Tire Repair Business. In a few weeks, he had purchased and installed a Haywood outfit, and was doing business for himself. A short time ago he wrote us that his income in four months was as much as it had been in two and one-half years as Telegraph Operator. There are **thirty million** tires in use every day—punctures and blow outs are common. Something going wrong all the time. New tires advancing to prohibitive prices. Owners forced to have their old tires fixed. I have 500 other places to be filled now.

I Must Have 500 Men to fill these places within the next 60 days

I have a big interesting book to send you—a book about tires. It tells all about them—how they are repaired by the Haywood method—gives inside figures, and profit. Gives actual proof of success. What these men have done you can do. \$2500 to \$4000 a year is conservative. One machine will give you a start. All you do is open a shop—put out a Haywood sign, and auto owners will come to you. There is a big opportunity awaiting you.

Sign the coupon and mail it today, or send a post card or letter.

M. HAYWOOD,
Pres.

HAYWOOD TIRE & EQUIPMENT CO.

1214 Capitol Avenue,
INDIANAPOLIS, IND.

M. HAYWOOD, Pres.
Haywood Tire & Equipment Co.
1214 Capitol Avenue,
Indianapolis, Ind.

DEAR SIR: Please send me your book on Haywood Tire Repairing and full particulars on your National Tire Repair Service and details of your FREE school of tire repairing.

NAME _____
ADDRESS _____

Chas. Brockman of Portage, and until his illness the last three years, an engineer on the La Crosse Division, died at his home last month. Many of the railroad boys attended the funeral and accompanied their old comrade to his last resting place. The sympathy of all employees is extended to the bereaved ones.

Yardman Wm. Brockman of Portage, who was accidentally injured by being hit by an engine last October, is again able to be around, but as he wears a cast the entire length of his body, he gets around very slowly. However, all the boys are glad to see him able to be out and around.

The boys of the "13" who are home and back on the job again are all looking fine and if we were permitted to relate one-half the interesting tales they have told us the magazine would have to be increased in size. But every division on the Milwaukee had some boys in that famous, lucky, war-winning bunch of braves and you all have heard from their own lips the same stories we have, so suffice it to say we are all more than pleased to see our boys back on the job.

All right, Perlick, we'll see up that we are not old-timers, but while you are so good at stories we will call upon you to relate one or two at the M. N. G. meet. Oh, sure, you will be there, for we expect every correspondent within a thousand miles and some from further to be with us. The flower of the day will no doubt be the "Lily of the (W) Valley," the chief dish at dinner may be trout caught by Sted, the main drink, WATER from Nora B. Sill's famous water barrel, and the chief speaker "One T. P." With all these attractions and the chance of getting acquainted, what red-blooded correspondent could resist the temptation of going to the meeting? Not one. And so be prepared to answer yes, when you get notice that the correspondents are all going to spend a Sunday with Mr. Horton in his old home town of La Crosse, Wis.

Wisconsin Valley Division News Notes.

Lilly Ann.

The 10th having rolled around again, it is time to send in a bit of news occurring on the "Valley." Are sorry that we have not been favored with some news items from various points on the division, but trust that next time a few of our readers will take enough interest to send us some items and help make our notes more interesting. We are not satisfied to confine our news notes to just the employees in the building, but if no one contributes any outside news, we have no means of becoming familiar with same. Here is hoping to hear from you.

Edward Boehm, son of George Boehm, engineer, is spending the summer in Washington.

T. J. Schrage is making periodical trips to Chicago. We were wondering what the attraction might be.

Roy Minton, section foreman at Minocqua, had the misfortune of breaking his knee cap while playing ball. He was rushed to the hospital at Wausau and recent reports are that he is getting along nicely. We hope that he will entirely recover the use of his limb and be able to be back on duty before very long.

Henry Layman, fireknocker at Wausau, is spending a few days fishing at Heafford Junction.

Mrs. Albert Mohr, wife of Flagman Mohr, is visiting with her daughter at Chicago.

E. A. Smith has gone west to spend the summer months with friends and relatives.

Miss Mary Kennedy, daughter of Conductor D. Kennedy, is visiting at Madison.

Miss Nellie McCann of Chicago was visiting with her parents for a few days. Mary McCann accompanied her on her return trip and expects to spend a week or so in the city.

Thomas Burek was seen riding down the street cutting the figure eight with a bicycle, and a small express wagon attached to the rear end of it. It was some professional stunt and we feel that Tom should be well rewarded with some prize medal. Neglected to mention that the attachment was filled with "little Bureks."

No treasure tho richest may be,
No mines of gold, no gems of sea,
Or all the good gifts given by thee,
Can prove so precious, dear God above,
As Thy dearest gift of all,
A baby's love.

Beatrice Jane Vachrean arrived at the home of Mr. and Mrs. Henry Vachrean, May 16th.

Louis F. Wilcox and Lillian Baggey were married at the home of the bride's parents at Chicago on May 21st. They are spending their honeymoon in California and expect to reside at New Lisbon upon their return home. The readers extend congratulations and best wishes for a long and happy (and peaceful) wedded life.

Who is the new man? Oh, that is Eric, assisting Helen with the back pay roll and Otto with the inventory. Some one heard him say, "Gee, I wish the back pay roll would last longest." Some boy, and some girl, too, but it looks to us very much as though she is spoken for, Eric.

Gordon McNutt, one of the 13th Engineers, has returned from service and is spending a few days at Wausau and Minocqua. We have listened to some very interesting experiences during his stay in France. Gordon expects to locate in Chicago soon, taking up duties with some large manufacturing concern. We hope to see him in Wausau occasionally.

The warehouse force and families enjoyed an outing at Heafford Junction Sunday. The trip was made on No. 25, returning on No. 2. There was fishing, and tales about how many were caught, but we could not get a glimpse of any, although we would not doubt the facts as told by the boys. A good time was enjoyed by all, and prospects of similar trips in the future.

Mr. and Mrs. I. A. Lathrop also spent Sunday at Heafford Junction. "Al" nearly landed a 12 pound muskey, but there was something wrong with the hook and it slipped away—not the hook, but the muskey. It would be safe to be better prepared next time.

Mr. and Mrs. R. H. Janes of Mason City, Iowa, are visiting in this city. They motored up to Tomahawk on Sunday to enjoy an outing. Mr. Janes was formerly chief dispatcher on the W. V. and his old friends were all glad to see him.

Mr. and Mrs. Fred Gerrow of Park Falls motored to Wausau to spend Sunday with Mrs. Gerrow's parents, Mr. and Mrs. Ed. Callahan. On their return trip they were accompanied as far as Tomahawk by their parents and Mr. and Mrs. Dan Callahan.

Miss Pearl Gorman spent a day at White Lake visiting with her parents.

Mr. and Mrs. T. Lineham of Malden, Wash., are visiting at the home of John Linehan.

A. W. Schulz, agent and operator at Mosinee, was recently married to Laura Kanter. We all join in wishing the newly weds success and happiness in their wedded life.

Francis Lane is spending some time in South Dakota visiting with friends and relatives.

M. P. Finerty spent a few days getting acquainted with his family at Tomah. Since being on the switch run regularly, it seems necessary to renew his acquaintance occasionally.

Frank Mathies, Charles Lattimer, Charles Conklin and Otto Fullmer have been wearing an unusual bright smile lately and have assumed more or less freedom. It took some time to ascertain the truth, but we recently learned that the gay spirit and smiling faces were due to the fact that their respective wives were out of town. It does take so little to make some people, oh, so happy.

M. M. Harrington has been to Milwaukee to look after the new time card which goes into effect June 15th. This cancels time card of June 8th, issued recently.

Carl Kropla has gone to Glencoe, Minn., and it is rumored that he is to return with his bride. We know that he was all dressed up and looked very happy when he left, so believe there is some truth in the rumor. May we extend congratulations?

Everyone here is doing their share of work in making the Victory gardens a success. We have had splendid growing weather and ought to have a bumper crop. E. A. Wescot whispered to us the other day that he was serving watermelons and grape fruit out of his garden. Several people that we know have been trying to locate that particular garden spot to verify his statement.

We trust that our next news items will contain some items furnished by people from different points along the Wisconsin Valley Division. If we get together we can have some interesting articles and make the Magazine more popular among our employees.

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

Nora B. Sill.

Homme d'épee, preux chevalier, cela va sans dire—gee, what is French for headache?—Quick, Watson! the bromo seltzer bottle! But if I could only keep this up a little longer I could tell you about our own Pinkie Simms coming back again, arriving on Seventeen, morning of June 6th, and looking just exactly like a real, sure-enough soldier, too, same as you would expect he would.

I don't expect he can translate the above ravings, as he learned French from the little French girls, and surely no lady would ever talk like that. Pink says he is glad to get back, however, they all are—and we are glad to see him back again.

Another thing that happened that same eventful day: I had a date with our Lady Editor some where on top the Continental Divide and I got there on time, too. Just stepped off one train and onto the other. I was so anxious to see her, and the train just seemed to crawl; it was as though we never would get there. Engineer Mayo was on the head end. Mercy, I don't mean that the way it sounds; as Pink would say, "en badinant"; but it's down now and I am in a rush. However, if I did the stunts very often I did that day, I could hire out as a freight brakeman and never have to make a student trip.

H. B. Earling, Superintendent Murphy, Superintendent Viech and all the rest of the folks were aboard Sixteen also, going over to meet the special train of French railroad experts, arriving in Harlowton that same afternoon. They left Harlowton about 6 p.m. and stopped over night in Josephine, looking over the substation at that point, going west to Butte the next morning; from there to Great Falls and returning to Butte the next day, where they went to Piedmont substation for a day, and then west to the Coast. The party was made up of twelve French railroad men representing government departments, government railroads and private railroads of France. They came for the purpose of studying the electrification methods of the Milwaukee sys-

tem as a basis for the proposed electrification of the railroads of France. Their inspection covered actual operation, necessary power plants, repair shops, waterpower, and all incidentals of the Milwaukee electrified district from Harlowton to Avery. The French party included Professor Maudait, Nancy University, and Major d'Anglards, Ministry of Transports; Messrs. Pomey and Le Corbeiller, representing the telegraph engineers; Messrs. Bachellery and La Boucher, of the Midi road; Messrs. Japiot and Ferrand, of the Paris-Lyons and Mediterranean R. R.; Messrs. Sabouret, Balling and Parodi, of the Paris-Orleans R. R., and Messrs. Debray and Barillet, of the French State Railways. A reception and luncheon was given them in Butte and the visitors through Major d'Anglards expressed surprise at the magnitude of the Milwaukee electrification project and were enthusiastic over the dam at Rainbow Falls, saying it was magnificent beyond words and they had never witnessed its equal.

We are glad to know that Fireman E. V. Bennett, who has been out of service for several months, has again been reinstated, and also, along with his other good luck, the arrival of a small baby daughter, Sunday morning, June 8th, at the Three Forks Hospital. Congratulations on both, from the R. M.

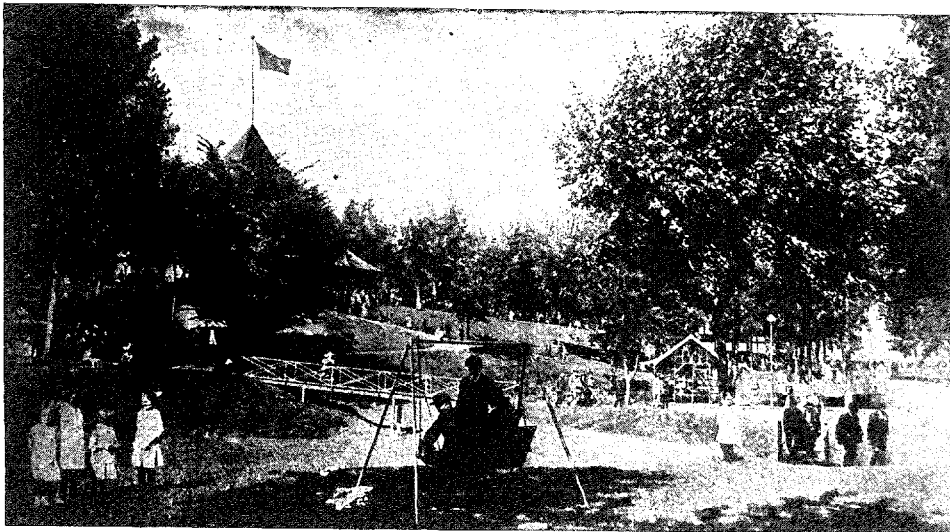
Kogas camp, which has been some time in the Bitter Roots and for the past two weeks working on bridge 11, near Donald, has been moved to Mobridge.

Several work trains have been on the R. M. the last month, one at Butte Yard, one near Pinole and one working out of Harlowton.

Mrs. Butler, wife of Engineer Butler, has been quite sick in the hospital here, but is out again.

Dave Haffner, back again from overseas, said he didn't feel very good. He thought it was the dry climate. Dave, there are a lot of other folks that know it's the dry climate in this state, and they feel just as bad as you do about it; but so far there isn't a thing can be done and guess the river water won't last either if it doesn't rain soon.

Engineer Richard and wife left the first of the month for Caldwell, Kansas, for an extended visit.



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FOR WORKERS AND THEIR CHILDREN**

ENDICOTT

NEW YORK

with home folks there. They expect to stop in Denver and Salt Lake on the return trip.

Bob Ingersoll, former substation chief at Loweth, but who has for the past year or so been sailing the blue sea in search of Germans, is back again on the job at Loweth.

Third Trick Substation Operator Furstenman and wife, of Loweth, stopped a few days in Three Forks shopping the first of June.

Harry Mannon and wife have returned from their trip east and Harry says he had just as much money when he didn't work as when he did. That's what I am going to do soon now—go see my folks, too, where I don't have to pay any board.

Mrs. Joe Wright, who has been visiting in Iowa for some time, is back home again. Joe didn't get thin, but he looked awful hungry part of the time. Speaking of thin folks, now, I am thin, and I made the unlucky remark one day that if the call boy didn't do as I wished, I would put him outside somewhere on the soft brick platform. He started training right there. I didn't. And I find he weighs one pound more than I do, and he isn't a very large size sample of a call boy either, so now I don't talk so much about it as I did. Speaking of call boys, "Why are they like a fortune teller?" "Because you have to cross their palm with silver before they will tell you anything." And then you are not sure of it.

HCR and Charlie Fisher went a-fishing and stayed all day and got sunburned and lost all their hooks and bait and everything and came back and Charlie bought a can of sardines and HCR a can of salmon and they had the nerve to tell us they got a lot of fish. What are we coming to, I can't imagine.

Pete Entringer, almost as old a resident at Loweth as "me," is working at Harlowton second while Bee is off having the smallpox. Ye gods, that sure is my idea of something to lay off and have during vacation time! Can you beat it! Some folks' idea of a good time is the limit.

The sad news of the death, in St. Paul, of the mother of Brakeman A. J. Kahlor reached here May 31st and Mr. Kahlor left here for that place the same evening. He has the sympathy of

the division in his loss.

Mrs. Charles Rader spent a few days the first of the month with her sister in Harlowton and her husband had the nerve to borrow my pie hook and buy his supper with it and I had to go hungry. That's one bad thing about having the lunch room next to the telegraph office. A young man was going to take me a jitney ride the other afternoon too, so I rushed madly and put on my fur coat and mittens and new spring hat, etc., and got in the front seat and he cranked and cranked (self starters for me hereafter!) and it wouldn't go and he had to borrow fifty cents of me and go buy a gallon of gas and carry it over to the office and pour it in the jitney and he didn't have it tied and it ran away from him. Goodness! seems like every time I start out for a ride something happens. I haven't seen the fifty cents again, either.

Former Roadmaster G. A. Larson has just returned from overseas and stopped in Three Forks to shake hands with all of us again. He left for points in the east June 12th, expecting to be gone several weeks for a visit, and will then go to work on the Coast.

Former Chief Train Dispatcher R. D. Glennen stopped over for a day in this city on his way to the Coast. He is now located at Eau Claire, Wisconsin.

Mrs. Brooks, wife of Fireman Brooks, came over for a few days' visit from Lewistown, on June 10th.

Neil Grogram, who got bumped when Dave Haggerty came back and bumped them all down the line, has just returned from a visit with friends and relatives in the east. He has been doing the extra dispatching at Deer Lodge, with Jack Weatherly on third, F. A. Chalk (who is a terrible nice man) on second, and our old Irish (just like me) friend, Mike Welch, still on first.

