

THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

April

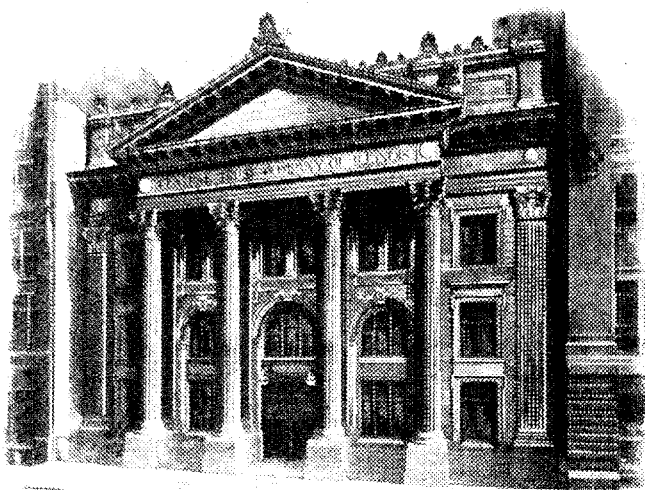
1913



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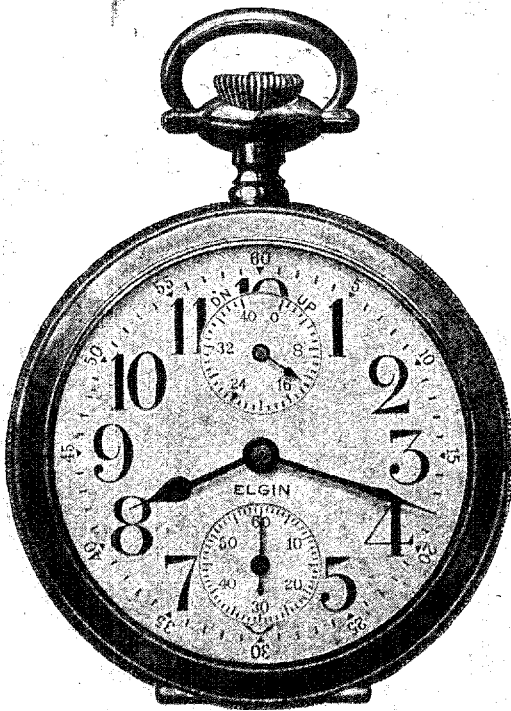
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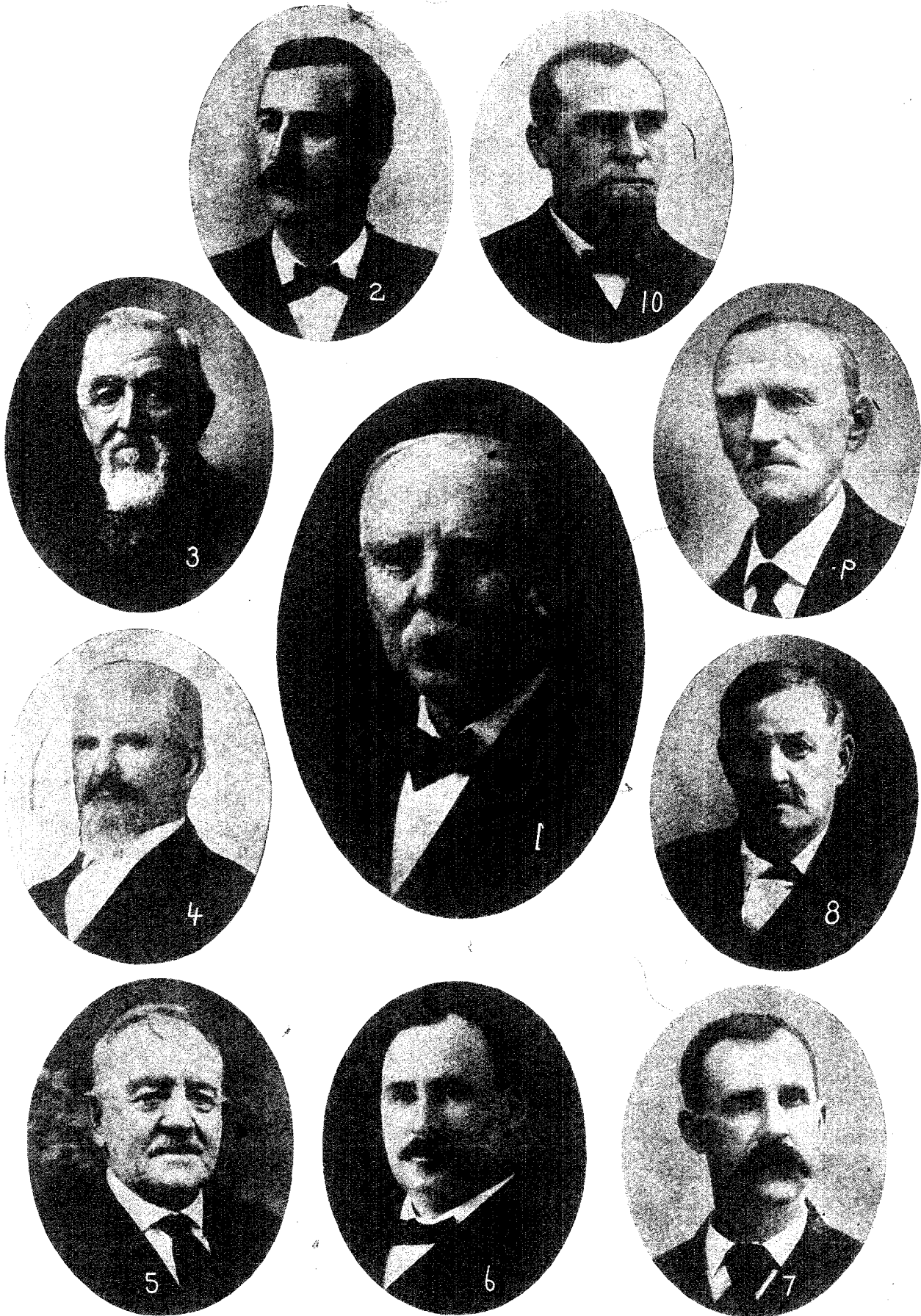
INDEX TO ADVERTISERS

	Page		Page
A		H	
Adams, C. E.	50	Hammerstein, H.	53
American Correspondence School of Law	57	Hillison & Etten	49
Adams County State Bank.....	62	Hettinger State Bank	41
B		Hughes, Florist	63
Bright Hotel	63	I	
Burroughs, C. A.	56	Illinois Watch Co.	48
C		Ill. Telephone and Telegraph Co.....	60
Calvin Investment Co.	61	K	
Central Trust Co.	1	Kelly-Derby Co.	56
Chicago Car Heating Co.	63	L	
Chicago, Wilmington & Vermillion Coal Co.	50	Larabie Bros.	62
Citizens' State Bank	40	La Salle Hotel	64
Clark Bros., Bankers	62	M	
Church, Rollin S.	53	Magner-Winslow Co.	55
Consolidated Indiana Coal Co.	50	Meredith Flower and Vegetable Co....	61
Continental Casualty Co.	38	Midland Casualty Co.	49
Cook-Reynolds Co.	61	Murphy Varnish Co.	63
Commercial Club, Deer Lodge, Mont...	63	Montgomery, Ward & Co.	51
Crescent Coal Co.	59	R	
Cusack, Thomas, Signs.....	1	Royal Typewriter Co.	54
Cropley-Phillips Co.	60	S	
D		Sharp & Smith	38
Dakota National Bank	40	Smith, L. C. & Bros.	59
Danaher-Holton	45	South Bend Watch Co.	67
Dearborn Chemical Co.	56	Spiegel-May-Stern	47
De Stefano, G. L.	48	State National Bank of Miles.....	62
Deer Lodge Hotel, Deer Lodge.....	62	Standard Improved Truck Co.	53
E		T	
Earling, S. M. Company	68	Thornton Hotel	62
Elgin Watch Co.	2	Trevisani, C.	63
Ellsworth-Thayer Co.	56	U	
F		United States National Bank of Deer Lodge, Mont.	62
Farnum, J. E.	48	W	
First National Bank, Miles.....	40	Ward-Owsley Co.	41
First National Bank, Harlowton	39	Wood, Guilford S.	53
First National Bank, Lewistown.....	39	Y	
Forseth & Leighton	39	Yellowstone Colonization and Irriga- tion Co.	46
G		Michael Sol Collection	
Graves Hotel	63		
Grand Pacific Hotel	63		

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The Milwaukee Railway System Employees' Magazine

749 RAILWAY EXCHANGE, CHICAGO

HARRY BROWN, Manager

CARPENTER KENDALL, Editor

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

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The magazine pages are open to articles of general interest on railroad matters, and those of special interest to our own line. Contributions of such nature will be welcomed, bearing in mind that the object of the magazine is to promote the spirit of co-operation and team work among us all.

Contributions may be sent to the Editor-in-Chief, or to any of the Associate Editors. Also for the convenience of employees everywhere a list of special correspondents is here appended, who will be glad to receive items of local and personal interest, of meritorious service and safety first.

VOLUME I.

APRIL, 1913

NUMBER 1.

CONTENTS.

	Author	Page
To the Organization.....	A. J. Earling.....	7
New Track, New Terminals, New Equipment	C. C. D.	8
Keeping the Road Clear.....	Wm. C. Ennis.....	10
C. M. & St. P. Terminals at Chicago.....	T. Proctor	13
The Song of the Locomotive.....	Chas. Fuc	16
Electrification Assured	From Chicago Examiner.....	17
Before the Milwaukee Came—and After.....	Chas. E. Hunt.....	19
The Staff System.....	L. W. Smith.....	21
Like Our Service.....	F. E. Cornell.....	22
Be Loyal	Elbert Hubbard	22
Engineers of the '60s.....	Walter Alexander	23
New Work on the Puget Sound Lines.....	J. D. Kennedy.....	27
J. C. Fox—Oldest Employee.....	J. C. Fox.....	28
Smiles		29
Safety First		31
At Home		32
The Get Together Spirit.....		33
Special Commendation		37
With the Agents.....		41
Shop Kinks		43
On the Steel Trail.....		47
C. & M. Div.	C. & C. B. (middle and west) Div.	
Milwaukee Terminals	Trans-Missouri Div.	
No. LaCrosse	Mobridge R. H.	
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TO THE ORGANIZATION

THE upwards of fifty thousand employees of the Chicago, Milwaukee & St. Paul Railway are the great army with which the company must win or lose in its battle for the business on which success or failure depends.

Managers may finance its operations as liberally as they are able, officers may plan its campaigns as wisely as they can, but unless the great body moves smoothly and forcefully at every point, the results of all their effort will fall far short of achievement.

In such an organization as this every man has his part, upon which all that everyone else does, depends. It is like a piece of complicated machinery where all the parts must conform and work together, else there is inefficient performance and faulty product.

The success of a railroad depends on its units, and every man is a unit—there is no employment on a railroad that is not important—that is not worth doing well—just as there is no unimportant part to the machine, no angle, joint or bolt which has not its definite purpose, or which must not render a good account of itself in the finished product.

This company wants more from its employees than the mere work they are appointed to do, just as the employees need more from the company than their money at pay day. If the company does not give its men more than their money, if it does not take a human interest in them beyond its business relations with them, it will always fail to get the results out of the pay-roll to which it is entitled. If the interest of the men in the company does not go beyond the mere doing of their work, they cannot get out of their employment all they have coming to them.

Work without interest is no better than slavery. The man who cares

about what he is doing, enjoys doing it, and as a general result, does his work well.

The future officers of the company are somewhere down the line doing the work that is the only practical preparatory for advancement. Railroad men are not made in the schools. The more education, the better, of course, but experience is the finish that makes for success.

When every employee of this company feels the personal responsibility of his employment, when every employee regards the public as the potential friend of the company, and its great customer; when every employee regards his work as a means to his own success and takes the interest in his work that brings to it the pleasure of doing it, nothing can prevent the success of both company and men. There is no separate interest either—it must be a common interest in each other, or no lasting or permanent success is possible.

This magazine is a recognition of that common interest and is established for the purpose of bringing all the departments of the company, and its widely scattered employees into closer touch with each other and with their common interest in its great work.

To the energy, industry and loyalty of this great army the company owes its success; and the greater achievements of the greater system depend upon the men who make the track, move the trains and get the traffic; as much as upon those who plan and direct and manage.

Let us, then, from the general office to the far outpost, put 65,000 shoulders to the wheel, for a greater Chicago, Milwaukee & St. Paul Railway—always better, always safer, always sure.

A. J. EARLING,

President.

NEW TRACKS, NEW TERMINALS NEW EQUIPMENTS

C. C. D.

THE employes of the C., M. & St. P. Ry. are to be congratulated upon the fact that they are to have a medium for the exchange of ideas and an opportunity to express their views upon the various problems of railroad operation, and that they will also be the better able to keep informed of the progress being made in other parts of the territory covered by the Milwaukee System.

All men take a pride in being connected with an institution that is making progress. It, perhaps, has fallen to the lot of most of us to have our Alma Mater criticized and the criticism may appear justified by what our local information reveals. So, too, an employe of so great a system as this will become discouraged when not in a position to realize what is going on beyond his borders, within which he hears much censure from irate shippers.

This Magazine should open the gates and let the flood of information spread, so that the agent of a small and remote station may know that great things are being done to put the road in condition to handle the business of the shipper better than it has ever been possible to handle similar business before in the history of the country, notwithstanding the fact that some of those shippers are raining maledictions upon the road because particular ideals of theirs are not being realized.

Now as to some of the things that are being done.

More cars and more engines alone will not solve the problem, for the large central markets are not now able to absorb the produce of the farm as fast as the railroads pour it into them during the heavy shipping season, and the railroads are made to bear the brunt of it by having to provide miles

of sidetracks on which thousands of cars stand as temporary warehouses for the grain, hay or other produce until the broker finds a buyer or the boats at tidewater are available to receive it on board for a foreign market.

Notwithstanding the extremely short crop in 1911, our road began early in 1912 to provide for a heavy grain movement in the fall. Six thousand new box cars were ordered and over half of them were in service before the end of the year, the balance are being turned out of the shops at the rate of twenty-six per day.

Over three hundred new powerful locomotives have been added to the quota, but as I said before, cars and engines will not alone solve the problem of transportation, therefore, a broad and comprehensive policy of providing for the free movement of traffic. The great drawback has been and is yet, to a large extent, the serious delays to trains. This is brought about through the necessity for one train to clear the main track for another to pass and the lack of proper facilities to do so. Double tracking of main lines very largely relieves such delays between terminals and by the end of this season between fifteen and twenty millions of dollars will have been spent in prosecuting the work of double tracking between Savannah and Council Bluffs and between Minneapolis and Aberdeen throughout two years.

But even yet after spending the fifteen or twenty millions for double track and some twelve millions more for the new cars and engines spoken of, we would find trouble still in moving traffic. Experience has shown that to build double track and increase the size of power tends only to increase the difficulties unless there is a corresponding increase in facilities

at division and terminal points for the reception and distribution of the increased number of cars.

This is the key to the situation and it is along this line that the problem is being worked out.

First in point of size and importance of these improvements are the immense yards at Mannheim, 14 miles west of the Union Station, Chicago, and known as Godfrey Yards. They cover 450 acres of ground. There will be 120 miles of track capable of holding 7,200 cars, not including main tracks or switching leads. Two years have been occupied in work upon them and another will be required to complete them. It involves an expense of \$2,500,000.

Milwaukee has had 23 miles of yard tracks added during the past year, with larger storage yards on either side of it at Lake and Elm Grove where trains can be set out when the terminal is congested rather than hold the train crews with their trains upon some siding for hours awaiting a chance to get into the yard.

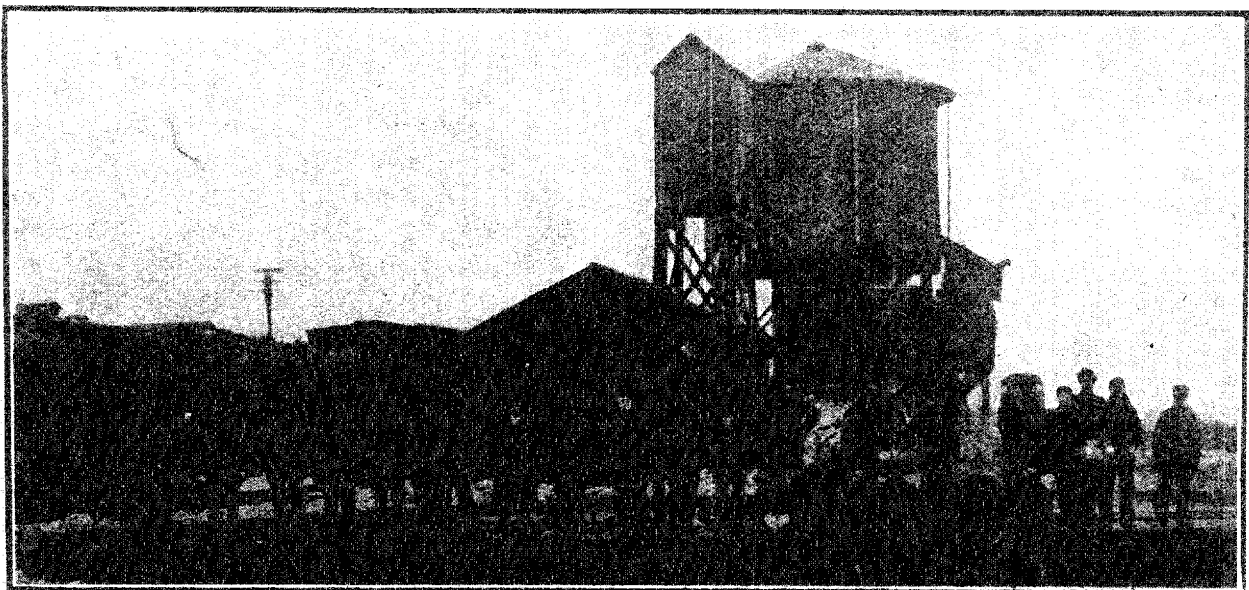
The day was when it was the delight of some division superintendents to put trains into a neighboring terminal so fast as to embarrass his brother terminal superintendent with a complete tie-up of his yards. That is not railroading and the present-day economic conditions will not permit of such practices.

The gateways should be, by all means, so equipped as to afford perfectly free passage. Other points that have been greatly enlarged during the past year are Savannah, where 28 miles of tracks have been added; Minneapolis with 13 miles in a new yard west of the city, known as Bass Lake Yard, into which all grain off the H. & D. division is run for inspection.

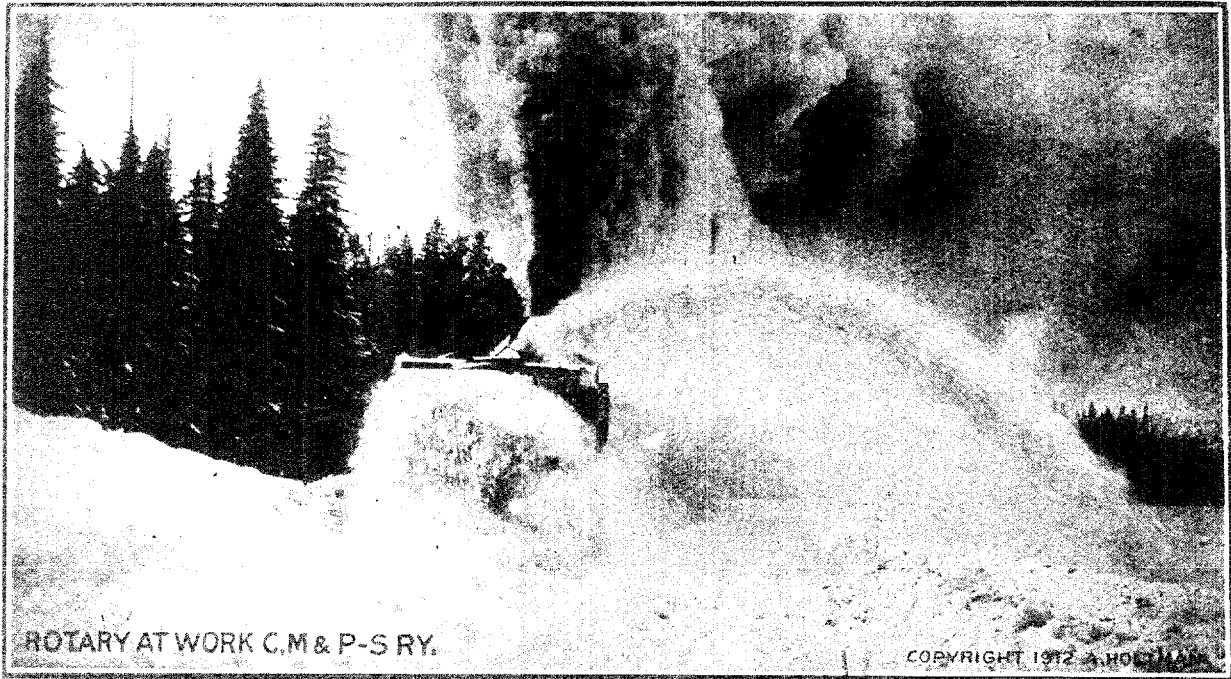
Montevideo has 13 miles new track. Aberdeen terminals have been practically rebuilt during the past two years at an expense of half a million. Yards at Council Bluffs are being doubled in size with improved equipment for caring for engines and at Perry an entirely new and enlarged yard with engine terminals and machine shops is nearing completion west of the city.

Space in this article will not permit of detailed mention of improvements being made in practically all round-houses and shops, nor of the vast sums being spent for installing automatic block signals and other improvement.

When your cynical friend begins to berate the road by which you are employed, call his attention to some of these facts and ask him if he knows of any great institution that is doing more to keep pace with the development of the country than the railroads, and that, too, in the face of adverse legislation.



Sanborn Round House Force.



ROTARY AT WORK C.M & P-S RY.

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KEEPING THE ROAD CLEAR

By William C. Ennis

HAVING passed the last three years in the Cascade Mountains, it occurs to me it may be interesting to some of our friends to know how we have to fight the snow in the mountains, and what effort our men have to put forth to handle the traffic during the snow season. The summit of this range is sixty-three miles east of Seattle, and has an elevation of slightly over three thousand feet. Our line crosses at what is known as Snoqualmie Pass, where during seven months of the year we have snowfall, and five out of those seven months it is very heavy, amounting in 1910 to forty-six feet on the level, while the present year up to March 1st, we have had forty-two feet. We have a record up here, also, of a fall of forty-one inches in twenty-four hours, of 251 inches in one month, and a continuous storm of twenty-six days in January, 1913.

To handle this and keep trains moving requires four rotary plows, operated in pairs, one on each end of a Mallet engine. Laconia is the station on the summit, and from here to Cedar Falls at the foot of the west slope is

twenty-four miles, all mountain grade; from Laconia to Cle Elum on the east side is thirty-one miles, and in these two districts we operate the four plows. The snow fall on the west side is much heavier than on the east. In addition, we have an L-1 engine equipped with a flange device on the pilot, to flange the track from Laconia to Cedar Falls. We also have another crew with a K-1 engine for handling laborers. Our winter gang numbers one hundred, who do nothing but shovel snow and work with a machine known as a widener, this being a flat car equipped with two heavy iron wings so set that they will widen the cuts, to give a better clearance. This machine is run in connection with a rotary plow, cutting the snow from each side of the track and leaving it in the center for the plow to throw out to clear.

During storms it is necessary for the plows to precede every train, as in addition to the falling snow, there are constant slides from off the steep mountain slopes.

There is seldom much wind in the mountains during these storms, so that the snow lodges on trees and rocks,

sometimes staying there for weeks, then when it gets warm or a rain comes, it falls and starts sliding. The snowfall during January of the present winter was so heavy that the weight of the snow alone caused it to slide. When it began to rain, the enormous weight broke the wires down and put the electric signals out of commission, cutting us completely off for four days. It is hard to repair wires in the mountains during heavy snow, as the linemen have to use snow shoes, and in many places must tie ropes around their bodies and be let down over the mountain side by their comrades in order to reach the wires. During one storm the weight of the snow was so heavy that it broke the largest fir trees off like pipe stems, and one of the accompanying pictures shows the snow lodged in the forest, after a heavy fall.