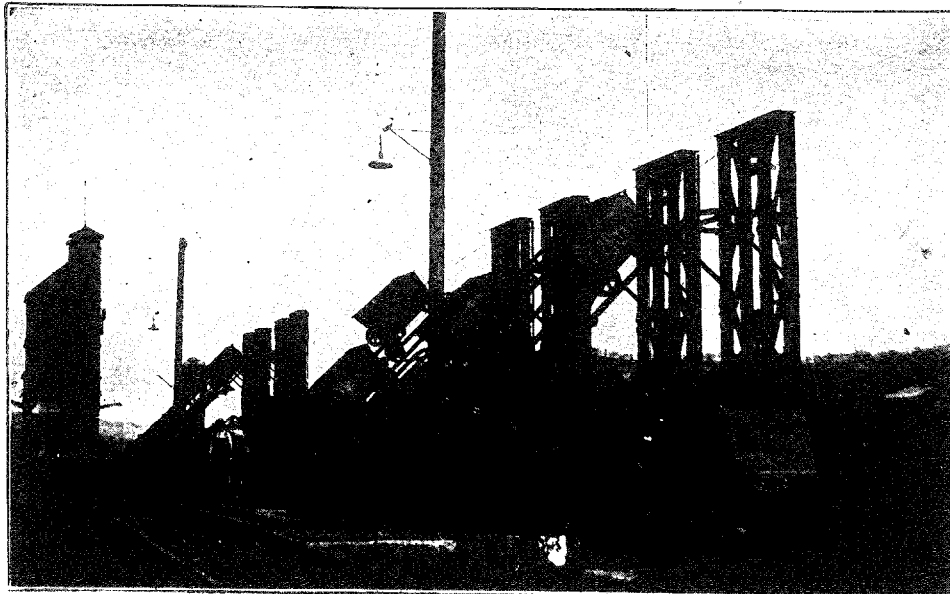
Mr. Blossingham went fishing in the canyon and came back with a swell crop of whiskers. How do they do it in one day? I didn't see any fish in his basket, either.

A number of Milwaukee employes from Deer Lodge left for the Arts and Crafts meeting in Milwaukee June 11th. Karl Zur Muehlen, W. R.

Sixty Thousand Men for Uncle Sam

When the Railroads of the United States adopt the ROBERTSON CINDER CONVEYOR

To prove this statement, ask the Master Mechanic the cost and man power required to shovel cinders, compared to the cost and number of men required to handle them with the Robertson Cinder Conveyor



WILLIAM ROBERTSON & COMPANY

Great Northern
Building, Chicago

Pugh, Walter Richardson, Oscar Biddlingmeyer and George Bradshaw attended.

Mrs. J. J. Flynn and daughter have returned home from a visit to Ogden, Utah.

Mrs. George Hayden expects to take a vacation of a few months soon and will keep house for George in Deer Lodge while her sister, Mrs. Spain, is in the south.

Mrs. A. O. Vetch, who has been visiting in Miles City for a few weeks, has returned home again.

Bill Touhey went to sleep with his cigarette in his mouth and when he woke up his mustache was all burned off. He says Jess Allen found a basket on his doorstep with a baby girl in it, but you can't believe much you hear.

What happened to Slim of Wig-Wag fame? Did one get him?

Kansas City Division. Billie.

Passenger Conductor Joshua S. Williams is back again on 103 and 4 after quite a lengthy vacation spent mainly in the south and west. "Josh" returns to work just in time to inaugurate the new arrangement of the Marion Line trains, whereby the crew coming into Ottumwa on 103 in the morning doubles right back to Marion on No. 4. Conductor Eugene M. Packard also benefits by the change, as he doubles right back from Cedar Rapids on 108 and 21.

Glen Martin, operator at North English, and wife passed through Ottumwa Junction May 16th on their way to Phoenix, Arizona, where Mr. Martin hopes to improve his health.

G. E. Fall, traveling inspector, has gone to Dubuque to attend the EIKs convention.

On June 1st Night Yardmaster John Wells resigned and was succeeded by Ola C. Kinney, at West Yard, Ottumwa. "Johnnie" Wells commenced his railroad career on this division twenty-five years ago, and on account of his unquestioned ability as a switchman and yardmaster and his pleasant and accommodating manner, he will be missed by his fellow workers, who will wish him success in whatever he undertakes. Ola Kinney has had years of experience in the yard, and is popular with all.

Mrs. Jeannette Young, of Kansas City, Mo., is visiting her parents, Engineer and Mrs. C. D. Mitchell.

Clyde Stater, switchman, West Yard, wears a broad smile these days, for he is the father of a new boy. This makes three boys and three girls for Clyde and he may well be proud of his little family.

Passenger Conductor J. C. Cunningham spent a few hours at Ottumwa Junction June 10th. Conductor Cunningham had his leg broken five and a half months ago, but is now able to walk with the aid of a cane, and expects to be back at work soon.

Edward Vasek, the hard working foreman of the third trick engine at West Yard, gave himself a two weeks' vacation, which he spent in Milwaukee, Chicago, Iowa City, and other "seaports." Ed took so many Victory bonds that he had to lay off to spend the interest, and we are not joking when we say it.

Roadmaster R. H. Cunningham was off duty several days on account of an injury to his ankle.

Switchman "Hutch" Loring is in Chicago visiting relatives.

L. M. Guenther, who served two years in France with the 13th Engineers, has returned to his work in the superintendent's office, after a short visit in Sabula, Iowa.

Lieutenant Herbert G. Barnard, also with the 13th Engineers, is visiting at his home in Lamar, Mo., before taking up his duties as second trick operator at Ottumwa Junction.

East Division Engineer Walter Becker is back in the ring again after making a first-class record as chief time keeper in the superintendent's office, Ottumwa Junction. Walter is succeeded by Charles Baker.

William Check, wrecking foreman, is pleased with the acquisition of Derrick No. 11, which recently arrived at West Yards for service on the Kansas City Division. With Bill's crack-a-jack crew, no big spill will be hard to pick up now with this big hook.

Miss Clo Saunders, trainmaster's clerk, left Saturday, June 7th, for a two weeks' visit in Portland, Oregon.

SUGAR—3c lb.

In Assortments. Our Wholesaler-to-Consumer Catalogue containing this, and many other bargains Free with Trial Assortment.

THOUSANDS of dollars are wasted by sending expensive catalogues to people who don't mean business. To eliminate such unnecessary waste, so that we may be enabled to sell at the low prices we quote, we will send our Wholesaler-to-Consumer Catalogue only to people who prove they are really interested in saving money on groceries, by taking advantage of the saving offered in our Trial Grocery Assortment.

Some of The Bargains You Will Find in Our Catalogue.

BEST FAMILY FLOUR 196 LB. 7.50
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Swift's Pride Laundry Soap, per bar.....2c
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ACT NOW—Remember, we send our catalogue only to those who order Trial Assortment. We do not sell a part of the Trial Assortment or any items in it separately, but our Wholesaler-to-Consumer Catalogue contains hundreds of great bargains which you are privileged to buy in any amounts you wish. Get this catalogue and save money. Send your trial order to-day. Simply inclose \$1.99 and say, "Send Me Trial Assortment C-50."

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Approximate	Our Wholesale
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for.....	\$0.15
.08—1 Bar Ivory Toilet Soap.....	.02
.08—1 Package Gold Dust Washing Powder.....	.02
.15—1 Large Package Fresh Toasted Corn Flakes.....	.06
.15—1 Can Vegetable Soap—Economical and Healthful, prepared and ready to serve.....	.08
.30 1 Bottle Highly Concentrated Laundry Blueing. 1 Bottle of this Blueing is equivalent to 1 gallon of the inferior grades.....	.23
.30—1½ Lb. Pure High Grade Breakfast Cocoa.....	.18
.50—1 Lb. Guaranteed Baking Powder.....	.39
.20—2 Bars CINDERELLA—The Wonder Dye Soap. Assorted Colors for.....	.14
.90 1 Lb. High Grade First Crop Un-colored Japan Tea—Very Sensitizing Drink.....	.57
.30—1 Lb. Cranberry Fancy Hand Picked Dried Beans.....	.45

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"THE MOST COMFORTABLE WORK GARMENT IN THE WORLD"

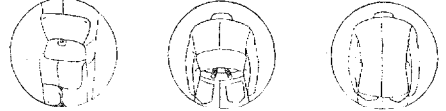
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Beats them all in comfort, convenience and safety. Sold at a popular price by good dealers.

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To Milwaukee Ry. Men

"Continental"

MEANS

**Income Protection
Liberal Policies
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Continental Casualty Company

H. G. B. ALEXANDER, President

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CONTINENTAL CASUALTY COMPANY
910 Michigan Ave., Chicago.

Please send me information in regard to your Health and Accident Insurance.

Name _____ Age _____

Address _____

Occupation _____

C. M. & S. P.

James William Woolley, a very fine boy, arrived at the home of Fireman James Woolley in May.

Agent George L. Gallaher, local chairman of the telegraphers, has returned to Sigourney after attending the O. R. T. convention at St. Louis, holding a telegraphers' meeting at Excelsior Springs, and traveling over the division lining up the agents and operators.

Conductor John William Reynolds, of the Middle Division, is laying off to weed the garden at his new home in Laredo.

O. Elston, lineman on K. C. Division prior to his enlisting with the 13th Engineers, has gone to Prairie du Chien, after a few days' visit at Ottumwa.

Dispatcher J. A. Sanford spent his two days' vacation at Newtown, Mo.

Trainmaster-elect T. P. Horton has not at this writing put in his appearance, but his welcome will be hearty when he finally arrives. On every hand is heard approval of the selection of Mr. Horton for the position. Andrew Dutton, of Chicago, is acting trainmaster until the arrival of Mr. Horton.

W. R. Holmes, general clerk to C. R. Dummier, Sioux City, made a visit June 12th at Ottumwa freight house, where he was formerly employed as rate clerk.

Engineer William Davis, who has been running a switch engine in Cedar Rapids, has returned to Ottumwa and taken a turn on the "Union" line.

The ladies employed in the various offices at West Yard held their first annual picnic June 12th at Wildwood Park. They elected to eat toasted wienies and sandwiches all by themselves; no mere men were invited—and perhaps that is the reason they were punished for their selfishness by the rain that came up and almost spoiled the affair.

Fireman Gordon Heather, accompanied by Mrs. Heather and their son, is enjoying a vacation in Denver. Mrs. Heather, Ottumwa delegate of the Ladies' Auxiliary of the R. L. F. & E., is attending the national convention in Denver.

Yardmaster Kinney was off a night to attend the graduation exercises of the Ottumwa High School, one of his daughters being a member of the class of 1919.

The B. & B. department was the only department to remain in the old yard at the Junction when the big move to West Yard was made last winter. New buildings to house the B. & B. department are about completed at West Yard and Mr. Kellar's men will soon be over the river.

J. W. Zungs, operator at Excelsior Springs, stopped at Ottumwa Junction a few days ago to say "How do you do." Mr. Zungs just returned from overseas with the 88th Division.

Operator F. O. Beistle, another one of our returned soldiers, resumed work at Liberty, Mo., June 5th.

Switchman James Neylon, West Yard, was off a few days taking in a big fraternal convention in town.

Yardmaster Charles W. Jordan and wife and Miss Martha Browne of the telegraph office, West Yard, were among those who went to Cedar Rapids to view the destruction caused by the big starch works explosion.

J. M. Oxley visited us May 16th. We never like to tell tales, but Mr. Oxley had a monster bump on his nose. Says he ran into a door.

John E. Chambers, one time conductor here and lately night clerk at Harry Miller's, is now night foreman of the water treating plant at West Yard.

A. C. Daacke, accountant superintendent's office, is in Chicago on business. R. M. Lindsay, traveling accountant, is relieving him.

Switchman Frank Dignan has acquired a fine boat and can be seen cruising on the Des Moines River daily, flirting with the fish and catching a great many of said fish, to the delight of himself and friends.

Conductor William Costello spent two weeks resting down at Excelsior Springs.

We enjoyed a short visit with Wm. Shea, general roadmaster, June 5th. Mr. Shea was called to his home in Blakesburg on account of the illness of his daughter, who is now convalescing. Mr. Shea still says the Kansas City Division is the finest one on the system.

Marshall Ford, night yard clerk at West Yard, took three days off and while away was initiated into the Knights of Columbus at Ottumwa.

Engineer James B. Smith has passed up the passenger work and taken the Middle Division local.

Henry Steinbeck officiated in the place of Conductor Amos Floyd on No. 3 and No. 8 one trip. We will pardon him for registering into West Yard as No. 94 on this trip.

John W. Nolan, Jr., visited Ottumwa Junction May 30th, adorned with all the ornaments of a navy officer. Hard on the heart!

Conductor William Birkett was knocked from a car at Mystic early in May and brought to Ottumwa Hospital in an unconscious condition. He recovered very rapidly and shows no signs of the accident now excepting that he still carries one arm in a sling.

George Mulholland went to Denver to attend the convention of the B. L. P. & F.

Miss Winifred Williams, timekeeper, superintendent's office, returned to work last week after a three months' illness.

There are about 210 West Yard employees and over a hundred road men who cover the mile and a half or two miles between their homes and the yard daily on foot. It is grand exercise, but hard on shoe leather and human patience. When will the Railway and Light Co. come to our rescue? It looks like a matter for united action on the part of Milwaukee employees or nothing will be done about a car line.

Conductors William Leahy and Edgar Sutton represented the Kansas City Division at the O. R. C. convention in St. Louis.

W. I. Wendall, operator, Ottumwa ticket office, leaves Saturday for a vacation trip to Seattle and other western cities.

William Cheek of the car department made a short visit in Kansas City.

Matt Quinlan has declared to his fellow car inspectors at West Yard that the Democrats had better free Ireland or his lifelong affiliation with that party will be at an end.

Understand Line Foreman M. S. Gregory went to Chicago last week and brought a bride back with him. Haven't heard who the lady was, but wish them both much happiness.

Henry Schroeder, West Yard's Safety First specialist, missed a meeting of the S. F. committee recently and almost caused an adjournment of the meeting.

Edward Vasek is doing the relief yardmaster act at West Yard and performs like a real boss.

At Moravia Agent Carnes is enjoying an extended vacation. Second Operator Gold has just returned from a western trip, and Third Operator Thomas is preparing to lay off.

At Mystic Operator Endicot is away on a fishing expedition and Third Operator Noland is on second in his place.

Bruce McKay, third operator at Linby, is away and Extra Operator Pohlson is working in his place.

Former Trainmaster Miller came down from Milwaukee June 12th to move his household goods to his new home. Certainly everyone is glad to see the genial Mr. Miller and may he visit us frequently.

The families of Engineer Fred Orvis, Conductor Robert Ruckman and Chief Carpenter Kellar are rejoicing over the return of sons from Uncle Sam's service overseas.

Switchman William Benteen, of West Yard, and family are contemplating a trip to the old home at Green Bay, Wisconsin.

Speaking for the yard bunch: We are sorrowful, for we do not hear the pleasant voice of Mrs. Marie Meany Bremhorst on the phone, she having resigned the position of stenographer to the chief dispatcher. But we are thrilled to hear Mrs. Bernice Crawford on the phone in her place, and mighty glad to know she has returned to Ottumwa. How's that, girls?

If it be any comfort to C. V. Wood, who reports the K. C. Terminals, a former employee of that district wants to say the big write-up in May was much appreciated, and please keep it up.

I am very grateful for the help I have had with the news this month, particularly to J. V. Tuomey, who contributed such a large number of items.

River Division Nothings.

"Bell."

I've been mustered into service, so to speak, to give River Division readers a "smatter of talk" each month. I'm in hopes of being able to scrape up a few lines, but am going to warn you

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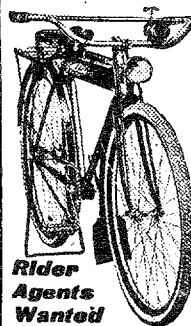
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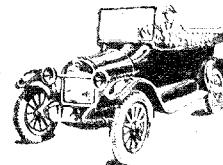
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that in case there should be an inadequate supply of straight lines, I shall not hesitate to resort to most any kind, fish lines and wash lines included. Yes, I may even run up the Hastings-Stillwater line or the Wabasha line, who knows?

Well, our Harriet's gone and done it. Got married. Just like that she left us for one mere man named Kenneth Morrison. A couple of months ago, before the "merger" took place, I expended a lot of my valuable time, brain power, elbow grease, paper and ink on a little write-up of the affair, but the writ was evidently satisfied to make its headquarters in the waste basket instead of making its appearance in the Magazine. Well, she's gone and I'm doing my darndest to fill her boots, but—?

Almost every day sees one of our boys back from Over There. This month there've been brakemen Richard R. Gillespie, Howard Lang, Harry M. Reed and Ben F. Petersmeyer, Firemen Carl Lindquist and Victor Johnson, and here comes Conductor Willis D. Jones, sticking up for his rights same as ever.

Most of these fellows had a hand in running the railroad in France. They tell us that railroading in our country is far ahead of railroading Over There.