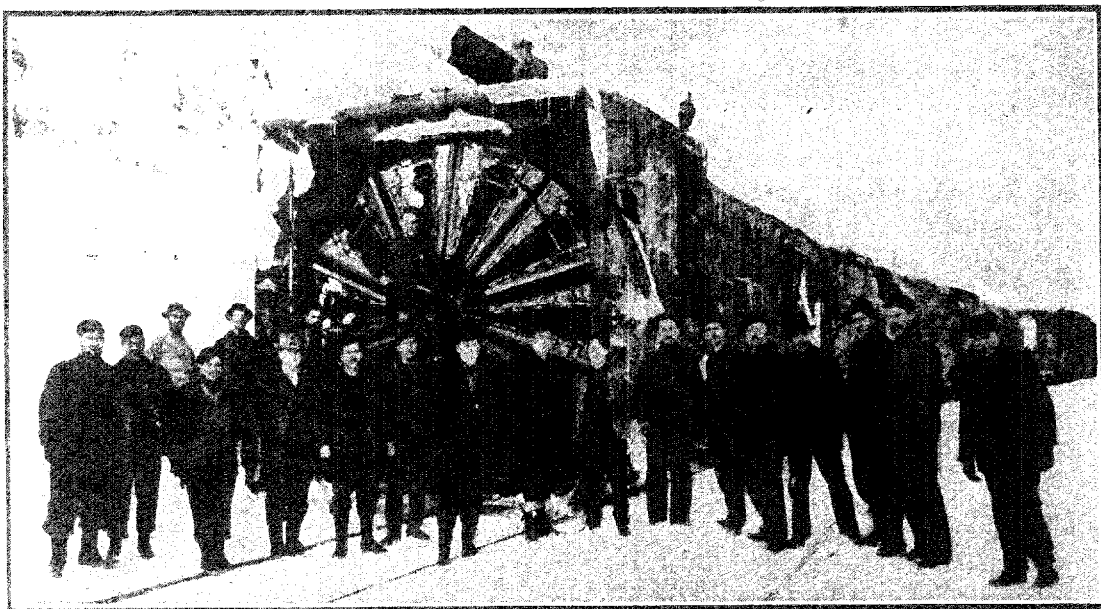
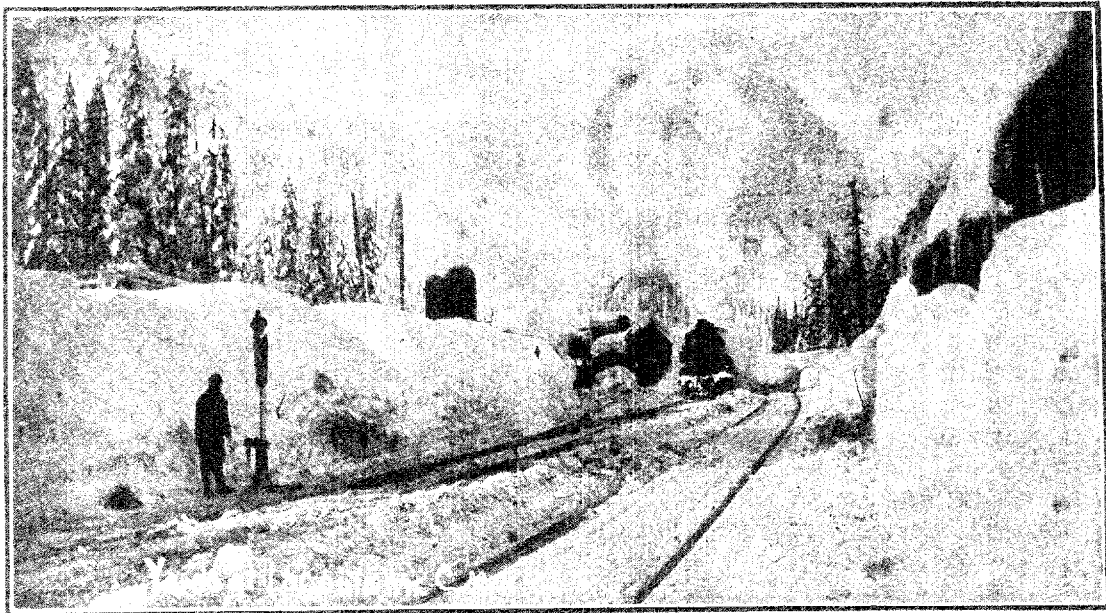
To man a double rotary snow plow, ready for service, requires two engineers and one fireman to each plow—one engineer is stationed in the pilot house of the plow, keeps a lookout ahead, handles the levers which work the flangers and transfers signals to

the engineer who works the pusher engine. The second engineer runs the engine which drives the rotary wheel. The engineers and firemen of each locomotive and the train crews make up the outfit, which is always ready for service.

At points where slides may be expected, we have watchmen day and night and these men have telephone connections with the foreman at Laconia, being required to report to him every two hours as to weather conditions in his territory. The foreman (or the snow king as he is nick-named), has absolute control of all train movements in the snow district. This was some job during the latter part of December and all through January of this winter, when we had a fall of seventeen feet in twenty-six days, with high winds and lots of rain thrown in. Our worst experiences this last winter occurred during that period. The rotaries had to bore through slides from twenty to forty feet deep, and were several times buried by slides coming down while they were at work in a drift. They then had to be dug out, and a



Michael Sol Collection



number of times the relief crew had to walk four and five miles over slides and in blinding snow to relieve their comrades, who had worked the limit of endurance trying to keep the road open. The roadmaster, traveling engineer and myself have headed relief parties of this kind, with seventy-five and one hundred laborers, where we had to break a road with each step sinking into soft snow to your waists. We could not use snow shoes on account of frequent slides.

When plows work under these conditions they are veritable furnaces and I know of no hotter place on earth. In order to keep dry, we have to wear a full rubber suit and when you think of that and with winter clothing on, in a cab with windows and curtains drawn, snow banks thirty to forty feet high on each side and two hundred pounds pressure on the boiler, you can gain some idea of what the boys have to go through in order to keep the "yellow cars" moving.

Now I will give you one of our worst experiences during the worst storm we had. It had been snowing for upwards of ten days almost continuously and I had been in hourly communication with the watchmen on the west side. The weather had every indication of turning into a bad night, so I notified the dispatcher to tie up all the freight trains and keep the line open for No. 18, coming from Seattle. The double plow was ordered to go to Cedar Falls and return ahead of No. 18. East side plows were to be in readiness to go to Cle Elum, on arrival of the west plows at Laconia. On my way to supper I met two or three of the older men who had spent previous winters in the Cascades, and all agreed that it looked like a bad night, but thought we would not have any serious trouble because the snow was light and dry. Promptly at 7 p. m. the boys were ready and started west. Not over ten minutes before they left, I was talking to Watchman Sloggy who is stationed near our worst slide territory. He had just been over the bad district and reported everything O. K. I told him the Bull Moose (meaning the double

plow), had just gone west and to look out for them. Hardly had the plows gotten out of hearing when the 'phone in my car rang as if the party on the other end was trying to tear it off the wall. It was Sloggy, who said that from the noise it made, he thought the whole mountain must be down in Snoqualmie Canyon, and it was still roaring. While he was talking a small slide came down and struck his shack, nearly upsetting it. It was too late to get hold of the plows and there was nothing to do but wait, as I could not send after them to warn them of conditions. It was nearly 11 p. m. before I got any word of them, although Sloggy said he could see them hard at it, and it looked as if they were nearly through the worst of it. About 11:15 Sloggy said they had stopped and he thought they were covered by a slide, as he could see some lanterns approaching. Shortly, Traveling Engineer Buchanan called me and said they were caught, and it was still sliding. They had a good crew of shovelers, but we called out the reserves and started for the trouble. The snow had slid in behind the plows for over two miles, making progress of the relief plows very slow. Fortunately before the night was over, it turned cold, which stopped further sliding, and we were able to get to them, after which we soon had them out and started for Cedar Falls. I, then, ordered the relief plow to Cle Elum, as reports were coming in of slides on the east side, and I did not hear from them again until I had reached Cedar Falls and had trains moving on west side. During this night there were no mishaps, except two plows disabled.

It was still snowing and the following afternoon started heavier than ever. Westbound passenger trains were away late, and so about 7 p. m. I ordered the plows to Cedar Falls after No. 18, although I did not think it could slide again after all the snow which had come down the night before. After receiving advice from all the watchmen, who reported conditions favorable, the boys left. In about thirty minutes one of the watchmen near

Rockdale reported slides at a point where we had never before experienced any trouble, and very soon Sloggy reported that it had again started sliding on his beat. I ordered No. 18 held at Cedar Falls, and soon the conductor of the crew called from Sloggy's shack that conditions were worse than the previous night—the plows were covered and would have to be dug out. No relief crew could be sent on account of two plows being broken down. We started down to them over the snow, but could not make any effort to get them out until daylight. This was our worst experience, as the storm was blinding and we sank waist deep with every step. We had to make nearly three miles thus on foot, but after six hours of hard work at digging, we got them out and started for Cedar Falls. Everyone was pretty well tired out, walking and shoveling, as every man—engineers, firemen, conductors and brakemen—had taken their turn at the shovels, so I asked if they wished to tie up for rest, but not one of them would think of such a thing as long as the line was blocked. We coaled and watered and got a good meal for the men and started back. Superintendent Foster joined us, which gave the boys additional spirit, and it was needed, as

we found conditions just as bad as they had been on the downward trip. We, however, got along fairly well, as we had increased our push power with another Mallet engine. At Rockdale we found it was getting colder, with a high wind. With a fresh supply of coal and two firemen on the working plow, we started for Laconia. We found every cut full—wherever it could slide it had not failed to do so, and the snow was drifting ahead of the high wind and freezing hard. This made hard work for the plough, and we were over six hours going four miles. Engineers, firemen and some of the rest of us were nearly suffocated with the heat. The pilot house of old rotary No. 20 was the hottest place I have ever seen. The old men who had fought snow in the Dakotas and Minnesota, back in the '80's say they never put in as bad a night and day as we had passed through. When the linemen got out and got one wire working, and we got word that other transcontinental lines would not be open for several days. When the men learned this, you could hear many such remarks as this: "They can't stick us, even if we are new in the west." "Guess we will run as many trains as the rest of the roads, if the machinery holds out," etc.



C. M. & ST. P. TERMINALS AT CHICAGO

By T. Proctor

IT HAS been said by prominent railroad officials: "Eliminate the terminals and you eliminate ninety per cent of the operating troubles."

This is true, although, of course, impracticable, so that it has devolved upon the Operating Department to perfect, as near as possible, the method and facilities for handling at all large centers, and Chicago being the largest terminal in the United States every effort has been made to reach, as near as possible, perfection, and further on I will try and show by figures just what has been accomplished on the C. M. & St. P. Ry. We hear out on the line shippers say:

"Keep our freight out of Chicago, it will be tied up and take twice as long to reach us."

Some of our own employees are of the same opinion. Why! Because they have before them a record of one or two delayed cars. Is this sufficient to condemn our entire system? No, there will be delayed cars no matter how perfect the system, no matter how great the care exercised by the employees in trying to do their work right and promptly, and this applies more par-

ticularly to large centers where cars are passing through in the thousands. We should uphold rather than condemn, and try to convince the shipping public that one or two delays do not constitute a total disability to handle the business given to us. Chicago in itself, to the outside world, means simply a city, so that we find our agents possessed of the information that L. S. & M. S. car reached Chicago January 24th, why did it not reach its destination January 26th? The following table of deliveries from eastern lines will give an idea of distance a car must travel to reach the C. M. & St. P. Ry. proper before being put into a train for its destination.

Deliver to Belt Ry. for C. M. & St. P. Ry.	To Dist. to C. M. & St. P. Mi.
B. & O. R. R.	South Chgo. 22
Chesapeake & Ohio.	Burnside 20
C. & E. I.	Harvey 25
Chicago & Erie.	88rd Street. 17
Chicago & Northwest'n.	40th Street. 2
Chicago Great West'n.	22nd Street. 2
C. I. & L.	88rd Street. 17
C. R. I. & P.	South Chgo. 22
Grand Trunk Railway.	Hayford 10
Ill. Cent'l (So. Lines).	Burnside 20
Ill. Cent'l (West'n Lines).	Hawthorne 5
L. S. & M. S.	South Chgo. 22
Michigan Central.	Kensington 20
M. St. P. & S. S. M.	Hawthorne 5
Pere Marquette R. R.	Rockwell St. 13
Wabash R. R.	Rockwell St. 13



General Passenger Agent Geo. W. Hibbard And His Office Force

The same condition prevails upon all lines, so that the question of deliveries to or from connecting lines equalizes itself and does not place any of our competitors in a strategic position.

I mention this so that everybody will understand that a delay can nearly always be accounted for by some unlooked for, and possibly unavoidable circumstance. When I tell you that from September, 1912, to February, 1913, we handled through the terminals an increase of 220,481 cars you can readily understand something of the amount of work performed.

The amount of money spent annually in maintaining the tracks in serviceable condition is something enormous, and is like death and taxes always staring the executive officers in the face. Poor rails or poor ties may be the cause of a wreck that would tie up the yards for hours, and this of all things must be avoided. The machinery must run smoothly, and the superintendent and his assistants are always trying their best to keep it so running.

It might be interesting to know that the Godfrey Yard proper consists of two yards for in-freight, consisting of receiving yard of 10 tracks holding 85 cars each, a hump and classification yard of 47 tracks holding from 120 to 165 cars each, capacity of hump being 100 cars per hour.

Outbound consists of receiving yard with 18 tracks holding 85 cars each, a hump and classification yard of 35 tracks holding from 30 to 35 cars each, a departure yard of 18 tracks holding 85 cars each. The departure yard or train yard is consolidated with the receiving yard of the inbound unit so that the 28 tracks can be used either for receiving or departure, as business requires.

Seven hundred men are employed in the switching service, with 125 engines. The Godfrey Yard consists of 125 miles of track, and Galewood and Western Avenue 80 miles, or 205 miles of track devoted exclusively to outside terminals.

Do we wonder that the machinery to operate such a plant should, once in a while, become deranged? But take

from these records the fact that from September, 1912, to February, 1913, 1,435,462 cars were handled at this point, and then take into consideration delays of which you personally have knowledge, and I believe you will agree with me that the service is as near perfect as human power can make it.

THE SONG OF THE LOCOMOTIVE.

A thing of steel and steam am I,
A living thing endowed
With matchless, throbbing energy
And power, and I am proud.
With shriek and clank and rush and
roar,
In my resistless might,
I climb the mountains, tread the plains,
And cleave the day and night.
The Seasons know I not, nor can
But cataclysms stay;
With winds I race, and Time I pace
Along my steel-bound way.
With me there is no East or West,
For continents I span;
I link the ships that sail the seas,
And gird the globe for man.
From all the countless marts I bring
The untold wealth so vast,
Of every clime and every land,
And spread it all broadcast.
A thing of steel and steam am I,
The monarch of my clan;
I glory in my enchained power,
Proud servant of proud man.

—Charles Fue.



Gen'l Foreman, S. J. O'Car of the K. C. and
Gen'l Foreman, M. F. Smith of the S. C. & D.
Div., on Their way to Join the Turkish Navy.
Michael Sol Collection

ELECTRIFICATION ASSURED.

Chicago Examiner Mach 3.

To observers and students of economics and industrial problems the far-reaching significance of the plan perfected by the Chicago, Milwaukee & St. Paul Railway to electrify 460 miles of its line through Montana and Idaho is readily apparent. The patents recently granted the Great Falls Power Company of Montana by the Department of the Interior indicates the St. Paul's intention of making the junior trans-continental line the most modern railroad in the world.

Railroad managers have for some years realized that they must look for other energy than the steam locomotive in transporting constantly increasing freight and passenger business of this country. Electricity has been generally accepted as the solution, but the question of generating the enormous voltage necessary for train operation, and the construction of locomotives on which this power can be utilized is the obstacle that has kept transportation companies from fitting their lines for electrical operation.

At the present time electricity does not solve satisfactorily and economically the problem of efficient transportation for all sections of the country, but through the mountainous states in the West it will be a boon to the railroads, to the shippers and the public. Of the seven transcontinental railways spanning the western half of the continent the Chicago, Milwaukee & St. Paul Railway was the last to be constructed, and the first to perfect a plan of bringing under subjection the turbulent mountain streams that form dozens of great cataracts along its right of way.

In the West, where heavy mountain grades are encountered, it is necessary for a railroad to keep about 14 per cent of its freight equipment in coal service. Electrical operation means that this equipment will be available for commercial use, and any system that tends to relieve the car shortage problems is doing a service that is vital to the public. A bumper crop, such as the Dakotas, Montana and Washington produced in 1912, causes a clamor for

cars, and the advance step taken by the Chicago, Milwaukee & St. Paul Railway is going to do much to ameliorate this condition.

The electric locomotives to be constructed for this line will be the most powerful ever built. Even in their design the importance of conservation has not been overlooked.

In climbing grades the current will be taken from an overhead trolley; from the summit on the downward grade the trains will gravitate, the driving clutch will be released and the motor is converted to an electric dynamo. The voltage thus generated is returned to the trolley and used by the next train climbing the incline. The scheme suggests a solution of the problem of perpetual motion. These electric locomotives will have a greater pulling strength than any present-day steam locomotive. The trolley system is preferable to the third rail, because it fits well with the slogan of American railroads, "Safety first." The trolley is also more practicable from an operating standpoint because it is removed from interference by snowstorms and drifts.

STICK.

Don't be a whiner complaining of fate.
Pitch in and improve, it is never too late;

Don't reason, the world owes a living to you,

For this is debt that it pays to but few.
Get into the fray, grapple and mingle;
It will brighten your brain and make your blood tingle;

Never let up tho' others may tire.
Your battle's not won till you're under the wire;

If you're crowded and fouled in the strenuous race

Light out to the front; don't follow their pace;

Don't be a clay man content with your lot,

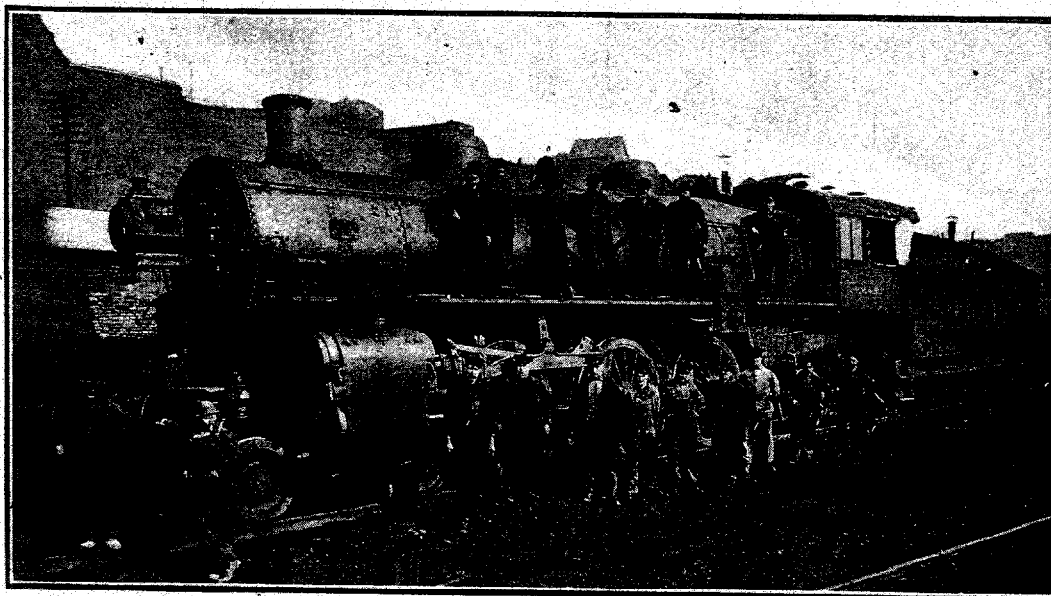
Or you'll be elbowed out by some fellow that's got

The push and ambition, the vigor and vim

To ram in and do more than's expected of him. --Geo. E. Waugh



Round House Foremen of the Southern District.



Round House Force at St. Paul.



Round House Force at Jackson, Minnesota

BEFORE THE MILWAUKEE CAME—AND AFTER

By Charles E. Hunt, Railroad Editor Seattle Post-Intelligencer

THERE lies in a little corner of Iowa a strip of Milwaukee railroad track fifty-six miles long. It runs almost north and south from Cedar Rapids to Farley, through the little town of Monticello, and the earliest recollections of some of the Milwaukee's older men would be needed to recall its history.

This line was laid back in the sixties, and was built before the Milwaukee had crossed the Mississippi river, by private interests under the euphonic name of the Dubuque Southwestern. It never reached Dubuque, and it never was a southwestern, at least in so far as its original starting point was concerned. Its name was the greatest thing about it before the Milwaukee stepped in and with its strong hand rescued it from oblivion or the bankruptcy courts and made a real railroad of it.

My first recollection of the railroad, which was the first I had ever known, was as a barefoot boy on the station platform at Monticello. Its engine, bearing the name of my native town, its three cars, up-in-the-morning-and-down-at-night schedule, its tall conductor and its hunch-backed newsboy, who made faces at me and squirted tobacco juice between my naked toes, were sources of never-ending wonder. I was willing to be a martyr to my curiosity and made no protest when the peanut merchant would leap from the slowing train, cry out his Dubuque morning papers, and head toward me with his mouth full of the yellow fluid. I recall plainly a peculiar squint of his left eye as, with the look of a fiend on his face, he would let loose, and with a telescope sight let out a subdued "pung" and the tobacco juice was trickling over my feet and mingling with the soil of Jones county.

The train would arrive half an hour to an hour late coming those twenty miles from Farley. It had no important

connections, got nowhere when it started and had no place in particular to go, only it had to be going. The dapper traveling men from Dubuque, with their city airs and fine clothes, would alight and trip away to the nearest hotel, half a block off. I inwardly swore I would be a traveling man when I grew up. For to travel, to be some part of that railroad seemed to me to be the acme of human happiness. Once or twice my father took me with him to Cedar Rapids, a great city of 15,000 people. Here, while clinging tightly to father's hand for fear I should be lost in those wonderful crowds, I enjoyed a miserable though happy half day until train time for home.

I was not the only curious person in Monticello. I have seen grown men whittling away, shirt-sleeved and time burdened, suddenly start up at sound of the train whistling in and go rushing pell-mell to the "dee-po" to see the train come in, and stand around with their hands in their pockets until the conductor made his wonderful signal and the train moved off.

Curiosity was a part of the simple lives of the people of my boyhood. Express packages and trunks thrown off the train would be subjected to the closest scrutiny. After the train had gone, and the agent had vanished inside to report the train out, the town fellers would tiptoe about the platform looking at the tags on the trunks or the names on the express parcels to see who they were for. If the thing didn't look just as they thought it should they would light their pipes or bite off a wad of plug tobacco, so black that you could squeeze the molasses out of it, and discuss the matter before taking their way slowly back to their favorite loafing places up town.

Opposite the passenger train the road ran an "accommodation." I never

knew, nor could I ever get any railroad man of my acquaintance to tell me just why such a train was called an "accommodation." It consisted of an engine, old Hinkley boiler type, with the wide bell-shaped funnel, two or three box cars and a combination coach, baggage and express car. There is in no ordinary magazine space enough to tell all of the things that happened on this mixed train.

Coming down from Farley one bright June afternoon with father, I thrust my head out of the window, got a cinder as big as a cantaloupe in my eye, and my hat blew off. Father had paid 50 cents for that hat for this special trip, and he at once entered a complaint to the conductor.

"Never mind," said the conductor, "We'll stop the train." And he did. Man's humanity to man had always before been misrepresented, I mused, as I trudged back half a mile, got my hat, walked back, climbed aboard and the train started.

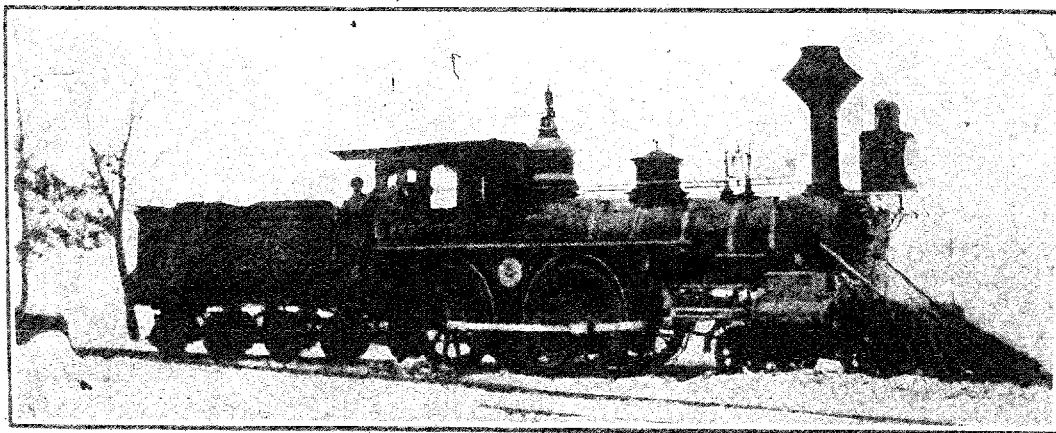
Six miles above Monticello the track crossed a purling little stream full of bass. One sunny afternoon the train stopped near this stream, the fireman banked his fires, and the entire crew strolled away into the timber with fish-poles and tackle. They were absent an hour. When they returned the train made record speed trying to make up lost time.

Casks of whisky were frequently shipped from Dubuque to consumers

along the line. While in transit somebody would draw the bung, insert straws, and after several persons had had pulls at it water would be poured in to fill up the vacant space, the bung inserted and all was well. What if the brakeman did exude an odor like some of the industries of Peoria, would it have been right to say he had tapped the barrel?

In the beautiful, tree enshrouded little city of Monticello I spent my childhood. In all the world there is no sweeter spot, in all this wide world no more noble, generous people have lived and died. Of such was the very brawn of the State, the units that made Iowa one of the wealthiest and greatest of the union, where crops never fail, where there are no slums and little poverty, and where God Almighty hovers close about His little flock.

I paid my last visit to my boyhood home seven years ago. I rode into the place on a long train of yellow coaches, every comfort of life at hand, at a speed little less than that of the gale. It was a real railroad, the acme of human endeavor then, and it has been widely improved since. I am sure some of the present higher officials of the Milwaukee have a sort of fondness for this little city, for there and in its vicinity many of their earlier conquests were made and victories achieved. Anyhow, the town enjoys the most excellent railroad service, and these men know all about it and its people.



Engine No. 1, C. C. D. & M. Ry. Jas. J. Barker, Eng., May 11, 1871.

THE STAFF SYSTEM

J. W. Smith, Assistant Signal Engineer

OUT on the extreme west end of the Missoula Division, between Haugan and Avery, where our line winds and climbs over the Bitter Root Mountains, we have installed a system for handling trains, that practically eliminates the use of train orders. Trains meet and pass, on single track, without any advance knowledge, or instructions, that they will do so, and trains without time card rights may proceed through, or work within the limits of this system of control, without the authority of running or work orders.

It is called the Staff System, and is generally recognized as the most simple, and yet the safest method ever devised for blocking of trains.

The territory is 38.9 miles long. There are ten staff stations, dividing the territory into nine staff sections. Each section has a staff machine at either end in the station building, and these machines each hold a number of staffs. A staff consists of a bar of soft steel, about ten inches in length and three-fourths inch in diameter, specially turned, and requiring mechanical correctness to enter and pass between engaging rollers in the machines.

The machines are electrically connected, so that only by the co-operation of the operators at each end of any section, can a staff be taken out of either machine, and the action of removing a staff from either machine electrically and mechanically, locks all other staffs in both machines.

The replacement of a staff at either end of a section unlocks both machines, so that a staff can again be withdrawn from either machine.

The absolute right for any train to proceed through one of these sections, is the possession of one of these metal staffs, which controls the section the train occupies. The staffs are plainly stenciled with the names of the stations between which they control, and staffs for the adjoining sections differ in shape, so that they will not enter the

machines for adjoining sections.

It is the duty of the engineer to carry the staff except in one case, between East Portal and Roland. This section is a tunnel, approximately one and three fourths miles long, and a divided staff is used, of which the engineer carries one half and the rear brakeman the rest. This insures that both ends of the train must pass out of the section before another staff can be secured.

In passing a staff station, or passing out of one staff section and entering into another, the staff for the section the train is leaving, or passing out of, must be thrown off and a staff for the section the train is entering must be picked up.