Superintendent W. J. Thiele is having the thrilling experience once more of going to school. The Chicago auditing office is showing him just how they make up their reports from the reports made out by the employees under the superintendent. Trainmaster E. F. Rummel will be the next one to get his head chopped off. He starts for the lord high executioner's office June 15th.

Miss Margaret Eddy, from the accountant's office, took a sightseeing jaunt to the Land of Sunshine and Flowers over Memorial Day. Kansas City and Topeka are simply wonderful at this time of the year, and the way she tells about it makes us all eager to save up a few pennies, steal away from our daily duties for a few days, and see the country through our own eyes.

Been trying to figure out what the big attraction is at La Crosse for brakemen. They're making a regular run on the trainmaster's office for passes to that city. One of them said he was going after some honey. Can anybody tell me how he succeeded?

See that the hot weather doesn't get the best of you or your work will go below standard—so will your health. A little Christian Science will help a lot to keep cool. When outdoors don't let the sun get a good look at you. To do this you will have to dodge from shadow to shadow, and if you can do that, be assured the hot sun's angry rays are having no effect on you.

If this escapes the lure of the scaphean, I'll try again next month. Until then—"KEEP SMILING."

Deer Lodge Shop Notes.

"Patsy."

Well, we are moved around again. The general foreman's office has been moved up stairs next to the division master's office and the Time Department has been moved downstairs, and is now called the Accounting Department, and all the various clerks that have anything to do with "time" have been moved down there.

Ralph Bagley is now substation clerk in place of Mr. Holmes.

A. E. MacDonald is the proud papa of a bouncing baby girl.

Among those returned from the service recently, are Missoula Division Firemen J. M. Gill, J. F. MacLean and W. J. Craig.

Misses Erma and Thelma Rule, recently spent the week end in Spokane.

A number of railroad men from Deer Lodge attended the Memorial Day Shrine Ceremonial at Algeria Temple, at Helena, Montana. The novices being C. F. Davis, F. A. Wirth, F. McAvoy, L. C. McElwain, Charles H. Adams, who were attended by a number of railroad friends, among whom were the following: C. K. Foote of Avery, D. C. Leaming, C. P. Seal of Alberton, Leo Kemp, D. L. Mott, W. E. Douglass and W. W. Black of Deer Lodge. All except the novices report the best of times, but as for the novices, well—they came back, and are now resting aisy.

Mrs. T. J. Hamilton, wife of the assistant superintendent at Avery, and daughter, were recently Avery visitors.

The fishing season was opened in Idaho on June 1st, and the anglers are having one continuous gala day in the North Fork in consequence, and many and varied are the fish tales that are being related.

Supt. J. J. Murphy, Division Master Mechanic E. Sears, Supervisor of Substations C. A. Fox, and Travelling Engineer F. McAvoy, went on an inspection trip of substations, in Gas Car No. "13" on May 28th. They were piloted on this trip by Conductor "Billy" Gress. The trip was very successful in many ways, for instance "13" lived up to its reputation in every respect, for it first bucked, snorted, ran hot and then ran like ?????? Then a Montana "shower" overtook the party and some of them hid under the cushions, while the others who had the foresight to bring their rain coats were well enough protected. In due course of time they arrived at Alberton where they tied up for the night, but on account of the excess leakage in the skies, No. 13 was beached and abandoned. A few days later when Asst. Supt. Hamilton arrived he took exception to their displaying "white" flags while headed towards the side hill, being at a loss to know what this meant. He wrote a letter to Division Master Sears to inquire about the same, but as Mr. Sears was absent someone in his office answered it hastily and immediately got in communication with the train dispatcher and very excitedly entreated him to send a wireless to Alberton to have the "white" flags removed from the gas car, and to inform the office when this task had been accomplished. Mrs. Gress, the operator on duty, in wild excitement hastened to get hold of the call boy and inform him to proceed with all possible speed to remove the offending flags from the car. This he did, but made a total wreck of the flag and nearly wrecked the car. The latest reports are that Gas Car No. "13" is peacefully resting where it was left when abandoned.

The culinary artists of Hog Head Gulch, at Avery, Idaho, have some recipes for cooking that are not found in the cook books, according to Hoyle. For instance, for making nice fluffy biscuits here is a recipe. (If you like this kind.). Some time ago, (I don't know how long, but presume it was when they were using substitutes) several hungry individuals were anxiously waiting a prospective repast of hot biscuits, fried trout, liberty spuds, and all the other trimmings, and the chief cook was entertaining them with some of the modern fish stories, and how the biggest one got away, and so forth, and of course at the same time was dexterously mixing the ingredients that go into a first class batch of biscuits, when he inadvertently grabbed, what he took to be the flour can and carefully measured out the desired amount, then deftly mixed it in and tucked the biscuits in the oven. The bunch could hardly wait, and when the cook took the biscuits out a few minutes later, the appearance of the biscuits was all that could be desired. They seemed to be so white and flaky and of a one hundred per cent variety. The table was set with dispatch and speed and dinner served forthwith. When served with the biscuits everyone apparently was suddenly seized with lock jaw, as when they bit into them they could proceed no further and after a wild tussle managed to get them out of their mouths. Upon investigation it was found that the pseudo flour can contained a liberal supply of Plaster of Paris. Several sets of teeth are badly in need of repair, I hear.

Another case that happened in the famous Hog Head Gulch runs this way: Engineer Percy Harnack recently was very highly elated upon the grand success he had with some cream gravy he made, and thought he had discovered a sure enough recipe that no else knew the secret of. Upon serving the velvety, creamy gravy, however, the guests screwed up their faces in a most distressing manner, and a suspicion was raised as to the composition of same. Engineer Harnack instead of using up the saved-over grease drippings, had used the saved-over soap drippings. It sure makes nice looking gravy, but oh, my! as to eating—have a heart.

The above recipes are duly vouched for by the prominent and efficient street commissioner of Hog Head Gulch, namely, C. K. Foote, who I hear, is some cook himself, but does not approve of the above recipes as being conducive to one hundred per cent cookery.

Notes from Milwaukee.

O'Malley.

For the love o' Mike, won't someone please send in some notes for the Milwaukee Terminal Section? To read our column one would almost imagine we were an awful bunch of sleepy-heads at the different stations. Yes, you are being bawled out, for you need it, and if every one of you don't have something in the next issue, woe betide you! The Liberty Loan drives are all over now, so please get busy.

After we had come to the conclusion that Dorothy was always real good, she up and steps out. Just who were you "stepping" with at the Wisconsin, Dorothy? Come on—fess up.

Notice the smile on Hank? Well, he done gone and done it. Keep an eye on all the wooden boxes, Hank. You'll need them for kindling.

Really, Myra, we don't know what we are going to do with you if Billy persists in taking those extended (?) trips. Guess we will have to get him a job in the office.

Lillian, what did you dream last night? Oh, we know that it would be just your luck to draw Art's name out first, but doncha care—it's only dreaming.

Marsh, it's getting pretty warm now. Don't you think you had better discard the mustache?

To any one dropping into the office about 7:30 or 7:45 a.m. it would seem E. R. was a strong believer in the motto "Early to bed, early to rise," but we are wondering if it could possibly be "No bed at all, don't have to rise." Oh, dear, no! we aren't insinuating, but —?

Marie, even though you are so busy trying to decide which switchman you will give that 4 cents to according to supplements 15 and 16, please don't neglect Tommy or he will be wishing the back time was where a whole lot of people wish General Order 27 was.

Yardman A. J. Hammerer, Art Reiss & Co. spent a few days at Briggsville fishing. They bring home stories of some fine catches. So far we have not seen any pictures or other visible proof of the stories.

Yardmaster Frank Stubbe is collecting ice cream tickets for Dad Strong. From the information given out, Frank needs them, as we are informed that he celebrated a birthday (don't know whose) recently at the Arcade. How about it, Frank?

Miss Hattie Brady, daughter of Yardman M. Brady, is spending a vacation in Pittsburgh, Pa., and expects to see some of the eastern sights before returning home.

Yardmaster A. J. Knerien and wife are spending their vacation at Sayner, Wis. Art promises to catch the great-granddad of all the Muskies. Here's hoping that you do, Art.

Yardman J. P. Schaffer and family are on a visit to Old Virginia and the Cumberland Mountains. What are you going to do, Jerry?—lay in a stock of that famous mountain dew?

The writer and wife spent a few days at Madison at the opening of the fishing season. About all we caught was a good wetting and a cold, but had a good time just the same.

Miss Esther Braun enjoyed her vacation in New York. Esther was accompanied by her mother and father, so we suppose that she had to be real good.

Yardman E. M. Olson and wife are spending a week at Sayner, Wis. Olie says he is going to bring in the biggest muskie of the season. Well, we don't care, just so it stays in the family of this terminal.

Several additions to the families here, though late in coming to our notice: March 26th, a fine boy was delivered to Mr. and Mrs. R. D. Borgen-hagen; March 10th, to Mr. and Mrs. Frank Perry, a fine boy; May 16th, to Mr. and Mrs. Art Wussow, a fine boy. Everybody well and happy at last report. We wish them all good luck.

We are pleased to see the reappointment of W. A. French to the position of yardmaster at the Canal (night force).

Yardmaster Frank Stubbe is acting night general in the place of A. J. Knerien, during his vacation.

The boys here are all pleased with the progress made in the fitting up of several new switch shanties. The new shanties are clean and will be warm. The boys are taking great pride in them, and every man says, keep them clean. This is very fine for the cold and wet weather of the winter, but the thing we want most now

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is the installation of "bubblers" for drinking water and the elimination of the disease-spreading water can now in use. Without doubt those cans are the most filthy things a man was ever forced to use in order that he might get a drink of water.

Yardman John Stamm, who was injured by a piece of flying concrete in the recent elevator explosion, is now O K and back on the job. Glad to see you, Jack.

We are informed that Trainmaster R. D. Miller is suffering with a carbuncle under his eye. Well, R. D., they say every boil is worth five dollars, and those things are useful during the high cost of living.

Mrs. Paulus, wife of Yardman H. A. Paulus, is very sick at this writing. We extend our wishes for a speedy recovery.

We extend the sincere sympathies to Yardmen S. R. Davenport and Sig Mathison in their recent bereavement.

It is with the greatest regret that we have heard of the resignation of B. F. Dial, general chairman of the B. of R. T. Mr. Dial made a host of friends while in that office. His sense of fairness in all his dealings and close application to the business at hand were well recognized by all of his associates, and we who know him sincerely wish that he may win back his health, and wish him every success in anything he may undertake.

Had quite a pleasant chat the other day with "One T. P." and was greatly pleased to read in the papers today that in addition to the promotions he won while over there, that the French government, in recognition of his very valuable services, has conferred upon him the honor of an Officer of the Legion of Honor. We are also pleased to note that he has been appointed to the position of trainmaster on the Kansas City Division.

Flashovers from Deer Lodge Store Department.

"Betz."

We extend our hearty thanks for the co-operation shown by the members of the Automobile Association during the past few months, as it is due to them that the office force is so prompt

in reporting and we are economizing on shoe leather. The money we are able to save will be invested for a car of our own. We are undecided whether it will be a Ford, Dodge, Chevrolet or Maxwell.

The shop accountant, Mr. Browning, and his force, are occupying the former office of the general foreman. They seem to be a happy bunch, and why shouldn't they be when they took our Helen.

Wonder what the Baby Doll's name is who accompanied Guy Gellows at the carnival. Think it would do any good to ask?

Storekeeper J. V. Miller passed cigars and candy in honor of a "new comer" to his home, May 20th. A dandy baby boy.

District Master Mechanic E. Sears enjoys many trips, but the one he seemed to enjoy more than any was during carnival week and you would have thought so, too, if you could have seen him on the "Whip" with his daughter.

Hurrah!—Once again we ride in a Dodge. "Our" Dodge was stolen, but thank goodness, it was discovered and way over in Walla Walla, Washington.

Fireman C. C. Ham and wife from Avery, visited over Sunday, May 25th, with General Foreman J. A. Wright and wife. They motored over to Anaconda and took in Gregson, of course.

Now what do you think of this? We had an invitation to dinner at the "Beet Fork." The proprietors are Paul Fitzpatrick, Arvid Johnson, and the Harding Brothers. Do you think it safe to accept?

Larry Ryan, an electrical helper, visited Butte over Sunday. You see, he was very much interested in a friend there, but poor boy—he found she was to a "Cover-all" picnic, and oh, how he wished it would rain, so she would have to return home.

Thanks, Mary. We enjoyed just what we were looking for on May 23rd. What year were we celebrating, please?

Sam Lane has returned from a trip to the coast, and Art Wollman is now sporting amongst the clams and salmon.

Tin Shop Foreman John Traverso, has purchased Alex Bachr's car, and from the rumors

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going all around, we would very much like to know if the auto is to be used on a honey moon. Mr. Bachr is anticipating buying a larger car. Suppose he has to, 'cause Junior is getting to be a big boy.

Earl Waters, machine shop foreman, disappeared from the Store Department for some time, and when asked why he never came to see us any more, he replied, "I was not in a presentable condition." He had a stiff neck, I guess.

Ben White, formerly an electrician in the shops, but late of the substation at Gold Creek, has been elected general chairman of the electricians of the Milwaukee Railway Employees. Mr. White's jurisdiction extends from Chicago to Tacoma.

Lieut. Fiske Marshall of the 13th Engineers, is back chasing motors on the division. He was an early volunteer for service in the U. S. Army.

Joe Ashback, boiler shop foreman, took a trip to Chicago and eastern cities. He had a fine time and extended the glad hand to all on his return.

John Zant, lower floorman, and wife, had a most enjoyable trip to his home in Grand Rapids, Michigan.

The Brotherhood of Railroad Clerks had a meeting in Deer Lodge, Sunday, June 8th. Many out of town employees attended. After the meeting they visited the Montana State Penitentiary.

Mr. Whaley has returned from France, and is working at the depot. He knows how to play ball, too.

To help a convention along recently, the younger set gave a play and a number of the Milwaukee force took part. They were very enthusiastic about it because Paul was heard to say to Thelma Rule, "Let's practice our parts, Thelma—come kiss your Uncle."

Charley Foote, engineer at Avery, Idaho, greeted his Deer Lodge friends during the past month. He came over our way for the Shrine meeting at Helena.

What do you think of a young man who invites you to ride to work with him and then about a mile from the office he informs you he is out of gasoline, and we always thought so much of electric, too.

Baseball season has opened in full force at the

shops. The helpers have formed a club called the "Cubs." Have won two games from Harrison, 3-4, and 10-7, and lost two to the Deer Lodge City team, 8-2 and 10-2. Rabbit Thrasher's "Machineists" were out against the "Juice Twisters." Won one 13-12, and lost the other 7-4.

The third to be played in the near future for a keg of Hires. Frank Hannaman (the blond hostler), is the official umpire.

Solo seems to be the favorite indoor sport among the electricians, with old Doc Gray rattling most of the rugina—wonder why Doc quit "Right cut."

Mrs. R. T. Reed, wife of Superintendent Murphy's chief clerk, is visiting Seattle.

Mr. Knowlmeyer and Avelly Munns have resigned from Superintendent Murphy's staff. They expect to locate in Seattle.

Mable Stensrud spent a week end in Idaho among the cows and chickens.

Florence Pollock is visiting her sister, at Polson, Montana.

Rose Linquist is spending her vacation among friends in Dubuque.

Ella Mortenson has returned from a visit to Chicago.

Adella Ryan is leaving for Chicago. Take some large bags, Del.

Frank Carpenter, armature winder, is visiting Milwaukee, Chicago, and wet points.

C. & M. Division Notes.

B. J. Simen.

Operator Robert A. Helton and family, also Conductor Al Kirby and wife, are visiting relatives at Shelbyville, Ill. They made the trip by automobile.

Operator George E. Campbell, who returned with the 13th Engineers, has resumed work on the division. He has been relieving at Tower A20 and at present is relieving at Bardwell.

Engine Watchman Earl S. Ayres, Seymour Bowman and Fireman Gates with their families, attended the funeral of a relative, Mrs. A. L. Crandall, at Walworth, on June 17th.

Mrs. Gottlieb Reickhoff, wife of Foreman Reick-



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hoff of Oakwood, visited her sons, Louis and Charles, at Libertyville.

Lampman Otto Schalla, who served for nearly a year with the 89th Division, over seas, is again back on the job, at Libertyville.

Agent L. I. Perry and his operator, Mr. Turner, are taking a four months leave of absence and are planning on going to Colorado. Mrs. Perry is an invalid and they think the change will benefit her.

We are glad to hear of the return of Dispatcher Charles E. Shaft from the army, we have not yet had the pleasure of a personal visit with him, but no doubt he has some interesting things to tell us. He has resumed work and is handling his trick on the C. and M.