When the section ahead of an approaching train is not occupied, and no reason for stopping the train exists, the operator secures a staff, places it in a circular rubber pouch, and hangs it on a crane from which the engineer can easily catch it, running at a speed of from twenty to twenty-five miles per hour.

In order that trains may be properly governed in approaching a station, signals have been erected outside of the passing track switches and which are controlled by the operator at the station. By operating the levers controlling these signals, different indications may be displayed, which have the following described meanings:

- (a) Stop until authorized to proceed.
- (b) Stop and take siding.
- (c) Proceed down main line, prepared to stop at station. Staff not ready for delivery.
- (d) Proceed down main line at normal speed. Staff is ready for delivery.

Assume that we have two opposing trains, approaching a station, which are to pass. The dispatcher will instruct the operator which one of them will take the siding, and he will immediately display a "Take Siding" signal at the passing track switch for this train. For the other train he will dis-

play a signal which indicates that the train may proceed holding main line, prepared to stop at the station. In case the train taking siding arrives first, clears main line and delivers staff, the second train can be given a clear line-up and staff picked up from the crane as previously described.

The principal object in adopting this particular system for control of trains in this section, is due to the very winding obscure nature of the track. There are eighteen tunnels within a distance of twenty-five miles, and numerous bridges and rock cuts, which condition is made all the more serious and worthy of the best protection, by the fact that it is all on mountain grade.

The system has now been in service a little more than a year, during which time it has given almost perfect satisfaction, and as a means to safely protect train movements with our ever-increasing business, it is considered indispensable.

LIKES OUR SERVICE.

Tacoma, Wash., March 10, 1913.

Mr. P. S. Sawtelle,
Elgin, Ill.

My dear Mr. Sawtelle:

We arrived in Tacoma last Wednesday night, only about an hour late after a delightful trip. The "Olympian" is certainly a fine train and the service is unexcelled. Any one coming this far West should not miss coming over the C. M. & St. P., and on this train. Our car of furniture arrived the evening of the 8th, and was unloaded today. Twelve days in transit. So you see you struck it pretty close when you said from twelve to fourteen days. I went into the car this morning when it was opened, and so far as I could see everything is in good condition. Can tell better tomorrow when it is unpacked. Am very much pleased with the service in every way, and have met three or four C. M. & St. P. men here, including the city agent, Mr. Valentine—all very accommodating and pleasant. If you ever get this way look us up.

Yours sincerely,

F. D. Cornell.

BE LOYAL.

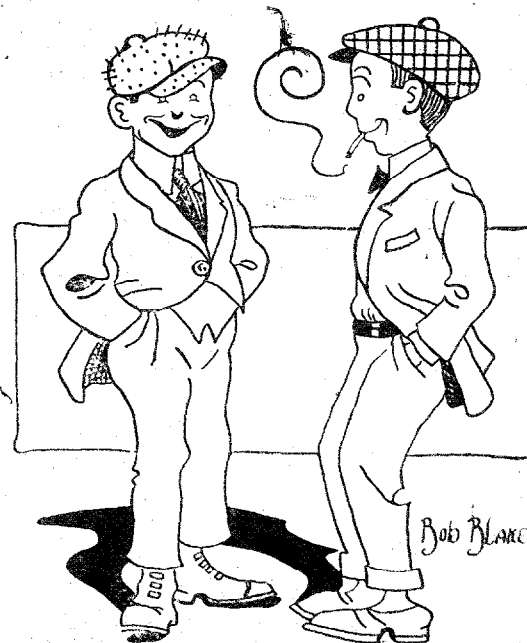
If you work for a man, in heaven's name work for him; speak well of him and stand by the institution he represents. Remember, an ounce of loyalty is worth a pound of cleverness. If you must growl, condemn and eternally find fault, why resign your position, and when you are on the outside, damn to your heart's content, but as long as you are a part of the institution do not condemn it; if you do, the first high wind that comes along will blow you away and probably you will never know why.—Elbert Hubbard.

\$9.75 DIFFERENCE.

"What do you mean by charging me \$10 for taking a cinder out of my eye?" said the indignant patient.

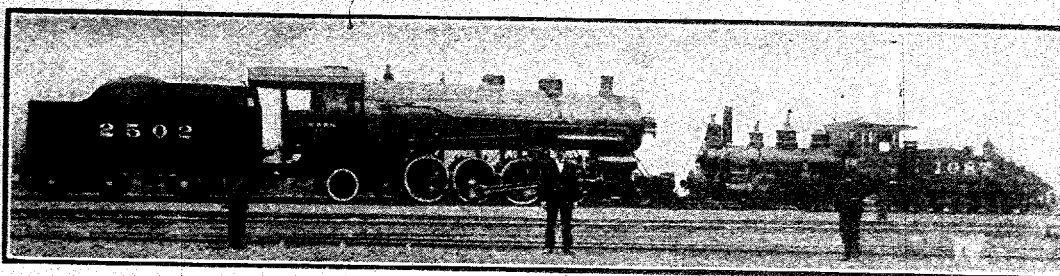
"I am charging you \$10 for locating and removing a foreign substance from the cornea," replied the specialist.—Cincinnati Enquirer.

LUNCH AND A WALK FOR SPUD.



1st Office Boy: "Say, 'Spud,' how is it, when you only get 30 minutes for lunch, you have time to walk around for half an hour every noon and still have time to eat?"

2nd Office Boy: "S-h-h-h—you see I sneak downstairs to 'Thompsons' every morning at eleven o'clock."



David & Gollath. 27 Years Difference in Age.

ENGINEERS OF THE '60's.

Walter Alexander, District Master-Mechanic.

THE first lines of the Chicago, Milwaukee & St. Paul Railway were constructed in Wisconsin, and the first locomotive in the State was operated in 1848. The present mileage of this great system of 9,359 miles has been gradually built up by the absorption of small railroads and the building of new lines, and this development has been steadily going on for the past sixty odd years.

There are still in service as engineers, conductors, station agents, and in other branches, men who worked for the company in the '50's and '60's, operating the locomotives and cars that hauled the first trains, and carried the first freight and passengers. There are probably more of these old employees on the Prairie du Chien Division, which originally was the Milwaukee & Mississippi Railway, than on any other division at the present time. On this and other divisions comprising the Milwaukee Motive Power District, there are still on the locomotive engineers' roster seventeen men who ran engines in the period from 1860 to 1870. Some of them fired locomotives or were employed in other capacities previous to 1860. Eleven of them are still in active service as engineers, and it seems proper and fitting that the first issue of the Employees' Magazine should contain a sketch of the lives and activities of these faithful old employees.

The oldest in point of service as an engineer is F. L. Bliss, who has a service date of May, 1862. Mr. Bliss is still running a passenger engine be-

tween Savanna and Nahant on the C. & C. B., Illinois and Dubuque Divisions.

The second oldest on the list is Sol. Tuttle, who handles trains No. 33 and No. 14 between Janesville and North McGregor. Mr. Tuttle was born in Romeo, Michigan, and saw his first railroad experience as a fireman on the Michigan Southern & Northern Indiana Railroad in 1854. He was set up as an engineer on that railroad in 1857, and came to Wisconsin in 1861, obtaining a position as engineer on the Milwaukee & Mississippi Railroad. Mr. Tuttle has been in the service since that time, and is well known on the Prairie du Chien Division. In discussing early railroading with Engineer Tuttle, he informed the writer that when he first started railroading, the locomotives were not equipped with cylinder cock rods, and that the firemen had to get down and open and shut them by hand. The locomotives were not equipped with wind boards, curtains, lubricators, water glasses, air brakes, or injectors. The engines were all fourteen and fifteen-inch cylinder, wood burner engines that went by names instead of numbers.

The next one is Robt. Grace, who at the present time runs the engine handling the passenger trains between Portage and Madison. It is a treat to listen to genial "Bob" relating anecdotes of early railroading, and I am going to let him tell his own story. Mr. Grace writes as follows:

"I was born in Poughkeepsie.

Duchess county; New York, on July 26, 1842, and came to Wisconsin on November 5, 1856. At that time they had begun what was known as the Milwaukee & La Crosse Road. I went to Pardeeville, Wis., and hired out to the contractors, remaining in their service until the roadbed was built into Portage in 1857. In April, 1857, I was given a job wiping engines, sweeping coaches, and turning over the coach seats, by Mr. Hewitt at Portage. In the Springs of 1859 I was appointed by Andrew Wishhart, our master mechanic, and assigned to engine No. 14 and fired from 1859 to 1861. I was then promoted to extra engineer by C. L. Rice, master mechanic at that time. My job was to go over the road with new men, teaching them the road and showing some of the machinists who were set up at that time how to pump an engine. For this work I received twenty-five cents per day excess over my usual pay of \$35 per month.

"I remained in this capacity until September, 1861, at which time I was promoted and allowed the pay of a regular engineer while in service of handling an engine. In December, 1862, I was assigned to engine No. 19, but was allowed to handle the engine only when older men could not fill the mileage. In 1863 I was promoted from a second to a first-class engineer by Dwight Goodrich, then master mechanic, and have been in actual service ever since.

"The early days were something that men who were in positions at that time will long remember. None of the present conveniences, such as superheated engines, coal sheds, double injectors, or extra engines were in use. If one side of the engine gave way, the other side was expected to pull the train home. We had plenty of green pine wood, as wood burning engines were used. If we got stuck in a snow bank we had to jack the engine from the rails in order that water could be pumped into the boiler. Another inconvenience was having to go three or four months without pay. Then the paymaster would start out and pay up with "scrip," which could be sold most

anywhere for eighty cents on the dollar. But for all of this, I never knew of a man quitting his job, but they stayed with the company, which was then as poor as the men, until the road was built through to La Crosse.

"In the early days we had no power heavier than fourteen and fifteen-inch cylinder engines, and only fourteen of these. The company's first three engines were built at the Menominee Shops, now the Allis Works. The numbers were 1, 2 and 3, inside connected. After the road was built to Beaver Dam they got five Schenectady and two Norris engines, (then known as the V hook engine).

"When the road was built to Portage they got two passenger engines, number 11 and 12. Since that time, I am proud to say, having been in the company's employ until the present time, I have seen the Milwaukee & La Crosse Road develop into one of the largest systems of the United States. This work originated with Edmund H. Goodrich, general manager then, and has grown to what it is now under the management of S. S. Merrill and A. J. Earling, now president of the road. To my knowledge, Mr. Earling is the only surviving founder of this great system."

The next is Engineer Wm. McCauley, who has a service record since 1863. Mr. McCauley is well known by all employes in and about Milwaukee, where he has been employed on the depot switch engine for over twenty-five years. Mr. McCauley ran the switch engine in the old Reed Street Depot Yards, and when the new depot on the West Side was opened, he switched the first train that was handled there. One of the early engines in the Reed Street Depot which Engineer McCauley had charge of was engine No. 218. This engine was equipped with the first slope back tank that the company put in service.

Engineer R. V. Leach, now handling the Viroqua Branch Line passenger engine, was born in Winsted, Conn., in 1836. He started railroading as a fireman on the Naugatuck road in 1856 and was set up in 1859, making his

first trip on the "Waterbury," which was a fourteen-inch wood burner, with a four and one-half foot wheel. In the Fall of 1863 he went with the Nashville & Chattanooga road, running an engine between Nashville and Chattanooga. Engineer Leach was in the midst of all kinds of trouble. He not only had to take care of the engine, but had to look out for himself, as the country through which he ran was infested with bushwackers, who finally made it so unpleasant that he returned to the Wabash road in 1864. An engineer running an engine in the border country during the war time made a very good target, and Engineer Leach did not believe in dying young. He came to the Milwaukee Road in 1866 and made his first trip on engine No. 24. Mr. Leach has been steadily employed as an engineer since that time.

Engineer O. P. Blanchard, next on the list, was set up as an engineer in 1866 and is now dispatching engines at La Crosse.

Next comes Engineer J. F. Mills of the Prairie du Chien Division, who entered the service as an engineer in 1867. His service, however, with the company antedates this by several years. He was born in Bangor, Maine, September 20, 1841, and his first railroad experience was as a brakeman between Madison and Prairie du Chien for Conductor G. W. Winne and Mike Melvin, engineer.

The following year he was given a position as fireman, and continued in the service until August, 1862, when he enlisted in the army. While serving in the army Mr. Mills was captured by the Confederates at Chicamauga September 20, 1863, and was held a prisoner for over fourteen months. He was detained in prisons at Andersonville, Savannah, Charleston and Branchville. After being paroled he returned to the service as a fireman, and fired for Engineer Sol. Tuttle until he was formally exchanged, when he rejoined his regiment and served until he was discharged at the close of the war. He then fired an engine until August, 1867, when he was promoted and made his first trip on engine No. 8, switching

in the Madison, Wis., yard.

Engineer Geo. G. Campbell was born December 26, 1842, and commenced railroading as a fireman on the Prairie du Chien Division with engine No. 31. This was a Breese & Kenland make, twenty-five ton wood burning locomotive. He fired two and one-half years and was promoted to engineer in 1868 on the Prairie du Chien Division. Mr. Campbell ran first engine he was assigned to between Milwaukee and Madison in 1868. Later on he covered the entire Chicago, Milwaukee & St. Paul system, running a special for the officers of the road. At the present time Engineer Campbell is seventy-one years of age, and, as he expresses himself, "in perfect health." He is in active passenger service between Milwaukee and Madison.

The ninth man on the list is Engineer Thos. Carroll, with a service date of May, 1869. Mr. Carroll was born in New York State, December 22, 1847. He started in as a fireman on a switch engine in the Freeport Yard, April 10, 1864. Freeport was then on the Racine & Mississippi Railroad, which was later on changed to the Western Union & Northern Illinois Railroad, and later on absorbed by the Chicago, Milwaukee & St. Paul Company. This switch engine was a 14x22-inch Swineburne, eight-wheel locomotive. Mr. Carroll tells me that this engine had formerly been in passenger service, but the boiler was so small that enough steam to handle a passenger train was usually not forthcoming, so the engine was assigned to yard service. It was called a cold water engine because it never was hot. The following year Mr. Carroll was transferred to firing a road engine, which was called the "Southern Wisconsin." This engine was a 16x24-inch Roger, and was considered a monster engine in those days. It weighed about twenty-five tons, and like all other engines of that period was a wood burner. Engineer Carroll's first experience as an engineer was on a 16x24-inch coal burner on May 22, 1869. This engine was called the "General Grant," and ran between Freeport and Rock Island.

The first train on this railroad into Rock Island was handled by Engineer Carroll May 22, 1869.

The tenth on the list is Engineer Peter McCabe, who is now in service handling trains No. 22 and No. 23 between Milwaukee and Portage on the La Crosse Division. Mr. McCabe is probably as well known as any other engineer in the service. He was born in Dublin, Ireland, sometime in 1850, and entered the service at Portage as call boy and extra fireman in 1866. The piston valve feature on an engine is usually considered a modern feature, but several engines with piston valves were built in the '60's, and Engineer McCabe has the distinction of having run one of them. This was engine No. 13, and was built by Master Mechanic E. M. Hall at Watertown Junction.

Engineer A. H. Wilson is next on the list. He enjoys the distinction of being the oldest native born engineer in the service. He first saw the light of day in Oconomowoc, Wis., January 29, 1842. His first railroad experience was driving a horse-cart used to grade the line out of Oconomowoc about 1854 or 1855. Mr. Wilson is not sure of this date, but he remembers that at the time he was not big enough to hitch up the horses, but like most youngsters, considered himself capable of driving a team. After the right-of-way between Oconomowoc and Watertown was graded, he was given a place as water boy with one of the gangs laying the track between these two towns. This road was called at that time the Milwaukee and Watertown Railroad. Shortly after the road was built, it was consolidated with other lines in charge of S. S. Merrill as general manager. Mr. Wilson afterwards worked as a wiper at La Crosse, for roundhouse Foreman Chas. Oliver, and later on was placed as a fireman, and finally promoted on September 9, 1869. Engineer Wilson ran engine No. 142 in way freight service between La Crosse and Portage for a number of years.

Engineer August Rusch, who is next on the list, was born in Latzig, Prussia. He came to America when he was one year old with his parents, settling first

in Milwaukee and later on in Portage. He entered the service in 1863 as a wiper at Portage, and ran the engine between Milwaukee and Portage in October, 1869. The engine was the "W. S. Gurney," a 16x24-inch engine, built by the Roger Company. Mr. Rusch tells us that they had very hard times and a great deal of trouble getting over the road in the early days with the green wood that they were furnished as fuel. The engines at that time had very few of the modern appliances, and were well named "simple engines." He is now employed as swing man on passenger runs between Milwaukee and Portage and Portage and Madison.

Last on the list is Engineer E. A. Hartel, who was born March 5, 1845, and started in as a wiper at Portage September 9, 1862. He served in that capacity about eighteen months and was then assigned as a fireman with a wood burner. From January, 1864, until September 9, 1870, he was employed as engine dispatcher at Portage, at which time he was placed in charge of engine No. 38, a 16x24-inch, 48-inch wheel engine, built by Master Mechanic Rice of the old North Milwaukee Shops. He has had charge of over twenty different engines since he was set up.

There are without doubt, engineers in other districts who saw service in the '60's, but the men whom I mentioned in this article are without question the largest group of real old engineers in service on any section of the road at the present time.



Engine No. 1434 at Old Round House,
Aberdeen, S. D.

NEW WORK ON THE PUGET SOUND LINES.

J. D. Kennedy.

As one of the primary objects of this magazine is the promotion of greater co-operation that result can probably best be obtained by, among other things, familiarizing all with the work handled and the projects under consideration, a synopsis of the most important items of work under way or contemplated, under the direction of the engineering organization of the Puget Sound Lines.

The rapid completion of the construction of the extension from Mobridge, S. D., to the Pacific Coast, made necessary the use of a great many wooden bridges which were built according to standard for main line use and sufficiently strong to carry the heaviest loading, but were in a way, temporary structures, inasmuch as the plans for the extension provided for steel bridges or masonry culverts at all openings. The work of replacing these wooden bridges has been under way for some time, and it is expected that during the coming season about fifty of them will be eliminated by the placing of steel girders or concrete culverts with fills.

The volume of business during the past two years has demonstrated the advisability of adding to the terminal facilities, and at this time some changes are under way at practically every important freight terminal west of Mobridge.

The most interesting work in progress on the main line is the construction of the Snoqualmie Tunnel. The west opening of the tunnel is at Rockdale, Washington, and the east opening at a point about one mile east of Laconia, Washington. The total length will be about 11,700 feet, and the use of the tunnel will reduce the maximum grade over the Cascade Mountains by lowering the summit about 400 feet, cutting out also about four miles of distance. When it is considered that most of the delays to train operation in the Cascade Mountains caused by heavy snow are en-

countered on the line which will be replaced by the one through the tunnel, the importance of the early completion of the work will be understood.

Most of the new branch lines being constructed are in Montana, and at present a line about 137 miles long, between Lewiston, Montana, and Great Falls, Montana, is partly graded, the contractors working all forces possible to prepare for track laying this fall. A line from Lewiston to Grass Range, Montana, a distance of about 37 miles, is rapidly nearing completion, while lines from Hilger, Montana, to Rav, Montana, 26 miles long; Hilger to Winnifred, Montana, 25 miles long, and Great Falls to Agawam, 65 miles long, have just been started. The new line into Butte from the west is now well advanced on a line paralleling those of the Northern Pacific Railway, and the Butte, Anaconda & Pacific Railway through the Silver Bow Canyon from a connection with our main line at Cliff Junction, a point about 15 miles west of Butte.

In Washington, a line from Beverly to Hanford, a distance of 47 miles along the west side of the Columbia River, will be completed in April and a line 21 miles long from Plummer, Idaho to a connection at Bell, Washington, with the Oregon, Washington Railroad & Navigation Co.'s line going into Spokane, will probably be finished in June.

In Spokane, the terminals now nearly completed, presented some extremely difficult feats of construction, including among others, the opening of a cut sixty feet deep and several hundred feet long in solid rock, along the side of several factory buildings, and the raising of several blocks of two paved business streets to allow an undercrossing of our tracks. The fact that the streets raised carried double track street car lines and had trunk sewer lines as well as water and gas mains and power line aqueducts laid in them added to the difficulty of the work. In addition to the work enumerated above, there are half a dozen locating parties in the field at this time running lines that, if built, will add 200 miles to our system.

J. C. FOX.

Gen. Foreman, Min. Point Div.—Old-
est Employee.—Sixty-one Years
in the Service.

IN ACCORDANCE with request in circular letter of Feb. 28 from Mr. A. E. Manchester, Supt. M. P., in regard to furnishing some little article for employes' new magazine about to be published, and photos of men who have been for a long time in the service. I went to work for this company at Waukesha in 1851, to which point the road was completed; some track also being laid between Waukesha and Genesee.

I went on with the track layers at 75 cents per day—this being standard wages—and at that did not get any money, receiving only store orders, which were mostly on Bean, Clinton and Powers at Waukesha, and some on Bradford Bros. and Cicero Comstock at Milwaukee.

The company had received two new locomotives from the Norris Works at Schenectady, and one S. H. locomotive from the New York Central road. The first locomotive was called the "Wisconsin;" the second the "Iowa," and the third the "Madison." Early in 1852 they received the fourth locomotive, which was a very small one; only eleven-inch cylinder. It was called the "Express," and was built by Matthew

Baldwin of Philadelphia.

I was given charge of the third engine, the "Madison," January, 1852, at which time the road had been extended to Eagle.

The wages of engineers at the time I began, in 1852, were \$60.00 per month and sometime in 1856 we got a raise to \$69.75. We worked all the hours we were able to work for this pay, and it was five months from the time I started in 1852 before we got any money; taking store orders or anything else we could get. It was hard to live in those days, and everything was high, except flour and pork, and the store-order stores had very few articles that we really wanted.

I remember my wife had a grievance for a number of years account of having to take a piece of green cloth for a cloak for her first baby, when her heart was set on a blue or gray one.

This was the beginning of what is now the great C. M. & St. P. Railway Company, extending from coast to coast, with branches everywhere; a system of which I am sure all the older employes are very proud.

I have been in the employ of this company for sixty-one years and I think I am now the oldest employe in the company's service. I will be 86 years old next July.

J. C. Fox,
Gen Foreman, M. P. Div.



Roundhouse Foremen of the Northern District.

SMILES

"Tis easy enough to be pleasant,
When life goes by with a song;
But the man worth while
Is the man who will smile
When everything goes dead wrong."

FAITH IN PRAYER.

Little Dick:—"Aunty, when I get to be a man I'm going to pray an' pray an' pray for God to give me a pony, then if he doesn't I'll—I'll just have to hustle 'round and get one for myself."—Exchange.

A REAL REFORM.

Senator Tillman of South Carolina wants smoking abolished in the executive session of the Senate. Isn't this an unnecessary reform? Smoking does no real harm beyond being disagreeable. If it actually shortened the lives of some of our Senators it might then be a good thing. But this isn't proved.

If Senator Tillman would only abolish talking in the Senate we would stand with him heart and soul.—Life.

SAM HAD THE MORTGAGE.

As a boy, Sam did some janitoring around the Roman Catholic College in New Orleans; he pumped the organ in the church, and rang the bell at the morning, noon and evening hours. After he had absorbed religion enough to satisfy his needs, he moved across the river to Algiers and went into the preaching business himself. He didn't pay much attention to creed or ceremony, but he always rung his bell when the bell across the river pealed forth from the steeple of the Cathedral and he preached as nearly as possible to satisfy the demands of his Baptist flock. Sam had one habit, but was usually able to get himself under control by Sunday service time. However, he overdid his reveling one Saturday night and entered the pulpit the following morning somewhat the worse for the night before. "Bredern' an' sistern'," said Sam, "we all been makin' mistake, dese y'ahs, 'twarnt Jesus w'at was crucified on de cross, 'twarnt Jesus, 'tall, 'twar Samu'l." Sam had a hazy remembrance of having heard something about Emanuel, in the big church over yonder,—but when the conference summoned him to account for this strange teaching, Sam was doubtful, but

defiant. They asked him what he had to say for himself. "Hain't got notin' to say," said he, "hain't got notin' 'tall to say, 'cept dat ah got a mo'gige on dat ar chu'ch, and if ah cyant run it Baptis' ah gwin run it independen'."

DIDN'T LIKE MR. BROWN.

Beverly, Wash., March 15.
Supt. of C. M. & St. P. Ry.,
Malden, Wash.

Honorable Sir:—The crew that composes the extra gang, No. 5, and that composed of about 25 Greeks and Italians regular workmen, them has been employing 10 months about at Beverly yards on the steel and all material loading and unloading, they in one body are prompt to continuing the job as long as the company's disposition allows, and we will do it if the our present as the below space shows, question be listened of you.

Sir, The early of present month as assister Foreman begun employing mr. Chas. Brown keeps insulting us ever in vain, absolutely using all the kinds of low talking to us, so that becomes the cause among us to take quit soon as the payee day comes if we don't be released of the mr. Brown's demeanor by his disappearance.

Yours truly,

Laborers of Ex. Gang.

Beverly, Wash., No. 5.

TORNADO DID NOT WORRY JIM, BUT—

During the recent tornado that swept over Iowa, when houses were being unroofed and buildings blown down, the wife of one of our conductors was awakened from a sound sleep by the violent rocking of the bed. Stopping only to shake her sleeping spouse, she screamed as she started for the stairs, "Jim, the house is blowing down, run for the cellar." Jim was not much disturbed over the chance of being blown away, but he is a good husband and he roused himself sufficiently to call after his fleeing wife, "Mary, have you got on your bedroom slippers?"



Mesmerism.

2309 IN A BAD WAY.

Boar out fiese fluse leekin in fire box and frunt end examin her patacot pipe she dont burn her fire only in center of Box she orter have a bigger bridge in her nose. Pack rite piston and rite valve stim they are blown so bad I kant see no kind of signals on eny side titen on rite mane wege and redus lef' front mane rod brass poundin bad wash out plug in belly of boiler leekin so bad it washes all the oil of the ex-sentrix an no hoghead can make the reck-ered on her rase up all round she rides to ruff put a gloab valve in dreen pipe or water glass. Fix quadroon and reech rod so one man can handle the reverse leever it takes me and tallerpot both to get her over. Fix ketch on fire door, so she will sta shet burns the fireboys shus and makes him cuss—Exch.

A passenger 'on a New York and Chicago limited train upon looking under his berth in the morning found one black shoe and one tan shoe.