Conductor Jack Cahill is running on the Chicago-Madison runs, in the place of Conductor Kirby, who is enjoying a little vacation.

Mrs. Charles Sowotzke, wife of Section Foreman Sowotzke, of Libertyville, with baby Charles, visited relatives near Hebron Tower, on Sunday, June 15th.

Jake Larsen is back at work as clerk at Libertyville freight office, after an absence of almost a year, while he was in the army. He was located at Harrisburg, Pa., the greater part of this time.

We wish to announce a new enterprise at Deerfield. Fireman Ed Bickel has opened a laundry in this town; Libertyville and other nearby towns can send their laundry to Deerfield instead of Chicago. Address all baskets and bundles to Chink Bickel & Company, 1200 Broadway, Deerfield, Ill.

Engineer Elmer Lawrence has been up planting potatoes on his farm, four miles east of Wausaukee. He planted a hundred bushels of potatoes. If everything goes well he should have a nice little crop for a starter.

Engineer Dick Folger has moved to Libertyville, and is now running on the Janesville Line way freight with Conductor Thomas Shellenberger, who also lives in Libertyville.

Long Lake is coming right to the front, an ice cream parlor has been opened in the old depot.

Engineer George Karch of Deerfield, is anxiously awaiting the arrival of a fine Studebaker car which he ordered some time ago.

Engineer Bobbie Clark has gone back firing for Frank Cleveland, on Nos. 143 and 140.

Baggageman Curtis Willison has resumed work on Nos. 17 and 6, he was off for a couple of weeks visiting relatives in Pittsburgh, Pa. Verne Gerred relieved him.

Brakemen Will Zoellner and Freddie Glanders, of the Fox Lake run, have installed an ice cream stand at Forest Glen, as a side line. Drop in, boys, and patronize them.

Ingleside now has a second trick operator, this is a big help to the service.

Conductor O. P. Taintor has made arrangements for his annual summer's vacation, within the next few days, Opie will be basking in the sunshine along the shore of beautiful Lake Geneva.

Conductor Arthur P. Cordes, who for years has been on the Janesville Line, is now on Nos. 31 and 10, on the main line.

Conductor Arthur Sale, of the Deerfield run, is enjoying a vacation in Canada. Jack Corbett is relieving him.

Dan Healy and Red Costello have returned from military service and are again guarding the box cars, we are glad to see the boys getting back in their old places.

Brakeman Bill Barbour is now third man on the Janesville Line way freights. Brick Stafford gave up the run and is now in the ring on the main line.

The ice run has been put on, as usual Henry Bond rides the cakes, while Walter Emery and Red Costello load the cars and Loweny is the engineer.

Engineer Ed McCann is now on 143 and 140, and Engineer Arthur Wright runs 131 and 146.

Malden Notes.

Ida Hooper.

One Victory Loan subscription of much importance was that of Tom Pappas, firebuilder at the roundhouse, for \$4,000.00.

F. Rusch, W. B. Foster, and F. G. Hill, were Malden visitors, recently.

Spokane visitors the past few weeks include: T. J. Allen, T. L. Luce, J. A. Wiklund, N. R. Byron

and wife, Mrs. Taylor, E. H. Bowlier, M. H. Ricardson, Edith Reed and myself.

Frank Green has returned from the hospital in Spokane, where he had his tonsils removed. He thinks it an awful calamity that he can't eat everything yet, but he is getting along famously. The gift of being still is very becoming to him and very much appreciated by the office force, especially Mr. Byron.

Some new faces in the Locomotive Department are Carl Eneroth, boilermaker, and Clyde Mlover, machinist. Mr. Mlover and wife, have been called east by the sickness of his mother, but it is expected that they will return shortly.

Boilermaker John Graham and family have gone to the coast where the family will reside during the summer. Mr. Graham will return to work here.

Jeff Ledbetter and wife have been visiting their daughter, in Walla Walla.

Some one wants to know "What's the idea of Ex-car Foreman Graham going out every Saturday and Sunday with one of the fairer sex? Can anyone explain? If so apply at the freight shed and tell Claude Peterson.

C. A. Stotlar, chief dispatcher, is now settled in his new home in Malden. Mr. Stotlar has taken the position recently given up by C. E. Molander, who has gone east.

Conductor Steiner is making a visit to Wisconsin, and Conductor G. Perry is taking a vacation in Canada.

Conductors Webb, Tibbits, Hennessey and Cleland, from the St. Maries branch, are now working on the main line.

Engineer Chas. Davis of Spokane, was in Malden renewing old acquaintances, last week.

Lee Bennett, engineer from the Coast Division, was in Malden last week, having come here with a dead engine bound for Spirit Lake. On account of a bridge being washed out west of here, he was obliged to remain here several days, and during that time we learned everything of any importance that had happened recently on the coast. In addition to being a wonderful entertainer, he furnished the office force with a nice box of candy. Call again, Mr. Bennett, your visits are appreciated.

The day following Mr. Bennett's visit, another box of candy was left at the office. Many thanks. (Name on request.)

E. H. Bowlier and John Wiklund motored from Spokane in the former's Overland. Guess it must have been rather exciting, according to some reports heard at the freight office. Never mind, we won't tell.

Milwaukee Shops Items.

H. W. Griggs.

All machinists and blacksmiths working five and one-half days a week instead of five days, beginning May 19th.

The new locomotives are all here and laid up for the present in the Blue Mound yards, white leaded, and ready for service after being connected up and warmed up—about \$50 labor on each. "Laid up" as applied to locomotives means laid up for shop; "stored" means laid up for service, when good for eight months service or more; "white leaded" means laid up and boarded up ready for service after connecting up.

The Minneapolis car department, except light repair work, was transferred to the Milwaukee shops May 10th, and some thirty of the men volunteered to come along.

The yard traveling crane with its wide swinging jib fouled one of the cable poles in the car yard the 21st and put some machinery out of business until repairs were made.

Corporal E. Mansur, with the 13th Engineers, A. E. F., returned with the bunch and was a welcome caller at the shops the 19th. He is looking fine.

Miss Bessie Dowling has been on the sick list and is slowly getting around again. Her office where she clerks for the locomotive blacksmith department is rather cooped up and in the smudge.

J. Crowley, electrician, was in the Kansas City district last week. He reports the country and crops looking fine down that way this year.

Lloyd Conant was at Tomahawk a few days last week on business and visited his aged mother at his old camping ground.

Nick Schenelder, veteran boilermaker, has returned to work after being off sick for four months during the winter.

Chief Clerk Geo. Dayton was at Dubuque the 25th and 27th.

Geo. Walder, assistant purchasing agent, was a caller the 27th. George is looking well, as he always does.

We were all glad to see Private E. L. Solversen at the office the 27th, where he used to clerk before going to France. He too is looking fine.

Foreman Steamfitter Kressin of the car department is moving through into the glazier's department for more room. A. Volkendorf moves over in Fresco Painter Baumgaertner's floor, the latter moving over into the "White House," next room.

A good, substantial iron safe graces the office of Div. M. M. Joost, elevated in through the window with the yard crane. It may be necessary for the drafting room to put in another post under the ceiling.

Our old friend Wm. Strickler, formerly in the drafting room, now a master mechanic for a Rockford firm, called at the shops a few days ago. Looking fine; must be using him well.

The Memorial Day parade was the largest for that occasion in the history of the city. The Milwaukee Shops Band led one of the society divisions.

A recent and new innovation is the blowing of the big whistle of the shops Sundays same as week days.

Shop Supt. A. N. Lucas with some others attended the boilermakers' convention in Chicago the last week in May.

Asst. Chief Chemist Jno. Alken was at his old Pittsburgh home late in May.

Brick Arch Man Chas. Pfeiffer was at the shops June 2nd. My! but if Charlie keeps on looking better every time, there's no telling where he will land.

The car department is extending the artistic grass plot west of the big flag pole, terminating in a beautiful flower mound arranged by Miss Edith Cox, of Mr. Jenson's office, from flowers brought from her Eagle (Wis.) greenhouse. Jenson does not do things by halves.

The shop committee of the V. E. A. met in Mr. Lucas' office the third of June. The executive meeting of the association to be held the same evening in the Union Depot was postponed a week. The big annual meeting is to be at Minneapolis this year, Wednesday and Thursday, August 27th and 28th. Milwaukee will send a good big delegation.

The big 220-horsepower rheostat ordered over a year ago for our photo printing lamps and projection work arrived a few days ago. We will soon connect the machine up and get it out of the hall so no more persons will get shocked as Crowley's steno did. Ripped off part of her skeert from catching on one of the binding posts. (I couldn't just make out what she was swearing.)

When will we put up the lantern pictures and movies in Mr. Silcox's auditorium for the noon hour? Well, just as soon as the 64-volt wire is extended and the sky and side windows roller-shaded.

A bluejacket the other day asked who that pretty girl was downstairs (meaning next to Koch). Eleanor, of course, but Mr. Jackie evidently had not gone through the whole building. We have them on all three floors. Maybe you didn't know that we have three floors. Going to put up a black and white enamel directory in the hallway soon. Even a big seven engine panel from the car department graces the heights of our 6x17 room wall.

We are honored up here on the second floor. Chief Chemist Geo. N. Prentiss has been appointed by Federal Manager H. E. Byram as representative of the company to the American Society for Testing Materials.

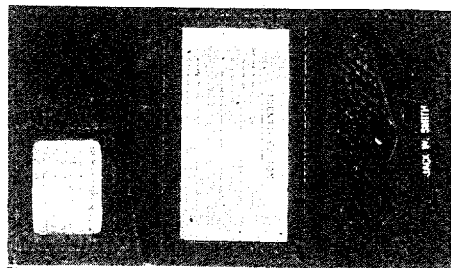
J. B. Neese, foreman of the tin shop, has returned from the tinners' convention held in St. Louis the first week in June.

Chief Clerk "G. O. D." has returned from another trip up the lines.

Heard in the upper hallway the other day: "This is the da—est weather! Sunshine one minute and rain the next!" Oh, Hazel, Hazel! Just wait till "Daddy" sees this. Lucky if you don't get taken out to the woodshed. Haven't heard the opinion of the present hot weather.

We just found out that J. J. Hennessey was in Havana, Cuba, while on his recent trip south.

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Say, J. J. H., give us a little write-up on such trips.

We were wondering what had become of our friend and correspondent at the Minneapolis shops, Jas. Nellins. A letter received from him June 9th from Phelps Island, Lake Minnetonka, Minn., states that he has been off since February 6th and had three operations at the Mayo hospital and was laid up until April 27th. Our veteran nearly passed over, but is on a fair way to recovery at this time, and we all sincerely hope James will be able to be at the desk again as assistant chief clerk to the Asst. S. M. P., Minneapolis shops. Mr. Nellins sends his best regards to all of the old boys.

Our item about the death of Michael Bartlein, father of Joe Bartlein, must have missed out somewhere. Mr. Bartlein died March 20, last, at the age of 72 years. He had lived in Milwaukee all his life. His son William, employed by Mr. Juneau, did not reach home from France in time for the funeral.

Wm. A. Fultz, wheel moulder at the foundry, and one of the Veterans, died suddenly at the dinner table at his home, 3105 St. Paul avenue, Milwaukee, June 11th. Mr. Fultz had been off duty only a few days and expected to return to work the 12th. He had been in the employ of the company since 1883.

Federal Manager Byram and Gen. Supt. of Motive Power H. R. Warnock, with other officials, were in town with their special train the 10th and paid the shops an all-day visit, leaving toward evening for the Superior Division.

During these hot noons some bouquets of ice cream cones can be seen distributed among the clericals of the S. M. P. office. Of course the girls pay for it.

"Fair and warmer," street car bulletin. The girl stenos are coming out with their summer furs.

Chief Kirkby of the drafting room is getting up a new locomotive whistle.

Don't stumble over the scrub lady.

News from the S. C. & D. Division.

Esther Sundleaf.

Conductor E. L. Athon has returned home from Omaha after visiting his sister, who is seriously ill.

George W. Wean is the new roadmaster on the east end. Mr. Jung, former roadmaster, being transferred to the Illinois Division.

Wm. P. Downey, bridge carpenter, who was injured some time ago, is able to leave the hospital. He intends going to Greenville, Ohio, for a visit before resuming work.

Safety First meeting was held at the Commercial Club June 10th. After the Safety First meeting an Efficiency meeting was held. This was a very interesting meeting, and it is hoped all the members of the committee will be present for the next meeting.

Roy G. Larson made his regular Tuesday night trip to Yankton again this week.

Mary Walton has left the superintendent's office and has accepted the position of roadmaster's clerk.

B. C. Hershberger, agent at Tripp, has taken a leave of absence, this being his first vacation in many years. C. R. Fletcher, agent at Delmont, is relieving him and Mrs. Fletcher is taking Mr. Fletcher's place at Delmont.

Abel Bernard called on us yesterday, having just returned from a 21-months' visit in France. He is looking fine and says he is sorry he was not under shellfire at any time so he could tell some hair-raising stories for the magazine.

H. J. Hoffman has departed for St. Louis to meet his bride-to-be. After the wedding, which will take place in St. Louis, they will tour the southern points of interest. They will make their home in Sioux City and expect to be home by July 1st. His many friends wish them good luck.

C. D. Yaeger, our car distributor and operator, started as extra dispatcher on May 26th. Here's luck.

R. D. Thompson, dispatcher from the Great Northern, started to work June 2nd and we expect to clean up vacations in a hurry this year. J. L. Bauer is the first man off. Dispatcher E. Gilbertson, A. J. Elder and C. L. Jacobs also get their vacations this month.

Miss O'Niel, from the trainmaster's office, has

taken a leave of absence. We hope she will soon be back.

Otto Huebner has resigned from the service and will enter military service.

It is reported that Jack Loller was in town the other day on his way to Geddes. They say he was very happy, as usual. Maybe he was going to get some more pancakes.

Conductor Alexander, on the Running Water line, is laying off. Conductor Sherman is taking his run.

Agent Resner from Menno strained his back a few days ago while lifting some trunks and will be unable to work for a few weeks.

Engineer Coe, of Mason City, has taken Engineer Gowling's run on the Running Water line. Engineer Gowling has gone back to Mitchell.

Our chief dispatcher, W. C. Givens, had the mumps the latter part of May and Walter naturally having a round face, it is reported looked good enough for a dime museum.

Homer Chester Snow, agent at Yankton, has returned to work after serving on the jury at Deadwood.

Clark Overcash, switchman at Sioux Falls, who was injured the first of the month, has returned to work.

Construction Notes.

Guyline.

B. Farenwald is now occupying the chief clerk's chair in the Electrification Department, vice F. A. Cooper, who resigned to accept a responsible position with an eastern concern.

On the morning of June 15th Miss Dorothy Ridout and George Spurgeon Bahler were united in marriage at Tacoma. After a short trip they will return to make their home in Tacoma. The sincerest good wishes of their numerous friends will go with them in their new life.

L. B. Frazier has left the service to engage in extensive farming operations in Northern Montana. Incidentally, L. B. slipped one over by getting married a few days before he left. Congratulations!

J. M. Weinstock has departed for the east on an extended visit.

Friends of Hank Stuart will be interested to learn that he is back in civil life. He celebrated his "come-back" by getting married and is now living somewhere in the east.

J. L. Busselle is raising a mustache. Nuff sed!

I. & M. Division.

Deacon Schultz.

Sent a request to all the agents and employees to send me an item of news and four responded, for which we are thankful. We expect some news from every station on the division for the next issue.

We are glad to report the safe return of Bill Piess and Maynard Washburn from their strenuous duties in France. Both are looking fine and ready to resume their duties for the old Ike and Minnie Division.

Agent Parker and Section Foreman Koveliski and wives, of Rosemont, attended the dance at Farmington given by the Railroad Men's Club. All report a very enjoyable time. It was rather hard for Frank to drive spikes the next day, but he pulled through in fine shape. I understand the good wife had him limber up at the wash tub before going to work.

J. E. Liebel, second operator at Mendota, and wife also attended the dance. J. E. says he got home in time to go to work. I'll bet a silk hat that never happened when he was bachelor.

John Popejoy, second operator at Rosemont, was on the police force for two nights during the sickness of the regular pussyfoot. Pope says he don't like the job—it takes too much shoe-leather, and even Sears & R. are high-priced.

Wm. Bell is moving his family from Faribault to Farmington, having bid in third trick.

P. J. Gannon, section foreman, Farmington, who underwent an operation some time ago at St. Luke's Hospital, St. Paul, is home again. His many friends hope for his speedy recovery.

Wm. J. Reher, former third operator at Rosemont, has been installed as second operator at Comus.

Wm. Hickey, first operator at Farmington, was on the sick list for a few days. Bill didn't like that trick so is now back at the old stand.

I. Roe, of Bixby, is under suspicion, having

purchased a house and getting things all fixed up in grand style.

O. Christiansen, of Bixby, has purchased a touring car. Yep, regular ladies' car.

Ask Bert Roby, section foreman, how many days it takes a scrap car to travel from Farmington to Bixby, and then beat it.

Agent Kingsboro, of Bixby, writes that his better half is painting and having things fixed up in general. That is, painting the house.

Ticket Agent Crudon, of Mankato, is driving a new Ford car.

Mr. Keller, of Wykoff, called on friends at Mankato, having just returned from "over there." He is looking fine and had some real stories to tell. His mother at Mapleton has been quite sick, but at present writing is much better. Mr. Keller expects to take back his station soon.

Glen Cottrell, former clerk and cashier at Mankato, is back again, having received his discharge from Uncle Sam's army. Sorry that Glen had one leg broken, but is getting along fine and will soon be back at work.

Bert Gillison, on the Wells-Mankato run has moved to Mankato. Sorry to have you leave us, Bert.

Agent at Grafton writes that lightning struck the elevator which stands about 150 feet from the depot. No fire or smoke was seen at the time the lightning struck, about 5:40 p.m., but at about 2:30 a.m. fire came out to the cupola and in a short time the elevator was doomed, burning about 8,000 bushels of grain. The only thing that saved the depot and town was a heavy fall of rain which came about the time things were getting serious.

Railway Exchange Notes.

B. H. Portick.

Miss K. M. O'Neil, of Assistant General Manager Nicholson's office, who has been on the sick list during the past few months, called on us recently to say "Hello." We are glad to see you improving so rapidly, K. M., and hope to see you back with us again soon.

Miss Ruth Dukes, file clerk, General Manager Gillick's office, informed us recently that owing to more important duties she would not be able to locate any more lost files and ancient history any longer. One can't hardly blame her for feeling that way about it, for she told a certain gentleman "Yes" in answer to a question he asked her, and that settled it. Your friends wish you both happiness.

Miss Hart, who is succeeding Miss Dukes as file clerk, will find that she has never been associated with friends more loyal and true. We are glad to have you with us, Miss Hart, and wish you every success.

Will Miss Catherine Morrin, of Rail Inspector Woodworth's office, kindly tell us in time for the next issue of our magazine, the name of the handsome "Thirteenth Engineer" who recently called on her, prior to his departure to Arkansas? We're wise, Miss Morrin; you can't play that game and "get away with it," as they say.

Miss Vivian Grondale, of Superintendent of Transportation Whipple's office, has been granted leave to visit Seattle. Nobody seems to be able to inform us as to the cause of such a long journey, but we are suspicious.

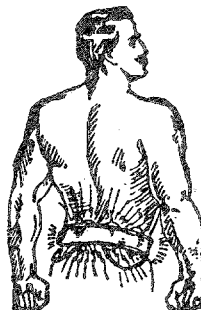
Jim Flynn, of General Manager Gillick's office, is very steady on his feet, but something occurred recently which nearly led us to believe otherwise. He stumbled over a couple of fifty-dollar bills while walking down Adams street with several friends. On this occasion Jim put his money in his shoe and for some reason it refused to remain there, right next to his sock, and worked out gradually, until Jim tripped and fell over it.

"Arthur, the Hero of the Valuation Department," is the title of a book just written by "Heck."

Jack Kehn looks kind of worried of late. What's wrong, Jack? Working too late?

Wm. E. Lutz, stenographer to Mr. Haynes, made a hurried trip to Philadelphia recently. There was reason 'nuff. Bill passed through Chicago on his way west with a wife. And say, Bill, how about the pass which was left at the depot for you marked "Good on Freight Trains Only"? Joking aside, Bill, we're glad to see you a member of our club and wish the Mrs. and yourself joy and happiness.

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Chicago, Ill.

This one sounds fishy, but is not this the fishing season? Has anyone heard of the chickens down in Arizona, where the temperature has been 115 above, being fed on cracked ice to keep them from laying boiled eggs? Ask Al Alberts, he can verify almost anything. A friend wrote him this and now he is telling everyone about it. Al, do you think that cracked ice is good for fever blisters on the lips?

Elsie Pfug, stenographer in Mr. Caldwell's office, has a photograph which we are trying to get hold of so that it can be reproduced in our magazine and shown to all her friends. Elsie spent a few days on the farm recently and someone snapped a picture of her while she was feeding the chickens. Feeding chickens isn't a very fit subject to write about, but ask Elsie to show you the picture. Whose were they, Elsie?

Dubuque Division.

J. J. Rellihan.

Engineer Frith has moved his family to Preston, Minn., on account of him taking the run on that line.

The round house park at Dubuque Shops is one of the beauty spots on the Dubuque Division. The boys, under the supervision of Roundhouse Foreman Bell, hired the service of a horticulturist and the park is bedecked with flowers.

Conductor C. H. Clark had the misfortune of having several ribs broken when the combination car in which he was riding on the West Union Line was derailed. He is getting along slowly at the present.

Conductor Wm. Remus is the happy dad of a new boy that arrived about June 1st.

Forty of the forty-seven men that enlisted from the Dubuque roundhouse have returned and we are glad to say that positions were waiting for every one of them.

Wesley Kinder, Edward Lee, Barney Hallihan, and Charles Digman, of the lucky 13th, have returned after seeing 22 months service "over there."

A. F. Mullane has been appointed agent at Buena Vista, and second trick at that station is now on the bulletin.

The Waukon Line train now goes to North McGregor Mondays mornings. This makes 4 days a week this trip is made, and gives the people along that line a chance to make connections with I. & D. No. 3.

Engine 1106 after about 20 years service in Dubuque yards has been transferred to Clinton, and is replaced by engine 1149.

Brakemen H. E. Smith and Finkenauer have been discharged from the U. S. Army and are again employed on the Dubuque Division.

Conductor G. R. Hibbard is now in charge of the way freight with the Sunday layover in Dubuque.

Engineer J. W. McKown has returned from Los Angeles after spending the winter and has displaced Engineer Strazinsky on Nos. 4 and 33, on the south end. Engineer Strazinsky is now running a switch engine in Dubuque yards.

"Cy" McCauley has given up his position in Superintendent Thurber's office and is now brakeman on the way freight.

Brakeman W. L. Wiedner took a lay-off for a week to attend the Elks' convention at Dubuque. Brakeman Ambrose O'Niell took the Waukon Line run, during his absence.

John S. Miller has departed for Denver to attend the annual convention of the I. B. of L. F. & E.

Engineer Walter Ruprecht, wife and daughter, are visiting at Los Angeles, Cal.

Conductor Cutting is suffering from a sprained wrist. R. H. Kearney is on his run during his absence.

Pump Repairer W. H. Esmay and family, spent Decoration Day at their old home in Sabula.

An athletic club has been organized at Dubuque Shops, the purpose of which is to encourage and promote the various sports in season. The following officers were elected: J. Henney, president; J. Horsefall, secretary and treasurer; Harry Hanson, manager; Messrs. Lyons, Herbst and Ohde, directors. The athletic club has organized a baseball team and will represent the shops in the city league. Any shop or roundhouse desiring a game should correspond with J. Horsefall, baseball secretary, care Dubuque Shops.

Sergeant L. M. Hibbard, who has put in nearly a year with Uncle Sam's forces over seas, has returned, and after a few days rest resumed work on the south end. Lou didn't thin down a bit during his absence. He has the honor of having been in charge of the first American train into Metz.

Conductor John O'Connor enjoyed a few weeks vacation, spending his time in the vicinity of Tacoma.

"Mack" on 33, May 1st, had considerable trouble making his spots, the high water having washed out his pegs or land marks. Cheer up, Mack. "Hump" is having the B. & B. depot on concrete posts.

Brakeman Arthur Masters was married in Guttenberg, June 4th. We didn't get the lady's name, but congratulations just the same.

Engineer James Fox and wife, spent a week or so in Des Moines.

Wm. Clark, chief caller Dubuque Shops, has been dubbed the "social butterfly."

Operator Edw. Boeckh is going to take a trip to Washington and New York, just as quick as he can be relieved on second trick at Lansing.

Agent B. A. Towle and family took a week off and went to Barnum, Minn., for a visit with relatives. Ed Boeckh had charge of the station at Lansing during Bert's absence.

A new Saturday-only train was put on between Dubuque and Waukon Junction, June 14th. If this is a paying proposition, we may get daily service between these points.

Idaho Division News.

"Bill."

Herb Moody, our assistant division accountant, who left us the latter part of April to take a position in General Superintendent's Foster's office, stayed only long enough in Seattle to get acquainted with the office force and Seattle's hills, and returned to Spokane. We're glad to get him back.

E. L. R., who "sported" a "long face" during Herb's absence is "all smiles," now. (I wonder why?)

Traveling Accountant Mackey has made Spokane his headquarters, residing in Westminister Apartments, and his familiar black derby and sky blue Sox are frequent visitors in the office.

Jimmie Kearnes rushed into the office breathless the other morning, exclaiming: "I just saved a girl." We all dropped our work and gazed upon him with admiration in our eyes, eager to catch the details, and between gasps, this is what he told us:

"I was walking down Main avenue this morning, and met two girls that I knew. I'm going to take one to the show tonight, and I saved the other one for to-morrow."

Sted says he is going fishin' for three months. He chose the right time because we predict a general shortage of "bait" after June 30th. Last time Ye Scribe went fishing he managed to get three beautiful bites, and then had to put men-tholatum on them for a week.

Chief Dispatcher Hays is a happy man now, and here's the reason—His Chevrolet Runs!

Mott Sawyer, former superintendent, and now assistant to Gen. Supt. Foster, paid us a visit today, and was much surprised at the growth of the office force. The force has nearly doubled since his regime.

While at a movie the other night, the following was thrown on the screen: "We will no weigh anchor," which led me to ask Joe Nordquist the next morning at the office:

"Joe, have you ever seen them weigh anchor with fish scales?" and Joe said:

"No, but I've seen them drive frogs out of switches."

The rest of the day was passed in perfect silence.

Former Operator Severs is now agent at Plummer, Idaho.

Albert Janosky had his tonsils removed several weeks ago. He said it was a pleasant sensation, but would not follow that for pleasure. Several clerks who thought they were afflicted with tonsillitis were scared out of having them taken out from his recital.

On June 8th about fifty employees and friends went on an outing to Spirit Lake. The whole affair was planned but a day or two previous, and for a "hurry up" picnic, it deserves a great deal of praise.

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Rupture Is the Brooks Rupture Appliance—and That It Is**

Sent On Trial to Prove It

If you have tried most everything else, come to us. Where others fail is where we have our greatest success. Send attached coupon today and we will send you free our illustrated book on Rupture and its cure, showing our Appliance and giving you prices and names of many people who have tried it and were cured. It is instant relief when all others fail. Remember, we use no salves, no harness, no lies.

We send on trial to prove what we say is true. You are the judge and once having seen our illustrated book and read it you will be as enthusiastic as our hundreds of patients whose letters you can also read. Fill out free coupon below and mail today. It's well worth your time whether you try our Appliance or not.

Cured in 6 Mo's after 18 Years

Hinton, Ky.

C. E. Brooks, Marshall, Mich.

Dear Sir:

I never wore the Appliance a minute over six months and was cured sound and well—and I want to say no man ever did any harder work than I did while I was using it—I hauled 40 perch of rock, too big for any man to lift.

I was ruptured 18 years and words cannot tell how thankful I am. Use my name if you like.

Yours sincerely,

RUFUS FIELDS, R. R. No. 1.

Child Cured in Four Months

21 Jansen St., Dubuque, Ia.

Mr. C. E. Brooks,

Dear Sir:—The baby's rupture is altogether cured, thanks to your Appliance, and we are so thankful to you. If we could only have known of it sooner our little boy would not have had to suffer near as much as he did. He wore your brace a little over four months and has not worn it now for six weeks.

Yours very truly,

ANDREW EGGENBERGER.

"Seems Impossible"

Holland, Ind.

C. E. Brooks, Marshall, Mich.

Dear Sir:

Have used one of your Appliances until it was worn out. I have been going without it for nearly a year and have not been troubled the least bit with my rupture, so I am well satisfied I am cured.

It seems nearly impossible, but I have gone through a summer's work on a farm without one and have not been troubled.

I was born ruptured and never wore a truss until I was 21 years of age, and got your Appliance. If I ever need another one I shall send in my order.

Yours truly,

BARNEY OSKINS,

R. F. D. No. 7



The Above is C. E. Brooks, Inventor of the Appliance. Mr. Brooks Cured Himself of Rupture Over 30 Years Ago and Patented the Appliance from His Personal Experience. If Ruptured Write Today to the Brooks Appliance Co., Marshall, Mich.

Pennsylvania Man Thankful

Mr. C. E. Brooks, Marshall, Mich.

Dear Sir:—Perhaps it will interest you to know that I have been ruptured six years and have always had trouble with it till I got your Appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on; it just adapted itself to the shape of the body and seemed to be a part of the body, as it clung to the spot, no matter what position I was in.

It would be a veritable God-send to the unfortunates who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They would certainly never regret it.

My rupture is now all healed up and nothing ever did it but your Appliance. Whenever the opportunity presents itself I will say a good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers.

I am, Yours very sincerely,

JAMES A. BRITTON.

80 Spring St., Bethlehem, Pa.

Ten Reasons Why

You Should Send for Brooks Rupture Appliance.

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.

2. The Appliance for retaining the rupture cannot be thrown out of position.

3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.

4. Unlike the ordinary so-called pads, used in other trusses, it is not cumbersome or ungainly.

5. It is small, soft and pliable, and positively cannot be detected through the clothing.

6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.

7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.

8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.

9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.

10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no hesitancy in sending free coupon today.

Remember

We send our Appliance on trial to prove what we say is true. You are to be the judge. Fill our free coupon below and mail today.

FREE INFORMATION COUPON

Brooks Appliance Co.,

118 B State St., Marshall, Mich.

Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name

City

R. F. D. State

"Bob" Roberts saw to it that plenty of "Eats" were on hand, and deserves special commendation for her skillful management.

J. T. Sleavin showed that when it comes to culinary ability, he is in a class by himself. Anyone who can take lake water and produce excellent coffee, ought to get a medal. Mrs. Sleavin is going to let him do the cooking at home.

Dave Myler gave us his interpretation of a Hawaiian "hula hula" on the train.

Warren Moody scared his mother and the rest of the party by swimming across Spirit Lake and back. The fact that the water was ice cold and he swam without anyone accompanying him shows that he sure has nerve.

Herb Moody wielded the knife with cautious foresight in cutting the bricks of ice cream, and managed to get away with two large slices for himself.

Bill Berelson trained on gasoline for a week, and thereby won the men's race, adding another necktie to his depleted stock.

The ladies' race proved to be the feature of the days (for the men) and Lillian Roberts "ran away with it."

The trip to the lake and back was made in a special car "hitched" to the regular train. Three boys provided the instrumental music, consisting of two banjo-mandolins and a guitar, and the vocal music was furnished by Tom McGinnis, tenor; Dave Myler, baritone; Warren Moody, bass, and by J. R. Clark "coming in every once in a while."

Morning was spent in getting there, swimming, and setting the tables, afternoon in dancing and a trip around the lake. The entire affair was a huge success, and will be repeated many times this summer.

Iowa Division (East).

J. T. Raymond.

A letter was received June 10th, by ye scribe, from Corporal Joseph N. Elsner, from Olympi, Russia, dated April 22nd, and says he is with the North Russia Expeditionary forces and is acting as station agent with a small box car to reside in. He says the country near by is full of reindeer, deer, wolves, bears and jack rabbits. A big river is near by where fishing is good. Joe is not suffering any, and sends his regards to all the boys.

Conductor Jas. Cunningham of Davenport, visited several days with old time Marion friends. Jim has been out of service several months with a broken leg and will not be able to resume work for sometime yet.

Miss Alice McGuire was away on a two weeks' vacation, visiting friends in Washington, Philadelphia and New York.

Chief Dispatcher and Mrs. H. C. Van Wormer, spent two weeks vacation at Lake Ada in Northern Minnesota, where the fishing and hunting is good.

Willis Jordan was acting as chief during H. C. Van Wormer's absence, and Lawrence Dove on second trick.

Conductor and Mrs. J. S. Williams returned from a five weeks' trip in the west, in San Francisco, Los Angeles and Southern California.

Mrs. Emma DeLong, stenographer in the superintendent's office, spent several weeks visiting in Los Angeles, Cal. Miss Marcella Mairé supplied in the office during Mrs. DeLong's absence.

Agent and Mrs. Chas. T. Rowe of Marion, spent two weeks' visiting Mr. Rowe's brother in Los Angeles.