He called the porter's attention to the error. The porter scratched his head in bewilderment. "Well, an' don't dat beat all!" he said. "Dat's de second time dis mawnin' dat dat mistake's happened."—Exch.

Year after year an old farmer had listened in grim silence to the trains thunder-

ing by his land. Finally, one day, his patience at an end, he dropped his plow and shook his fist at the passing express.

"Ye can puff an' blow all ye like, gol darn ye," he cried, "but I'm goin' to ride ye Saturday."—Exch.

HOW TO OBTAIN BEST RESULTS FROM POCKET LIGHTERS.

A great number of users have trouble keeping their pocket lighters in good order. How aggravating this is to a smoker in need of a light we all know. I have a collection of all makes, and perhaps a word or two on how to get a light from them at all times will be appreciated. In the first place care should be taken in the selection of the most efficient fuel for the burners. Some use gasoline, others benzine and wood alcohol. My experience is that gasoline makes the best and surest filler for all kinds of makes. Sometimes the manufacturers of these useful articles pack them too tightly with wicking and cotton batten. This should be looked into and if found too tight loosened up. Fill the lighter full of the best gasoline, and carry in your pocket a few matches to start the lighter each time and you will have no further trouble.—Rosalia, Wash.

Smile and boost, boys. It's better than to frown and knock. It makes friends for the road and that makes good business, which is what we all want.



A Member of the Geographical Society Retired.

SAFETY FIRST

In common with other railroads of the United States, our company has inaugurated the Safety First Movement, which has already accomplished much good in all branches of the service. The desire of the Chicago, Milwaukee & St. Paul has always been to safeguard its employees, as well as its patrons, and to effectually promote this purpose a Bureau of Safety was organized August 1st, 1912.

The problem of reducing accidents is, without a doubt, the most important that railroads have to meet. It as vitally affects the employe as the official and our call for meetings to consider this question of taking not only ordinary precautions, but of going a trifle farther, and using the extraordinary, was responded to with gratifying promptness.

It has become a simple matter with our men, and we find that since Safety First has been organized on this road, conditions everywhere are improving. Especially is this so with respect to injuries to the employes themselves, and now that the movement is rightly understood and appreciated, the mere mention of Safety First has the right effect.

A preventable injury cannot be termed an accident—someone's thoughtlessness or carelessness is to blame—in a great majority of cases injuries are due to the latter. Our company is doing all in its power to eliminate dangerous conditions, but at best they cannot bring about a material reduction unless everyone concerned will co-operate, practice and follow Safety First all the time. It is not sufficient that we watch for our own safety alone, we must try to protect our fellow-workers, just the same as we do ourselves; and we must always have the time to explain to the inexperienced man, the safe and the unsafe way of doing his work, and in short, point the way to correct all dangerous conditions as they come to our notice. As for instance, the turned up nail, dangerous practice of adjusting couplers with hand or foot, going between moving cars, etc. Remember it is better to pull your train up a dozen times and try again, than to lose your hand or foot. Never attempt to jump on a front foot-board of an approaching engine while standing between the rails. If this is practiced, sooner or

later, there will be a funeral at your house and not at the home of one of the officials.

Other important things to remember as belonging essentially to Safety First is to keep the right-of-way free of broken draw-bars, chunks of coal, or any dangerous obstacle. If you cannot remove broken draw-bars alone, call for help, there are always Safety First men around, and they are always willing to help you.

Since our organization, we try to hold meetings once a month on each division. The employes nominate and elect officers, and appoint committees from the different crafts, and no loss of time or expense is incurred in serving on these committees. At the meetings, which are held at each division headquarters, officers and men talk over matters pertaining to Safety First, receive suggestions from all concerned, hear the observations of those who have ideas that would tend toward improvement of conditions. Any suggestions that would affect the entire system, or where conditions are such that suggestions should be referred to the general committee, a vote is taken, and if carried, the subject is referred to the general committee, with recommendations.

We have, so far, acted upon 239 suggestions; referred 58, and tabled only 77, the latter mostly on account of there seeming to be a greater hazard involved than now exists.

At our general meetings, we find, not only employes, but their wives and children, and all are cordially welcome. At some of the meetings the women folk have made short addresses, a thing which is greatly encouraged, as the wives, children and mothers are the ones who suffer most when the breadwinner is taken away, or injured.

The interest displayed in the movement is most gratifying and results already show a surprising decrease in injuries to our men. But while these reports are most encouraging, we shall not be satisfied until accidents caused by taking chances are unknown on our railroad. The men are coming to realize that it takes longer to make out an accident report than to prevent an injury, and also that it is better to be late than to be crippled.

AT HOME

Anna M. Scott, Editor

Spring Openings.

On Monday, March 10, was the beginning of a magnificent State street function, the Spring Opening of the department stores. Model gowns from Paris, also American importations, exhibited on living models. All the soft weaves are utilized in these frocks—crepe du chine, brocade, crepe meteor, charmeuse, and moire. The Bulgarian influence can be seen in the bright colorings and belted blouses of some; others show draped effects, and it might be said that these take first place among the fashions.

Among the summer materials are mercerized voile and ratine. This latter material comes in plain colors and stripes, as well as bordered designs, and is good for tailored suits and dresses, or for separate coats. One of the smartest colors is in the new copper shade, and is becoming alike to fair women and dark ones. You will also find included in the Spring and Summer materials the pebble effect in cotton Panama cloth. This comes in several shades and is very handsome. The designing of the dress requires little more than good lines in the handling of these exquisite materials. The straight effect is still in vogue.



Advance Style Notes.

Hats made entirely of straw are among the early season styles. Hemp (sometimes called horse-hair) brims are also being used with large draped crowns of soft materials, such as crepe de chine, or maline.

The trimmings are very simple, and are posed upright, either in the back or the front of the hat.

Many of the modern style books have patterns which give minute directions for making and covering frames. But it is not always necessary, in the evolution of the new hat to have an entirely new frame. Often, when the brim of a last year's hat is torn beyond mending, the crown may be removed, and a soft silk or ribbon draped around the edge, converts the discarded straw into a smart little toque. The drapery should fold naturally and the stitching be concealed—it must never look sewed. The end of the drape could be carried up in neat folds to form a feather effect at the back of the hat. No other trimming is needed.

Should it be the crown and not the brim that is past repair, it is a very simple matter to replace it with one of the new soft crowns made over crinoline. A frill of lace where the two parts are joined serves the double purpose of trimming and finish.—The Westerner.



Housewife's Daily Economy Calendar.

By Frances Marsnall.

Some housewives go through life with one dustpan. When they are brushing up the bedroom floors they must run down stairs for the dustpan. Perhaps, when they need the dustpan in the kitchen, it has been thoughtlessly left upstairs and another few minutes and many steps must be spent in going for it.

The upstairs or bedroom cleaning cupboard, which can be equipped at the cost of a dollar or so, if need be, is a saving of time and energy—in the long run, a saving of money.

A cupboard or closet not in use near the bedrooms, the corner of a back hall screened off, or the entry to attic stairs can be utilized to hold bedroom cleaning implements. A stiff broom for rugs, a soft brush for bare floors or else two or three canton flannel bags to slip over the stiff broom, a dustpan and a dust brush are all needed in this closet. A brush for walls and ceilings, or else other covers of cotton flannel or cheesecloth for the stiff broom, should also be provided. Window cloths, dust cloths and floor cloths, cloths for cleaning marble and enamel in the bathrooms and cloths or chamois for cleaning and polishing mirrors should be put in neat piles on a shelf.

A box of borax, a bottle of ammonia, a cake of laundry soap and any other cleaning materials desired should be kept in this upstairs cleaning cupboard. The expense of having these things in two places is no greater than the expense of having them in one. For if the housewife does not wish to invest in two bottles of ammonia or two boxes of borax, she can at least put a little borax in an old box or bag and a little ammonia in a vanilla bottle for use upstairs.

If oil lamps are used in any of the bedrooms a can of oil also should be kept upstairs.

A waste basket with a solid base, or a

strong wooden box, should be placed in the cupboard for the reception of scraps from the bedroom baskets, dust or broken glass. This box or basket will probably need emptying only once a week.

Cleaning fluids—naphtha or gasoline, French chalk and ink eradicators—can also be kept in the upstairs cleaning cupboard.—Copyright, 1913, by the McClure Newspaper syndicate.

To Protect Bare Floors.

Utilize old felt hats or old rubbers or even old heavy overcoats, by cutting from them small round pads to fit the bottoms of chair legs, and they will save polished floors wonderfully, incidentally the housewife's knees and nerves.

What Raw Potatoes Will Do.

Rub a raw potato over water marks on glasses or pitchers and the stains will disappear.

Fill the vinegar cruet with grated raw potato and let stand a few hours, shake out, rinse with clear water, and it will be beautifully clear, all stains having disappeared.

A splendid china cement to keep for accidents is this: Make a thick solution of gum arabic, stir plaster of paris into this until the solution becomes creamy.

Dishes mended with this can not be broken again in the same place.

The knowledge of courtesy and good manners is a very necessary study. It is like grace and beauty, that which begets liking and an inclination to love one another at first sight.—Montaigne.

Gardening.

Every day now, the sun is climbing higher and higher into the skies and his rays can be felt even though the ground is snow covered. It will soon be Spring. The trees will be, before very long, clothed in their fullest foliage and brightest verdure; the woods will be gay with flowers; the air perfumed by the wild rose and the honey-suckle; the meadows carpeted with clover blossoms and wild anemones. If you are a nature lover the thoughts of these things will tend to make you look forward to the greatest of all out door pleasures,—gardening. Since time began, the hereditary inclination of civilized man has been the love for gardening. To control or own a few square feet of ground and produce something worth while is the natural desire of most of us. The embellishment of a plot

and the beautifying of one's surroundings is a fascinating recreation that cannot be appreciated by those who have never known the satisfaction of reaping the benefits of a few minutes' work each morning, in the freshness of the day, close to Mother Earth. "Grow flowers and keep on the sunny side of life." It is the busy people who grow them with the greatest enthusiasm and best success. To those who have never tried because of their surroundings, will say that they can never know their own power until measured up against great odds. Try it this year. It is easier to grow flowers than to make excuses why you do not, and the pleasure is more lasting.—W. R. Callaway, in The Way People Travel.

In the Flower Garden. Suburban Life.— March.

Along the middle of the month (depending on the weather) you may uncover your hardy plants and bulb beds. Do it gradually. The uncovering of rose bushes may well be deferred until the first of April.

As soon as the frost is out of the ground, sow sweet peas five inches deep.

Be sure to plant some gladioli this spring; you will never regret it. They thrive in any good garden soil, and will return a wealth of blossoms for little attention. Plant the bulbs about five inches deep in an open, sunny location.

Poppies should go into the ground as soon as the frost is out of it. Sow the seeds lightly in the spot where you wish the flowers to be, as poppies are ill-adapted to transplanting.

After having divided the old dahlia roots, start some of them this month. They will flower during the warm months, although the flowers will not be so large as those which come from the later-planted roots.

Don't forget that some of your flowering and ornamental shrubs need attention this month.

The lawn will need attention early. Give it a thorough cleaning up, and scatter seed as needed in bare spots and where there is weak growth.

Give the iris and peonies a covering of old, well-rotted manure as soon as the winter protection is removed.

Sow some seeds of flowering plants in flats indoors, for transplanting outdoors later on. They need little attention. Do not use too much water or you will have spindling plants.

Asters can be planted in such flats; and many others, such as marigolds, zinnias and other old-time favorites, if started indoors

in March, will be ready for planting out in May and June.

* * *

Favorite Recipes.—Good Things to Eat.

Fruit Salad.

Three oranges, cut small; 3 apples, cut small; 2 bananas, diced; $\frac{1}{2}$ cup chopped nut meats, 1 cup chopped celery. Mix all together, then add gradually 3 tablespoons lemon juice, after which stir in, a little at a time, the following dressing without oil.

* * *

French Dressing.

One egg beaten light, then add while beating all the time, 3 tablespoons cream, 2 tablespoons sugar, $\frac{1}{2}$ teaspoon salt, and a drop of tobasco sauce. This is delicious.—G. E. P.

* * *

Pea Soup.

One-half pound of split peas, 1 onion, 1 stalk of celery, 1 small carrot, 1 small turnip, 3 thin slices of bacon, 1 heaping tablespoonful of butter or dripping, a little dried mint, 1 quart of stock, seasoning of salt and pepper.

Soak the peas in cold water for several hours; melt the butter or dripping in a saucepan; drain the peas and put them into the pan, with the onion and the vegetables cut into small pieces; stir over the fire for five minutes, taking care that they do not brown; then add the stock, and season with salt and pepper. Boil up gently and skim well; let it simmer slowly until the peas are tender. Rub the soup through a sieve and add the bacon, previously fried and cut into small dice. Reheat, add the mint and serve.—Ladies' Home Journal.

* * *

Walnut-and-Cheese Sandwich.

One-half cupful walnut meats,

One-half cupful Neufchatel cheese,

Dash of pepper and salt.

Chop walnuts fine and mix with cheese; add pepper and salt. Spread between slices of white bread. The sandwich will be further improved by putting between the folds a crisp lettuce leaf.—M. S. R.

* * *

Breakfast Rolls.

Take 1 cake of compressed yeast dissolved in cup of luke warm water, $\frac{1}{2}$ cup sweet milk, add piece of lard size of walnut, 1 tablespoon sugar, one teaspoon salt, and enough flour to produce a sponge, let it raise one-half hour, then add flour enough to knead without sticking to your board, knead well, and let raise until light, mould

out and raise thirty minutes before baking.—David.