Agent N. J. Edwards and wife of Toronto, visited their son, Earl and family, at Marion. Mr. Edwards attending Masonic Lodge No. 6, witnessing the conferring of the third degree on Earl, and Ellis Owen.

Superintendent C. H. Marshall spent ten days or two weeks, in Chicago.

The following boys have returned to Marion, after serving with Co. D, 13th Engineers in France: Geo. Barnoske, Frank Cheadle, Chester Cornellus, Reuben Armstrong, Fred Huddleson, Matt Mullen, John Mullen, Geo. Hines, Frank Webber, Carl Kassler, and Lieut. Fiske Marshall. Most of them arrived on No. 11, arriving at 12:00 midnight, May 14th. They were met at the depot by a large crowd. The Marion brass band was out and the boys were given a warm reception and were served with supper at Rubek's Cafe.

Agent H. E. Seeley of Hawkeye, was away for several days. Operator C. L. Davis relieving.

Section Foreman Chris Paul's motor car burned up May 16th. The car was laying along side of the track near Spragueville, while the men were out at work elsewhere. The section men left their coats on the motor car and these were set on fire by a spark from a passing engine and were burned up as was the motor car. The car was a new one and was owned by Mr. Paul.

Many old time employees on this division note the passing away of Engineer Charles Goult with regret. He had resided in Dubuque for some time. Funeral was held May 29th. He pulled the Cedar Rapids and Farley passenger for a number of years but retired several years ago.

Baggage man Geo. B. Woodcox and wife of Marion was away on an extended vacation, visiting points in the far northwest.

Edward Hines acted as baggage man during Mr. Woodcox's absence.

Agent L. J. Miller was away on a two or three weeks' vacation, visiting in the west. L. J. Young, relieving.

Walter Marshall of Deer Lodge, Mont., has been visiting his parents, Mr. and Mrs. C. H. Marshall, at Marion. He came particularly to see his brother, Lieut. Fiske Marshall, who returned with the 13th Engineers. Both have returned to Deer Lodge.

Mrs. W. O. Clark was called to Chicago this week, where her husband had gone, and was in the hospital for the removal of a splinter of steel from his eye. But the operation proved to be more serious than was expected, as the splinter had completely pierced the eyeball, necessitating its removal. The accident occurred while Mr. Clark was at his work in Atkins, as machinist for the C., M. & St. P. Railway.

Mrs. R. E. Leidigh has resigned her position in the Accounting Department of Superintendent C. H. Marshall's office, effective June 1st. She has gone to her new home in Springville. Joe Ovington will succeed her.

John Pazour, on the U. S. S. Pennsylvania, had a pleasant visit with all the Marion boys of the 13th Engineers, while they were at Camp Mills, week before last. His ship was in the New York Navy Yard, and when he heard the boys had arrived, secured special liberty to go over to the camp. He had "chow" with them, but said it was not as good as the Navy furnishes. He was so delighted at seeing so many familiar faces, that he could scarcely sleep that night.

Mrs. R. Lee Taylor and Mrs. Clara Mitchell, have gone for an extended eastern trip, visiting first in Washington, D. C., then going to Philadelphia, to visit the latter's niece, Mrs. W. S. Rice, who will be remembered as Miss Rena Northrup. Mrs. Taylor will later join a cousin in New York, and together they will go to Boston and Fall River, Mass., to spend the summer with relatives. Mrs. W. K. Lothian accompanied her mother, Mrs. Mitchell as far as Chicago, spending the day with relatives.

Atkins Yard.

Jack Timson, switchman is taking a vacation and getting a much needed rest after a long grind without losing any time.

George Timson, a cousin of Jack's, has taken a position as caller, from 4 p. m. until midnight.

Carney Widger, switchman, is again happy, as his wife has returned home after spending several weeks away visiting relatives.

Car Man Chas. Guzzle, has taken a lay-off, and with his family has gone west on a pleasure trip. They expect to go to the coast.

Yard Clerk Oscar French, has resigned his position and went to work in the Store Department. Oscar says he has too nice a girl to work nights, and run any chances of losing her.

Miss Dorothy Klump, clerk for L. A. Klump, foreman of the Car Department, left her purse lying on the seat when she got off at Marion a few days ago with her two weeks' pay and pass and other articles in it. She discovered the loss in a few minutes and went back to look for it. But some poor degraded person got hold of it and had the nerve to keep it. Pretty small of who ever it was.

You can see our yardmaster, E. W. Crain, riding down 1st avenue in C. R., in his new auto most any evening, when it is not raining. Of course, he always takes Mrs. Crain along.

Look out for Switchman Wm. Ryan coming down 5th Avenue in his new car. Bill says if the door was not wide enough to get in without knocking off part of it it was no fault of his, but when he give her a hard signal to stop she went ahead just the same as Oley Packard does. Send in your 142 report—at once.

Storekeeper L. L. McKim, has erected a fence at the storeroom. We notice a sign on the gate: "Dear Pen."

Russell Law, machinist apprentice, got his finger quite badly injured by getting it against the emery wheel.

Second Trick Operator Eddie Mullaley made a hurried trip to Clinton for a marriage license, the other day, and he forgot to tell the clerk of the court house to keep it quiet for a few days, and it came out in the Clinton paper the next day and of course his Savanna friends had to see it and bring the news to Atkins. We all join in wishing you much happiness and good luck, Ed. Come and take a ride with your old friend, Bert.

Miss Idel Fullerton, clerk at the roundhouse, went to Keystone the other night to spend the evening with some friends. The excitement was so great she did not get up in time to catch No. 4, the next day, (12:00 a. m.). She tried to lay it on to the clocks at Keystone. We will have to believe you this time, Idel.

Roundhouse Foreman Brouard spent several days in Chicago.

Why, does Maud R. always like to go in on No. 12 after she gets a message.

Fred E. Lawson has gone to Miles City, Mont., to accept a position with District Engineer E. Murray.

H. Lawson and wife have been called to their former home in Tennessee, owing to the death of Mr. Lawson's father. We extend our sympathy to the bereaved family.

Joseph Dumbleton is acting as maintainer at Marion during Mr. Lawson's absence.

Operator W. A. Storm of Monticello, has been absence for some time owing to serious illness, but is now improving. Operator L. L. Brown, relieving.

Operator Bert Campbell, Atkins Yard, sends us a bunch of interesting items this month for the Magazine. We are missing the Atkins roundhouse notes, and hope Miss Fullerton will send them in regularly again.

Scraps from the West End.

I. A. B.

The picnic's the thing. Everybody that wasn't there missed half their life and everyone who was on hand didn't miss a thing. And it happened in this wise:

One rainy Sunday, the 25th of May, if we must be exact, fourteen brave and carefree souls, accompanied by "beaucoup" cats, set sail on the good ship, Sioux, for Port Townsend. The personnel of our detachment was as follows: Capt. E. M. Stabilein in full charge and no one to dispute him; Mess Sergeant Ilma Thomas, ably assisted by Corporal Leroy Matteson, and as there always has to be a few privates in every detail, I beg to report as present and accounted for, Ellen Gardner, Iva Jane Baldwin, Addie Amon, Alvina

Holmes, Miss Brennan, Miss Munson, Selma Busch, Esther Schwind, and last, but I trust not the least, yours very truly, I. A. B. If that don't make fourteen, add a friend of Miss Baldwin's and see how many you get.

The trip was more or less uneventful. With our faces turned toward the sunshine, the rain clouds fell behind us (isn't that poetic). For a while there was a little debate about picking up a few Port Warden soldiers to aid Capt. Stabilein, but he already began to show such symptoms of remarkable ability that it was soon decided he did not need any help. And honestly, to see that man on his knees before a camp fire frying ham and eggs, was a sight to drive any woman with envy, but I am getting ahead of my story.

Upon arriving at Port Townsend, we boarded the train and here a little uneasiness was caused by the fact that we were directed to get off at the water tower and there were two water towers. But to save us the mental anguish of remaining at the wrong one, Miss Thomas and Miss Amon climbed to the top and assured us that all was well, there was actually water in this particular tank. And here we found the original deserted village. Forty years ago, so the care-taker informed us, Port Discovery started out to be the Seattle of the west, and one of the largest saw-mills on the coast was built there. The ruins still stand and also a most fascinating house, haunted of course, which has not been occupied for twenty-nine years.

However, even more vital than all this history was the question of Eats, so we cheerfully built up a table beneath "The Old Red Mill," and went to it. And how those children did eat! After the engagement was over, somebody got a row boat and the Annette Kellermanns of the party went to visit Father Neptune, while those of us who never did like water took a stroll and gathered rhododendrons. Space will not permit me to do justice to the events but suffice it to say toward evening a somewhat tired, sunburnt, but not at all subdued crowd, took the train for home.

And the next day, it was MONDAY, all day, and why shouldn't they be, when they took our Editor was out to see us last week. But what do you think of Mr. Kellogg complaining to me that I wasn't mentioning him in the Magazine? If he comes across (a large box of Hean Ardelle's will do), we will renew his contract. Therefore, watch for our next issue. But just for good measure, I will say the friends of Mr. Kellogg need have no uneasiness, for the last time I saw him, which was not more than ten minutes ago, he appeared to be in the best of health and in exceedingly good spirits.

Anybody else who would like to burst into print? Come on in and let us quote you our terms.

R. B. Long went and left us. Simply packed his grip, said goodbye, and went down to Portland to work for the J. H. Kiesterman Hay, Grain & Feed Co. Here's to you R. B. L., the best of luck.

E. M. Grobel is now chief clerk to the general superintendent. Everybody knows Mr. Grobel, so I won't have to introduce him to you.

Two weddings have come to our notice this month. We like weddings, they are such interesting news items.

BUNN SPECIAL RAILROAD WATCH ON CREDIT

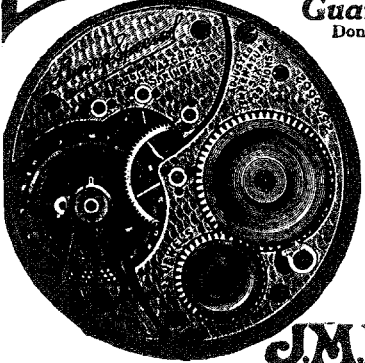
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Don't pay extra profits! Eliminate the middlemen! Buy direct from us at CASH prices on EASY terms. Your credit is good with us. We trust you. The celebrated Bunn Special watch is the watch for you. It is lever set, 21 jewels, adjusted to 6 positions, isochronism and temperature, has Double Roller Escapement, Montgomery R. R. Dial and is fitted in 14kt. Gold Filled Substantial Case.

Pay Nothing in Advance. See the Bunn Special in your own hands before you decide. If not satisfied, send it back. You incur no obligation. First, you must be satisfied. Only then do you accept the watch and pay only \$9.50 and the balance only \$4.75 monthly until the CASH PRICE of \$47.50 is paid—only a few cents a day. You wear the watch while you pay—without Red Tape—without Security—without Disagreeable Features of any kind. Send your order TODAY. Let us tell you how we can fight the Watch Trust.

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J.M. LYON & CO. 1 Maiden Lane, New York




At Trinity Parish, on Wednesday, May 28th, Miss Mary German, originally of London, Eng., but more lately of this city, and Mr. Frank Oliver, of the general manager's office, were united in the holy bonds of matrimony. After a short trip, Mr. Oliver is once more on the job and our best wishes and congratulations are extended to him.

The second event was the marriage of Miss Ethel M. Pepin and Ernest C. Joppas, time inspector for this Company, at St. James Cathedral, on June 4th. Miss Pepin was a member of the U. S. Marine Corps, and instead of the conventional wedding attire wore her Marine uniform. Mr. and Mrs. Joppas will make their home at Miles City.

Mrs. Charlotte James has left us and Miss Lauretta McCarthy, formerly with the United States Shipping Board, Seattle, has taken her place in the general manager's office. They tell me, Mrs. James, is a busy woman now-days, scouring her new home, making garden, etc.

Pa Mercer is in receipt of the following which he admits looks good to him:

"U. S. Army Citation. Second Lieut. Frank O. Mercer, 7th Engineers, 5th Division. For distinguished and exceptional gallantry at Frapelle, France, on 17th of August, 1918, in the operations of the American Expeditionary Forces, in testimony thereof, and as an expression of appreciation of his valor, I award him this citation. Awarded on the 27th of March, 1919. Signed John J. Pershing, Commander-in-Chief."

And who should appear upon the scene the other day but our old friend and colleague, Ruby Eckman. Quite a little time was spent by each declaring that the other had not grown a day older since we parted years ago in Perry. (How many years ago was that, Ruby? Fifteen?)

Yes'm, Mrs. Editor, I done found the 13th. The noise from the Chicago celebration was heard out here, and we were scared and thought it was an earthquake. Sure! G. E. S., I want to grasp T. P.'s hand, and if he is as nice as I hear from all sides, I wouldn't mind holding it.

J. H. Wolfe, formerly of the Chicago general offices and later of Miles City, is now numbered among the employees of the the general superintendent's office at Seattle.

Well, that's pretty good, Nora, seeing's how I had to ask for it. Perhaps you write up all your notes in the fall and then go into a deep sleep for the winter? Anyway, I'm glad you are awake now, and whenever you wrote our frontispice, it's a winner.

But what has become of our Coast Division news? Can it be that in Tacoma, Love is dead?

Freight Auditor's Office.

O. W. Reinert.

Robert Pelt of the state earnings bureau has returned from his wedding trip and is receiving congratulations and good wishes from his many friends.

Our assistant chief clerk, James D. Fraser, had the misfortune to injure his ankle while playing tennis last week. From his timid limp one might at first think he was a tenderfoot, but Jim is the same old brave.

Gus Patock, our silver star hero, has returned from overseas. One by one our boys are coming back and we are proud to be once more associated with those who left us to follow to victory the Stars and Stripes in the greatest war of all times.

E. C. Heimerle was transferred from our office to the purchasing agent's office, where he will assist in the distribution of accounts.

William J. Ganzer went to Charles City during the month, and to say that a certain young lady from the tracing bureau missed him would be putting it mildly. If Bill only knew how she felt his trips would be few and far between.

We understand that Myron Graham and Walter Helwig have been appearing on musical programs of late, rendering the most beautiful vocal selections of the season. Strange how stingy some artists can be. Now these two have often refused to entertain guests at our social functions, but we will see that they show their talents in the future. You should hear Louis Merkle hum all the melodies they know. If they can sing as well as he can hum we might form a quaint little opera company of our own.

Miss Ethel Browne, formerly head of the estimated freight earnings bureau, resigned her posi-

tion on June 2nd and became the bride of Francis Haggerty on June 11th. We sincerely hope that Mr. Haggerty will not have occasion to criticize her tutor of executive ability and that he will find the future years made more pleasant and happy under her guiding and management.

On June 5th Miss Agnes Coglian gave a "shower" for Miss Rowlands, who is leaving us to be married. Miss Rowlands, one of the popular clerks of the Interline, has the good wishes of every one in the bureau. May the coming days bring good fortune to her, and when time replaces the chain of years with one of golden links, may she look back upon the memory of every joy that she is looking forward to today.

R. & S. W. Division (East).

M. J. Cavey.

District Safety Inspector J. F. Kane made a trip over the R. & S. W. Division May 21st, stopping at Beloit the same evening to attend a Safety First meeting.

Robt. M. Mace, after spending 21 months with the 13th Engineers overseas, resumed his old position at clerk at Delavan May 21st, relieving Miss Forge, who returned to her former position as clerk at Burlington.

Conductor D. McCarty, running 35 and 36, Little Joe home building a hen coop.

Conductor John Cavey, accompanied by his family, brother, M. J., Mrs. B. C. Daugherty, Engineer Chas. Robinson and wife, Brakeman John Ward and wife and Mrs. E. Wright, attended the graduating exercises at the Alhambra Theatre, Milwaukee, June 12th. After the exercises Conductor Cavey treated us to a lovely spread at the Pfister Hotel, thence by autos to Racine.

Hungry Hank running 23 and 24, Cavey laying off.

Conductor Joe Larkin laying off again to find some chickens to stock his new hen coop. Suggest he look up Brakeman Mark Murphy, as we understand he is interested in the feathered tribe. A short time ago he set a bunch of goose eggs. The strain they came from were so wild the eggs flew away. "Leave it to Conductor Matson if they didn't."

Conductor Abe Horton on 35 and 36.

Grisinger is again on sick list—Nick Hermes in his place.

Racine is fairly infested with conductors now—Brinkman, Sorenson and Peterson are the latest additions. We now have an even thirteen and it might be well for the older heads to comb their hash for cut glass.

Work train on at Racine Junction unloading gravel for sidetrack changes.

We are breaking records in all departments so far this month.

Two way freights back in service June 9th and plenty of work for both.

Agent Bush went to Delavan the first to show the son how to fish; got mixed up with the division correspondent and is still wiring for the clothes he mislaid. Yet they claim that is a dry lake.

Herman Buege, brother of Conductor Buege, was assaulted and robbed of his clothes one night this week. We extend sympathy to the gentleman, but had they picked on Hank—when he was in uniform—the sympathy would have been reversed. Anybody that gets that uniform will know there has been a battle.

George Lester is happy now. Just received two rat traps and McBee binding machine, just as if he didn't have work enough without setting rat traps and turning all the wheels on the binders! But he keeps smiling just the same.

The four handsome lady clerks have roller skates on to catch up with the work, but Miss Lieber manages to get to Dixon, Ill., Miss Sweeney to Bloomington, Ill., and Miss Ellis to Chicago AT LEAST once a year. Mrs. Parsons is saving her money to serve her soldier husband ham and eggs three times a day, as he is expected back from over seas soon.

Jerry Sweeney, our efficient telegrapher for the past 35 years, is leaving Saturday, June 9th, for a trip to Boston. He is taking his "spees," so we think he will find his way back to Freeport. Mr. Phipps is relieving him during his absence. Ray Harkness, working second, is our soldier telegrapher, and he is "some boy." The third trick has been closed and it will probably be

opened up and given to Martin Cavey when he is through at Delavan, Wisconsin.

Yardmaster Wright is the Freeport representative in the monthly Safety First meetings and Bob is doing good work. Looking after violations—"I'll say he is."

The warehouse crew, headed by Foreman Hale, believe in the old saying, "Our day's work is never done," since the eight-hour basic day. We now have three soldier boys in the warehouse and one in the office. We are taking care of all of our former employes in this way and they are all good and efficient men.

What Division is Beloit, Wisconsin, on?

Channing Scraps. F. Hawley.

Engineer Geo. Buchner gave us a hurry visit, May 5th, but when he saw his hair wasn't gray enough he beat it back to the city.

We also had a hurry visit from Engineer Ed Hullen. If eleven hours had been the engine handlers' working day, Eddie would have liked it here.

We have seen a photo of Wallace Stycula, an electrician apprentice at the Great Lakes Naval Station. Wallace looked fine in his middle uniform, but somewhat scared. We can't blame him for it was his first appearance before a photographer. The fact is known that he is to receive a transfer.

Engineer F. King has bought quite a selection of new hats but none fit his head. Also a line of new shirts since the trap-shoot of May 5th. His high score enlarged him quite a bit. We shall see if he can hit the tubs that are ordered for him for the next shoot.

Boilermaker Ed Ennis is back on the job after a few days lay-off to get his flivver. He had his face full of grins when he said his wagon didn't burn much gas and how he went over the bad roads. He didn't neglect the fact that it was best to go under ten miles per hour through Menominee.

Mrs. Owen Radder was a Marinette visitor, May 19th.

Geo. Bouted from the painting department at Green Bay Shops, has come out of his winter haunts and started a new barber shop and pool room, at Channing. It seems good to see the old Indian back in his wigwam in the northern swamps.

Machinist George Otterson has resigned his position with the Milwaukee at Channing. Last heard from George, he was in Chicago.

Machinist Arthur Mills, from Wausau, has taken the night roundhouse foreman's job. He doesn't say much, but he probably feels lonesome in the Arctic Circle. When the warm weather shows up he may get out and see the sights.

Machinist F. Hawley, Blacksmith L. Anderson, Fireman C. Gusterson, H. Anderson and Jack Vermullen, Jr., have returned from a week-end fishing trip to Camp No. 2, on Fence river. All of the boys came back with a beautiful catch of trout.

Machinist Ray Hall and helper, L. Hinkley, were Iron Mountain visitors the latter part of May.

Engineer Chas. Irhig is on the tie pick-up, a job he is well fitted for.

After several tests with the mallet engine, it appears the old girl still has the pulling power. Engineer Erikson took 57 cars of ore over the Great Western. The Ontonagon fish boy, Charles, took a notion the old girl had better stuff in her, so came to Channing with 65 cars. He claims his next trip will be more successful, with 70 cars.

Another mallet, the 9100, is up on this end of the division to do the heavy work.

The C2 which has been trying to cross the northern swamp, broke down at Tunis. Navigator Ebbe Johnson, and Jean Cramer, were the crew of the northern flier. The C2 struck a sunken rail and tipped over on her side. Engineer Johnson escaped without injury, while Jean scratched the paint off his headlight and badly bent his boiler. The wrecking outfit came to the rescue.

Brakeman "Dutch" Lindemann has taken a notion to build himself a summer nest. His new home is on Prospect avenue, where one can hear his well-known voice singing, "Silver Hair and No Gold."

Commercial State Bank

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SAN FRANCISCO

Musselshell Division Notes.*F. L. Thomas.*

A. F. Maille, operator at the relay office, spent a week's vacation in the Twin Cities.

The office men at the Milwaukee terminal have organized a ball team for the Twilight league, so far two games have been played and they were winners both times.

Miss Gladys Flagg, clerk at the local office, is enjoying a vacation with home folks at Ekalaka, Mont. She will return about July 1st.

J. H. Wolfe, who for some time past has been stenographer to Division Superintendent Phelan, has been appointed private secretary to General Superintendent W. B. Foster.

Charles Hilgendorf, recently a lieutenant on the staff of Major General Leonard Wood, has arrived in Miles City and will take the position recently vacated by J. H. Wolfe, former stenographer to Superintendent J. P. Phelan.

Al Tolerton, station baggageman, is on his vacation, visiting relatives in Iowa and Minnesota.

Joseph Noak, who for the past several months has been chief clerk to District Engineer Murray, has resigned and anticipates going to the coast.

Mrs. Ella B. Hyman, timekeeper in the superintendent's office, and Albert F. Boltz, engineer, stole a march on their friends and journeyed to Forsyth, where they were married. Congratulations.

E. F. Patterson, formerly an engineer on this division, has returned from France, and after a short visit with his mother in Chicago, will return to work.

Miss Mary Rawlings has accepted a position of clerk in the local freight office.

E. A. Farr, train dispatcher, has recently purchased a new car. He expects to work it out between Miles City and Pine Hills, preparatory to entering the auto races at the state fair this fall.

Delbert Streeter, who has recently returned from army services in the engineers, has accepted a position at the freight office in Miles City.

Jos. Caine, ticket clerk at Miles City, enjoyed a week's vacation in the Twin Cities, the early part of the month.

Trainmaster Rothman is on his vacation, visiting friends and relatives in the East.

Black Hill Division Notes.*J. M. Quass.*

Conductor F. M. Penrose and wife, went to Independence, Ia., to meet their son, Neal, who returned from France with the Rainbow Division. Neal spent eighteen months overseas in the Signal Corps.

Engineer John Quoid, who worked several years on this division and transferred to the Iowa Division, has been visiting old friends and looking after his farm interests here.

Conductor Joe Patton laid off several trips, visiting at home, Sanborn, Ia., and looking after business affairs. Conductor P. S. Gallagher relieved him.

Conductor Charles Beckley and Engineer Williams have charge of the weed burner this year.

General Superintendent J. H. Foster, Superintendent H. H. Ober, Division Master Mechanic G. P. Hodges, and Trainmaster B. O. Searles, have been out over the division making a general inspection.

Mrs. J. H. Fox, who has been a clerk at the roundhouse at Murdo, has resigned and William Cullen, has taken her place.

Conductor Frank Maynard, who has been off for some time, account of sickness, has gone to his summer home on the coast. Conductor Bradbury relieved him.

Prairie Breezes—Aberdeen Division.*A. F. Reuland.*

Surely, Sadie, I couldn't forget your fishing trip to Big Stone Lake the 8th and all those small little fishes you caught (definition for fishes in this case meaning six) but oh! I meant to say "swell" little fishes—yes, perch. But we all think Billie helped considerably, except that "Dog Fish." If the writer knew how the evening was passed this could be a little more lengthy, but perhaps the reader's imagination will tell—or wouldn't it, Sadie?

Miss Georgia Ryan, of the superintendent's office, spent the 8th in Minneapolis visiting friends.

Bright and early the following morning the fishermen were out and within two hours brought

in a catch of forty nice fish, which were prepared for breakfast. But, of course, who always gets in in time to get breakfast about noon? No one but A. A. Woodward, of Minneapolis. But just the same, Woodie, no one hesitated a moment to listen while you had the floor even though most of the girls were "Aberdonians," and that adorable expression, "I like you," hasn't been forgotten by Pearl, for she recites it like a poem.

As the days passed our wonderful time ended and only a night later we all were enjoying a delicious fish dinner at the Boston, covers being laid for Mr. and Mrs. T. M. Fisher, Mr. and Mrs. A. C. Stewart, Misses Pearl Paulson, Eunice Coyne, Clara Zinn, Gertrude Robinson and Georgia Ryan, and Messrs. K. E. Morrison, Michael Kirgaschler, Leo Lutgeon, Clayton Walker, Ray Huffs and Gus Reuland.

L. J. Faeth spent Sunday, the 15th, in Parkston, S. D., where he attended at K. C. initiation.

E. Burke, district special agent, has been confined to his home with smallpox, but it is reported he is improving rapidly.

H. F. Gibson and James Keenan, train dispatchers, spent a few days at Big Stone Lake. They report a large catch.

A. D. Lorchester, agent at Tulare, S. D., spent a day in Aberdeen on business.

The evening of the 15th quite a number of the employes motored out to Wylie Park for a picnic, and they all report a splendid time. The party was made up of Mr. and Mrs. O. N. Harstad, Mr. and Mrs. S. E. Kenae, Misses Pearl Paulson, Gertrude Robinson, Georgia Ryan and Clara Zinn, and Messrs. Clayton Walker, Ray Huffs, Michael Kirgaschler, Leo Lutgeon and Bob McGlenn.

Ladd Items.*Leonide Manson.*

Trainmaster Connors and Traveling Engineer Martensen, presided at a Safety First meeting in Ladd, last month. Meeting was well attended.

Mr. Yearsley of Spring Valley, father of our chief clerk at the yard office, met with a severe accident in the mine, several weeks ago. It is reported he is improving daily.

Mr. and Mrs. Jos. Learmouth were in Chicago shopping a few days.

Passenger Brakeman J. B. Denault, was called to Joliet by the death of his brother.

Conductor Eugene Brasure won a five passenger Vellie automobile which was raffled off by Mrs. C. J. Manson. 296 was the lucky number.

A few men have been laid off at the roundhouse on account of their being no work.

Mr. and Mrs. S. R. Collier are the proud parents of a 9 pound son, born May 30th. Mother and little Richard are doing nicely.

Conductor Chas. Conway is taking a vacation.

Car Inspector Walter Meyers was operated on for appendicitis, two weeks ago. He is recovering rapidly.

Brakeman George Luns and Marguerite Morgan stole a march on their many friends and were married, April 22nd, in Ottawa. When it became known their friends showered them with many beautiful gifts. They are now nicely settled in their new home.

Switchman John Chioni was off duty for several days.

Paddy Barry is roundhouse chief clerk and W. F. Freeburn is transferred to Beloit.

Operator George Dermer has gone to Wagon Works, Ohio, to visit his parents. Mr. Oberta of Setonville, has taken his place.

Conductors Frank J. O'Keefe and Wm. Morgan have reported for work and think railroading is easier in the United States than in France. They were with the 13th Engineers.

J. G. Lunn is taking John Marietta's place at the roundhouse while the latter has gone west for his health.

A son was born to Engineer and Mrs. Ray Johnson, June 4th. Perhaps some day he will be an engineer like his dad.

Chas. Wardell, who has been with the A. E. F. in France, arrived home June 5th.

Engineer F. M. Smith left for Denver, Colo., to attend the convention of the B. of L. E. & F., as a delegate of the local brotherhood.

Mrs. Margaret Reiter of Peru, Ill., is a new clerk at the yard office in Mrs. Leonide Manson's place.

Prairie du Chien Notes.

H. R. Mayville.

Don Ferris, who was formerly employed at the city freight office, is again employed in that office as assistant cashier.

John Heitzman has been absent on account of illness, but is again on the job.

Mrs. Blothen, stenographer at the freight office, spends the week-ends in Milwaukee occasionally with her husband, who is employed in that city.

John Rumlanger recently returned from the navy and is holding down his old job in the car department.

Who spends their week-ends in Janesville? Grace, put us wise.

P. M. Marshall, operator at Janesville, was seen in Madison recently.

A. A. Wolf, formerly chief carpenter, La Crosse Division, is now chief carpenter on Wisconsin Valley Division.

William J. O'Brien of Ottumwa, Iowa, is district chief carpenter of the La Crosse Division, also Prairie du Chien Division.

A. M. Rogers, engineer, Prairie du Chien Division, recently purchased a six cylinder Nash. A. M. says he doesn't expect to get anything to eat any more, as Mrs. spends her time polishing the car.

Harley Ragan, caller, returned to work Tuesday, the 10th, wearing an unusual smile. Reason? Reason enough when you have a big nine pound boy at your house. Congratulations, Harley.

F. W. Sawtell, formerly carpenter of Company D, 13th Engineers, has been appointed roadmaster in place of Mr. Burke, resigned.

Mr. Sawtell's office is now located down back of the freight depot on Lake street, having moved there the 10th. Mr. Hickey and clerk of Prairie du Chien now have their headquarters with Mr. Sawtell on Lake street. Anyone having business with them will have to hunt now.

Four special trains this month is the record made by J. C. Prien, passenger agent.

The first train, chartered by the local order of Elks, No. 410, consisting of six coaches, one diner and one parlor car, left Madison for Camp Grant at 8:15 a. m., May 16th, to welcome and bring home returned soldiers of the 32nd Division. About sixty-eight boys came home on this special, which arrived in Madison at 4:15 p. m.

Another special of all steel equipment, carrying the Wisconsin legislative body, left Madison the 16th at 8 p. m., just ahead of the Elks' special, to also welcome returned soldiers. J. C. Prien accompanied this special, while W. W. Winton and Mr. Sizer accompanied the Elks' special.

The third train chartered by the Madison Patriotic Club left Madison Sunday morning, the 19th, for Camp Grant, where members spent the day visiting and welcoming returned soldiers.

The fourth special carried the Wisconsin legislative body to Milwaukee on Friday, June 6th, where members took part in the big welcome extended to returned soldiers on that day. Mr. Prien accompanied this special on both trips.

This is some feather in Mr. Prien's cap, as this business came unsolicited.

J. A. MacDonald, superintendent, is in Chicago this week attending a meeting of division superintendents for the purpose of studying the new methods of division accounting. He will be there at least two weeks.

Oh, boys! Otto is home again. Did you see him? He is looking fine.

Mr. Milloy, chief clerk to W. D. Carrick, G. B. A., Milwaukee, was a Madison visitor June 7th on official business.

Yours truly and wife spent a week-end at Shawano, Wis., recently.

The chief dispatcher's office has undergone a slight change, a new wall being put in, filling up the big arch between the chief dispatcher's desk and the dispatcher's. A door was put in near the outside wall. This makes the dispatcher's office a little more secluded, as visitors cannot talk to the dispatcher, as formerly.

Local offices were recently cut in on the round-house electric current. We will say we like the service all right, but seems as though a more suitable time could be found for cutting off than between 8 and 9 a. m. and 4:30 and 5:30 p. m., as the ticket office is the busiest at those times and the stopping of the engine seriously hampers business. Wonder if Mr. Tookey keeps candles



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in stock—might use them if necessary. A storage battery might tide over these times necessary to stop the engines.

W. W. Winton had the misfortune to burn out his electric fan the first day we used the 220 current. Of course, this was due to the fact that he had not been notified of change. Be careful of the current boys, it might raise havoc with you, too.

Reports show net increase in both ticket offices—East and West sides—at slightly over \$9,000, and we are still doing business with the same equipment, practically the same salaries and a decided cut on hours of sixteen years ago. Think there should be some changes to help us take care of the handsome increase efficiently. Perhaps a word to the wise will be sufficient. At least "nuff sed."

A. J. Klumb, division master mechanic, has moved his household goods to Madison.

E. O. Mansur of the A. E. F., formerly of the motor car department, has accepted a position as special inspector out of the superintendent of motive power's office. He spent a couple of days at Madison.

J. A. Willison, machinist, left Tuesday, June 17, with his family for a visit with friends and relatives in the state of New York.

Posters and bulletins are being circulated encouraging a "No Accident Week." The week of June 22nd to 28th, inclusive, has been designated. While our Safety First department has made a splendid showing the past year and a half they are of the opinion that a better record can be made. Let's hope that the next issue of the Magazine can report a clear record for the days designated and that our road will head the list.

Car Accountant. Sis Hopkins.

Wilbert Jones has again joined the Mileage Department.

Miss Louise Storbeck is wearing a new diamond (outside the office).

Miss Amelia Petersen is at her desk again after a month's absence.

A few girls from the office play tennis one evening each week at the park. "Pinkie" was asked to join them recently. After borrowing a pair of shoes she consented and proceeded to put on the borrowed shoes. The game was delayed for some time, as "Pinkie" had to figure out how she could wear the two, but after wrapping her feet in paper she found them—a perfect fit.

What's the matter, "Hill"—why so quiet? Have you relinquished your title as the Chief Fish Story Monger? You're hard to beat, you know; at any rate, that 180 an hour still stands good.

The Entre Nous Club of the foreign department gave a Bunco Party at the Imperial Hall. A number from here attended and a good time reported by all.

We had a little note in here about Mr. Keller, but for reasons better known to himself he had it censored.

Mrs. Laura Whitson was a Cincinnati visitor over Decoration Day.

We have a real Cinderella in our Mileage Department, who really and truly lost her slipper—not in a ball room, but in a crowded street car. The slipper was found, however, and returned to the owner. I'm still wondering if the conductor's name is spelled with a "K."

Miss Hattie Koebelman and Mabel Horenberger have decided to leave us and sail out on the sea of matrimony. They both have our best wishes.

The Mileage Department is in receipt of a letter from Eugene Forkins, formerly of this office, but at present with the Ford Motor Co., Detroit, Mich.

Several of our more prominent associates initiated the fishing season by taking a trip to Minocqua. Understand there were lots of fish caught, get me right, not bought. However, have seen no proof as yet. During intervals great pleasure was had in chasing porcupine, or were they squirrels? For more information ask our chief clerk.

Quite a number from here greeted friends and relatives who returned with the 33rd Division. Among them was Miss Marie Ledembach, our telephone operator. No, she didn't say it was her brother.

K. C. Terminal Items.

C. V. Wood.

Our Coburg elevator closed down May 31st for a couple of weeks to undergo necessary repairs. The machinists are working under the supervision of Foreman Meyer, of Milwaukee, while the carpenter work is in charge of Messrs. John Evans and Jesse Epperson. We expect to be able to resume operations by June 21st.

Pat Lynch visited in Kansas City a few days in June, returning to Grinnell, Kansas, where he is at the present time employed in a general merchandise store. Pat expects to return to Kansas City a little later, when business picks up.

Frank Etter left again for Camp Grant June 10th and things certainly are quiet around the office. George Washington Thomas is handling his work very efficiently during his absence.

Our old friend Edna Collins came into the office June 13th to see how we were getting along without her. Certainly a treat to see Edna again. Edna has had a great deal of sorrow since she left us, her fiancé having been killed in France. She hasn't changed at all since she was with the old Milwaukee.

Another one of our famous Marines—Brakeman Gillispie—has returned to work on the West Kansas City Division. They do say the Marines are some fighters. Anyway, we are always glad to see them come back.

Account several of our furloughed employees returning to service, it was found necessary to dispense with the services of Miss Louise Egner and Melville Allan. Both will be missed around the local.

We are happy to report that our old pal, Joe Lieberman, has decided not to make France his permanent dwelling place, but expects to leave for the U. S. A. and Kansas City some time in July.

Mrs. T. E. Fisher visited her sister at Braymer early part of June and laid in a supply of eggs and butter. Mr. Fisher said he would have liked for her to have gone to Excelsior Springs and brought home more of that good water.

John Cashman, now machinist in the U. S. Navy, former brakeman on the West Kansas City Division, was in the office the early part of June. He has seen service on a sub chaser and has many thrilling stories to tell us.

Switchman Frank Murphy, who has been in France the past two years, expects to return to work after a few days' visit with relatives and friends.

Rate Clerk Chas. Storms, of the C. F. & P. A.'s office, left on his annual vacation June 7th. His work is being handled during his absence by Bert White and Bill Llewellyn.

General Yardmaster Stewart and wife left Kansas City June 1st on a two weeks' tour, going as far as Elmira, Mo., where the little old Ford stuck in the mud. Switchman Jas. Marrs and wife also met with the same misfortune. Mr. Stewart is being relieved by Samson Madison.

Jack Hoverson, who has sailed the high seas so many months, landed in Kansas City June 10th and returned to his old position in the Kansas City freight office on June 17th.

Assistant Bill Clerk Ralph P. Francisco, after almost two years' active service in France, is visiting relatives at Bristol, Tenn., before re-entering our service. He expects to return to his old position about July 1st.

Don D. Devol and Earl Hewitt, both general clerks, Kansas City station, returned to work on June 11th. Assistant Claims Clerk Harry Studt returned to his old position June 16th. We are glad to have all the boys with us again and sure they are glad to be home.

Our former warehouse foreman, Jas. Hennessey, visited with us the first part of June. I'll say we were all glad to see "Slim" again.

Since the "Earl" has returned from France, "Irish" has someone to help her carry the bills to the collection bureau. She also has a new ring 'n' everything.

Since our handsome chief bill clerk was sent to Cincinnati, Ohio, May 16th, to attend the convention of the Brotherhood of Railway Clerks, the postoffice department has found it necessary to put on an additional mail carrier to deliver all the letters addressed to Paul. Paul says when Cincinnati was built she surely was built to order, as there were a large number of good looking girls, 'n' everything, there.

Is Your Blood Starving For Want of Iron?

Modern Methods of Cooking and Living Have Made an Alarming Increase in Iron Deficiency in Blood of American Men and Women

Why Nuxated Iron so Quickly Helps Build Up Weak, Nervous, Run-Down Folks—Over 3,000,000 People Annually Taking It to Increase Their Strength, Power, Energy and Endurance.

"Is your blood starving for want of iron? If you were to go without eating until you became weak, thin and emaciated, you could not do a more serious harm to yourself than when you let your blood literally starve for want of iron—iron that gives it strength and power to change food into living tissue," says Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital.

"Modern methods of cooking and the rapid pace at which people of this country live has made such an alarming increase in iron deficiency in the blood of American men and women that I have often marveled at the large number of people who lack iron in the blood, and who never suspect the cause of their weak, nervous, run-down state. Lack of sufficient iron in the blood has ruined many a man's nerves and utterly robbed him of that virile force and stamina which are so necessary to success and power in every walk of life.

"I strongly advise those who feel the need of a strength and blood-builder to get a physician's prescription for organic iron—Nuxated Iron—or if you don't want to go to this trouble, then purchase only Nuxated Iron in its original packages and see that this particular name (Nuxated Iron) appears on the package."

In commenting upon the value of Nuxated Iron as a means for creating red blood, strength and endurance, Dr.



George H. Baker, formerly physician and surgeon, Monmouth Memorial Hospital, New Jersey, says:

"What women need to put roses in their cheeks and the spring-time of life into the step is not cosmetics or stimulating drugs, but plenty of rich pure red blood. Iron is one of the greatest of all strength and blood-builders and unless this iron is obtained from our food it must be supplied in some form that is easily assimilated if we want to possess power, energy and endurance. I have found nothing in my experience so effective for helping to make strong, healthy, red-blooded men and women as Nuxated Iron.

MANUFACTURER'S NOTE:—Nuxated Iron which is prescribed and recommended above by physicians is not a secret remedy, but one which is well known to druggists everywhere. Unlike the older inorganic iron products it is easily assimilated and does not injure the teeth, make them black, or upset the stomach. The manufacturers guarantee successful and entirely satisfactory results to every purchaser or they will refund your money. It is dispensed by all good druggists.

Strazinsky's Ride.

(These verses were written to commemorate a notable run of Dubuque Division Engineer Charles Strazinsky on the occasion of the dynamite explosion at Specht's Ferry. Curtis, now an engineer on the Iowa Division, was firing for Strazinsky. The verses were written by M. D. Nagle at the time and are here reprinted by request.—Editor.)

The summons was, "Come quickly!
Make haste and don't delay;
There's trouble at Specht's Ferry;
You're wanted right away."
He stopped not to consider,
But to his duty flew,
For well he knew the order meant
He should his duty do.

In haste he reached his engine,
That was hissing there with life,
All ready, with his guiding hand,
To enter in the strife.
Then brave Conductor Reilly,
Called to the engineer,
"Don't stop this side the Ferry,
The track ahead is clear."

With dauntless Curtis at his post,
With quiet serious face,
Strazinsky pulled the valve that sent
His engine in the race.
It was a race to cheat from death,
And well he knew the need
Of standing to his duty
In a race of awful speed.

With hand upon the throttle,
And keen eye cast ahead,
He was flying to the Ferry
Where the dying and the dead
Lay scattered as in battle,
Causing stoutest hearts to quail;
His duty was before him—
This hero of the rail.

"Throw in the coal," was all he said,
Nor glanced he either way;
"132" was in the race,
She must not lose the day.
Like an arrow sped the engine,
White cars did roll and reel,
But 'twas a race in Mercy's name,
O'er rails of polished steel.

Determination sat enthroned
Upon Strazinsky's brow;
"I have a duty to perform,
And I'll perform it now."
Like Spartan in the days of old,
He looked death in the face;
For death might in a moment come
Because of the mad race.

But there was not a quiver,
Not a muscle shook with fear,
As up along the river,
Flew the fearless engineer.
'Twas a quiet Sabbath morning,
All nature, silent, hushed;
Had her solemn stillness broken,
As on Strazinsky rushed.

He was flying to the Ferry,
All the landmarks well he knew;
When, hurrah for brave Strazinsky,
The ferry is in view.

One moment more and Mercy,
The angel of the ride,
Was smiling on Strazinsky,
While kneeling by the side
Of maimed and helpless creatures
Whose lives were ebbing out,
But death had now been cheated,
The spectre put to rout.

'Twas a noble deed, that Sabbath morn,
A deed that has won fame;
And made for brave Strazinsky,
A proud and honored name.
Long live the man who duty knew,
And faced it without fear—
Long live the brave companions,
Of the gallant engineer.

September 10th, 1895.

—M. D. Nagle.

Note—The run of twelve miles was made on a

track full of curves, in thirteen and one-half minutes.

Y Couple up with the "Y."

20 Reasons.

John F. Moore.

1. It is a friend of railroad men.
2. It needs your sympathetic co-operation and support.
3. You need its fellowship, privileges and opportunities for service.
4. It makes good at 300 division points in North America.
5. There are over 100,00 railroad men already in its membership.
6. A member in one Railroad Association is a member of all.
7. It is a great railroad brotherhood in whose membership will be found members of all the railroad brotherhoods.
8. It is a movement with world outlook and program. The Railroad "Y" already has its outposts in India, China, Japan and Siberia, as well as here at home.
9. The cost of membership is slight compared with the satisfaction of being a member of a thoroughly alive world-wide and rapidly growing organization.
10. The Railroad Association has outlined for 1919, the greatest advance program along all lines in the history of the organization.
11. The "Y" is so broad that there is a place in its membership for every self-respecting man who is willing to bear his part of the burden and become one of the 150,000 members of the Railroad Young Men's Christian Associations of North America by May 24, 1919.
12. The "Y" has the cordial support and hearty commendation of operating railroad officials, brotherhood leaders and many tens of thousands of the rank and file of the railroad world; in fact, of all who stand for the best interests and welfare of railroad men.
13. Membership Week, May 18-24, 1919, was authorized by railroad men who gathered in Regional Conferences in all parts of the country and gave to the project their unquestioned approval. These railroad men want and need your help to put this great project over in a way that will reflect credit on the railroad world.
14. Railroad "Y" buildings are centers of social life in railroad communities. They are headquarters for social gatherings, practical talks and the right kind of religious services.
15. From "Y" buildings as centers a practical work is projected into railroad communities; shop meetings are held, outside entertainments are promoted; good cheer and a helping hand are given in railroad homes and wherever railroad men and their families assemble.
16. Railroad Associations never cease their work; keys are thrown away when the buildings are opened and the doors swing in welcome to railroad men twenty-four hours a day.
17. The Railroad Association is the expression of the best in its members, the best in the men in the service and the best in the railroad world. It is a railroad man's university, it broadens his sympathy and deepens his motives, it takes him out of the common place in life and inspires him to attain better things. It furnishes the ladder on which he may climb to larger opportunities and then helps him in the climbing. It gives him breath and depth and moral solidity.
18. It remembers that men have physical needs, as evidenced by its 58 gymnasiums, its 40 athletic fields, its 28 swimming tanks, its six thousand men in regular gymnasium classes and five thousand men on its athletic teams, its ten thousand beds with a total last year of over three million beds used, and a total last year of seven and a half million meals served.
19. It remembers that men have mental needs, as evidenced by its two hundred and fifty thousand books read last year, its three thousand lectures and talks, its evening educational classes.
20. It remembers that men have moral and religious needs, as evidenced by a total attendance last year at its Bible classes and religious meetings of over nine hundred thousand men.

The End of the Steel Trail.*Bess G. Spinning.*

One of the most eventful things of the season was a picnic at Point Defiance, Tacoma, consisting of all the Milwaukee R. R. clerks in the city, Saturday afternoon and evening, June 7th. There was a large attendance, and a joyful time was spent in eating, boating, swimming and playing tennis.

William Alleman, one of the boys of the noted 91st Division, is with us again at the freight office. Mr. Alleman is the new car clerk at this office. Mr. Ney, who formerly occupied this position, resigned and returned to Montana.

Mrs. Murray, stenographer, resigned and returned to her home at Minneapolis, Minn. Mr. Murray was stationed at Camp Lewis in the Quartermaster Corps, and shortly after his discharge Mrs. Murray decided that she would follow a life of leisure for a while. Mrs. Murray made many friends in the office and we regret very much to lose her.

Miss Friedman is the new stenographer in Mr. Alleman's office, and we hope that she will remain with us.

LeRoy Kidd and Keith Williams are the new bill clerks at the local freight office. Mr. Kidd was transferred from Milwaukee Import Dock No. 1 and Mr. Williams from the cashier's department to the billing department. Mr. Kirkide and Miss Westervelt, formerly occupying these positions, resigned the first of the month and accepted positions elsewhere.

A very interesting time was spent Sunday, the 25th of May, by the clerks of Export Dock No. 2 at Lacota Beach. The launch party started in the morning and after cruising around over the bay they went to shore to eat dinner, returning home in the evening.

Mrs. McKay, clerk at the switch desk, has been on the sick list the larger part of the last two weeks. Mrs. McKay reports her condition improving very nicely, and our best wishes are for her success in this behalf.

Walter Burroughs, son of Mr. and Mrs. Burroughs, cashier and assistant cashier, graduated from the Stadium High School this spring with honors.

A carnival extending from June 30th to July 5th, inclusive, will be given to raise a fund to build a monument in honor of the "Camp Lewis Heroes." Great preparations are being made and we are anticipating a lively time in our city during the 4th of July holidays.

Miss MacHugh, the new record clerk, has relieved Miss Marty, who accepted the position as exchange clerk.

Miss Bertha Misener, formerly the exchange clerk at the local freight office, resigned her position here and accepted a position with the Wallace Tugboat & Transportation Co. We regret very much to lose Miss Misener, as her smiling countenance is missed by all.

Mr. and Mrs. Jack McKay and family visited relatives and friends in Spokane the latter part of May.

Miss Adelyn Spinning spent the week end visiting friends in Portland, Oregon. We perceive that Portland wasn't all of the attraction, owing to the fact that some of the discharged soldiers from Oregon have returned home.

Lieutenant Paul Wilson is back with the railroad again after spending about eighteen months in the army. Mr. Wilson was chief clerk at the time of his enlistment, but on his return was promoted to assistant agent of the export and import work. Mr. Wilson has made a great success in railroad work and we wish him as good success in the future as he has experienced in the past.

Chester McLennan was discharged from the army about three weeks ago and is back with us in the cashier's office. Chester only gained about twenty pounds during his army life, and has returned nearly a two hundred pound man. His smiling countenance brings to the office force a glad feeling that he is back with us again.

Miss Bertha Misener seems to spend most of her week-ends in Seattle. As much as she speaks of her girl friends there it makes us wonder if there aren't other attractions. How about it, "Bert?"

Roy Kidd, Robert Pitchforth and R. H. Gould, are back to the Import Dock No. 1 again, after experiencing a short period of time in other industries.

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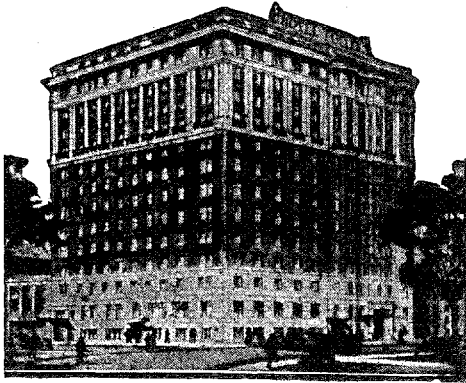
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