* * *

David's Cream Pie.

Two cups of milk, the yolks of 3 eggs, $\frac{3}{4}$ cup of granulated sugar, butter size of walnut, 1 teaspoon of vanilla, 1 tablespoon corn starch, dissolved in a little milk. Put milk in a saucepan, and allow to simmer, add the beaten yolks of eggs, also the other ingredients, then add corn starch, stir this in thoroughly and let it cook until it is as thick as desired. When cool pour in shell, add the following: Beat whites to a stiff froth, add one teaspoon of sugar; have shell crust baked, return to oven and let brown. (Delicious.)

* * *

Eggless, Butterless, Milkless.

Put in saucepan 1 cup brown sugar, 1 cup water, 2 cups seeded raisins, 1-3 or $\frac{1}{2}$ cup lard, 1 teaspoon cinnamon, $\frac{1}{4}$ teaspoon grated nutmeg, $\frac{1}{2}$ teaspoon ground cloves, a pinch of salt. Boil three minutes and let cool. When cool add 1 teaspoon of soda, dissolved in hot water; 2 cups of flour, in which $\frac{1}{2}$ teaspoon baking powder has been added and sifted. Bake in moderate oven one hour.—G. E. P., Milwaukee.

* * *

Sponge Cake.

The yolks of 4 eggs, add 1 cup of sugar gradually, beat very light, then add 3 tablespoons of cold water to the sugar and eggs, small tablespoon of corn starch, put in a cup and fill with flour in which $1\frac{1}{2}$ teaspoons of baking powder has been sifted, beat whites of eggs to a stiff froth and fold in. Bake forty-five minutes.—N. S. R., Waukegan.

* * *

Dear Editor:—I am to graduate from High School in June, and my father is not able to buy me a very fine dress for graduation. Mother can make a simple gown, but I suppose the girls will all have something very fine. Can you tell me some nice way to make a dress that will not cost too much and yet be a pretty graduation gown?

Elsie.

You can have a very pretty and dainty dress, also inexpensive, by selecting white batiste or dotted swiss. The waist can be made in kimono style, with either a square or round dutch neck, with short sleeves, trim with German Valenciennes lace. The skirt is cut in two pieces only. Trim skirt also with Valenciennes lace to form an overdress; gather skirt slightly at back. Wear soft crush girdle of white messaline. (Simplicity is the chief charm of the graduate's frock).

THE GET TOGETHER SPIRIT

The Milwaukee Club.

J. M. Allen.

A "Milwaukee" man, old in the service, now holding an important post in the Seattle offices, remarked the other day while in a reminiscent mood, "I was in the general office at Chicago for a long time, one of hundreds of men, and came into intimate daily contact with scores, called them by their first names, borrowed their cigars and went to ball games with them, but I don't believe I knew where half a dozen of them lived or had ever met the wives or families of that many. Out here it is different somehow. Why, we have a regular "Milwaukee" colony out on our hill. Smith, in the Vice-President's office, lives next door to me and Robinson, in the traffic department, is just 'round the corner. Jones and Brown are close by, too. Our folks have all kinds of good times together. I remember when Smith left Chicago to go to work on the extension. That was away back about the time the end of the track was somewhere near Lemmon, S. D., and we regarded Smith with some curiosity and speculated as to whether he was doing a wise thing or not. But the call of the extension grew stronger and one by one the boys kept going. I left in '08 and the second man I met when I struck Miles City was old Smith dispatching trains on the Musselshell Division. After a while I moved along to Butte and there I struck Jones, as a D. F. A., trying to inject some "pep" into our time freight schedules. As I moved further West I came across more of the old boys from Chicago, found each of them improved by coming out West, and met their families, of course. Never knew what a fine wife Smith had and never took much stock in those girls Jones used to brag about until I met them out here. I've had many a dance with them since. But we all seem to have wound up here in Seattle as a great big family, from the officials down to the office boys. Do you know, I believe the Milwaukee Club has had a good deal to do with it? The boys running it have sure given us some good times, and I hope they keep on."

The Milwaukee Club he referred to was organized in 1910 and had for its object the bringing together upon a social basis of Smith, Jones, and all the others spoken of and their families and indirectly of encouraging that spirit of loyalty to the "Milwaukee" and of pride in its standards, which we all feel who have been with the com-

pany in this its greatest epoch. The club has given several dances each winter and at least one summer outing. These affairs have been most generously supported and attended, not only by "Milwaukee" people, but by their invited friends in transportation and commercial circles. No attempt is made to realize a financial benefit, all profits being used to promote the enjoyment of those attending. The membership has thus far been found principally in the Seattle general offices, and be it said that the younger set has stepped in and assumed its full share of the responsibilities and pleasures. It is whispered that more than one charming wedding has been chargeable in some measure at least to the "Milwaukee" dances. It is certain that the feeling of loyalty to the company and of co-operation among ourselves one with another, upon which the club was founded, will never die and that an invitation to one of its affairs will be, as heretofore, a thing to be sought and prized.

The membership of the club for the current year is as follows:

J. M. Allen, President; A. H. Barkley, J. R. Gilman, O. P. Kellogg, A. J. McCarthy, A. J. Scott, H. W. Soergel, O. R. Taylor, Secretary; H. R. Wahoske, L. A. West, S. Wilson, C. H. Winter.

Railroad Men's Club, Three Forks, Mont.

This Rocky Mountain town, I think, has the distinction of being the first on the "Puget Sound Lines" to have an organized railroad men's club. The club was incorporated March 1, 1913, under the laws of the State of Montana, and at the present time has a membership of 115. At the rate new members are coming in we hope to have passed the 200 mark June 1, 1913.

We have the exclusive use of a large building a block from Main street, which has been fitted up in a first-class style. The reading room occupies the front portion of the building and presents a very cozy home-like appearance. In it may be found all the latest periodicals and State daily papers. We also have a self-player piano with about fifty rolls of music; easy chairs; writing desks and materials; telephone connections, and several large plants.

The gymnasium occupies the central portion of the building and contains athletic paraphernalia of every description. This room is also used for club dances, entertainments, athletic tournaments and lectures, some of which take place every week.

The rear portion of the building is taken

up with two shower baths and lockers. The building is lighted by electricity and well heated.

Although started late in the season we have a fast basket-ball team and as soon as the weather permits baseball practice will commence.

Some very good wrestling and boxing material is being developed under professional instruction and every one is hard at work to make our first athletic tournament on April 26 a success.

The club is filling a long-felt want and is receiving the hearty co-operation of all the officials.

The motto of the club "Sobriety" is lettered in the gymnasium so that it is most noticeable and it is certain that the motto will be heeded by all the members. If enthusiasm and hard work count for anything the railroad men's club of Three Forks is a permanent success.

The officers of the club are: J. J. Shea, President; Wm. Cosgrove, Vice-President; C. G. Bleichner, Secretary-Treasurer; W. H. Roberts, Chairman; L. H. King, Wm. Conway, H. H. Jenkins, Wm. Cosgrove, directors.

Secretary C. G. Zeichner will cheerfully answer any questions relative to the cost, operation and management of the club, and the Magazine hopes to hear of the organization of such clubs in other places.—(Editor's note).

CO-OPERATION.

The gospel of the soft answer that turneth away wrath is as old as Christianity, but it comes frequently before the business world now in the doctrine of courtesy. Especially courtesy from the railway employee to the railway patron, and everyone knows how desirable is such a standard for the railway employee. Once in a while someone with an exact sense of justice comes forward to suggest that turn about is fair play, and the railway patron is exhorted to bear in mind that he, too, is a gentleman, and as between gentlemen, courtesy is a reciprocal quantity. That is true, but more also is true. Courtesy is the outgrowth of a kindly spirit, of the feeling that we are, to a certain extent, our brother's keeper, and at least owe to him the mead of a friendly greeting, a helping hand and a brotherly interest in his welfare. Courtesy, then, begins at home, right among ourselves, and when we have uncovered our kindly impulse and given free

rein to the inborn friendly spirit, we have courtesy and co-operation.

If the man who occupies the chair at the head of the office remembers that his subordinates are human, like himself, and bids them all a cheery good morning, gives them a good word for a bit of work well done, the atmosphere for the day is more than likely to be clear and the work goes forward with a jump. The clerks are, probably without sensing why, full of interest in their work and courtesy is spontaneous, which is true courtesy. The patrons of that office or that business are its friends, everyone, and exhortations upon the subject of courteous treatment are not necessary.

Who has not had the experience of having gone into an office where the office boy accosted him with a grand manner of an exalted ruler, and with an air of exceeding condescension, consented to take a card to the inside office. Is it not natural, then, to expect that that is the office "atmosphere," and could one be blamed for looking out for the nearest exit and for bidding that office boy and office manager a permanent goodbye. It is more than often the fact that if "the boss" is human, the rank and file are imbued with human impulses, and business, then, slides, as on greased ways.

Of course, the off-horse sometimes gets into the harness and he has to be led gradually into the team before he pulls as willingly as the rest, but there again will come in the kindly spirit, and in the end, the "team work" will go ahead without a hitch.

Competition has, happily, largely eliminated the "little Czar" from business, but the man who has the human interest in his employes and cultivates the family feeling among his group finds them all ready to pull with him toward the common good, and he has achieved a high type of efficiency in his business because he has secured the loyal support of his working force.

The Editor acknowledges with many thanks, the cordial response to the appeals of the Magazine for contributions, photographs, etc. Many interesting articles, pictures and items were received, more than sufficient for the first number, but these have been placed on file, and will be used as opportunity offers in the future numbers.

SPECIAL COMMENDATION

Frank Gardner, who is employed as chain man in one of the surveying gangs at Perry, discovered a broken rail on Coon River bridge February 27th. This was after a very cold spell and when examined it was found that quite a large piece of steel was broken from the rail and nearly all the bolts holding the fish plates were gone. The discovery was made a few minutes prior to the time No. 26, the fast passenger, was due to pass over the bridge. Mr. Kettering, another member of the survey gang, hurried to a telephone, advised the dispatcher's office and No. 26 was notified just before leaving Dawson, the first station west of the bridge.

Osborne W. White, brakeman on the C. & C. B. west division, received a letter of commendation from his division officers account of his discovery of a sprung journal in a car in a passing train. The matter was reported and the car set out for repairs before an accident occurred.

February 27 C. M. Cross, section foreman on the C. & C. B., found a switch which had been run through, the points being open about three inches. This was discovered and repaired just before No. 1, the fast passenger, was due, and the way they pass through Dedham would have resulted in a bad accident.

Conductor George Vandercook, C. & B., Iowa, pulled off a little stunt the first week of March which showed his loyalty to the company. Account of a serious freight wreck, the division was badly congested and when a stock train, which had been detoured via the C. & N. W., arrived at Tama, the crew handling same was compelled to leave the train account of the rest law. A relief crew had been ordered from Ferguson, but the conductor failed to make the train, having been given a short call. Mr. B. Buckley, a student passenger conductor, was making one of his trips with Mr. Vandercook on No. 6, and when Vandercook heard of the situation at Tama and knowing the delay which the stock train would receive if compelled to wait for another conductor, volunteered to turn his train over

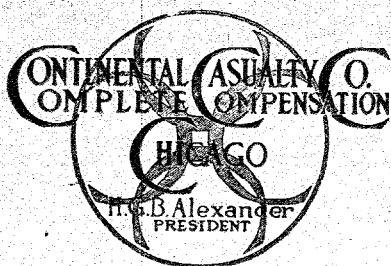
to the student passenger man and run the stock train to the terminal. Mr. Vandercook received the commendation of local and division officials for the act.

Charles McCurdy, a station helper at Panama, Ia., discovered a broken rail in the Panama yard the fore part of March.

P. S. Mozeney, the agent at Louisa, Ia., showed that his mind was on his work the latter part of February, and while the move was not quick enough to have prevented an accident, it materially diminished the amount of damage done. No. 26, the fast passenger, was approaching Louisa. Mozeney seeing that first 71 was not going to get into clear at the east end of the yard, threw his board at danger. No. 26 goes through Louisa at a high speed, but the engineer, George Hardy, was watching for signals and reversed his engine, not in time, however, to prevent the accident, which resulted in both engines being derailed, although no one was injured.

John Orman, a section laborer at Dawson, Ia., on February 21 prevented a serious if not fatal injury to Brakeman J. A. McNeal. Mr. McNeal was on a work train, which was laying on back of the tank. McNeal was on both ends. He stepped off the engine to handle a switch and when he got back on the engine, instead of grasping the hand-hold he got hold of a piece of iron which was laying on back of the tank. McNeal fell over backwards and was being dragged by the engine when Orman, who was cleaning switches, discovered his position, and signaled the engineer to stop. Mr. McNeal escaped with but minor injuries but would have been badly injured had he been dragged another six feet, as this would have brought him over a crossing.

On March 13 a special train was standing at Lamoille, Minn., when train No. 31 pulled into the station. An old lady, fearing to pass in front of the special, was standing on the platform in the rain, when



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Washington Street.

Brakeman Chas. Leaser, River Division, took special pains to assist her across the track and into the waiting room. This act was certainly commendable and showed a proper spirit, both as an employe and as a man.

Conductor C. A. Kurtz, H. & D. division, was given a credit mark for discovering a broken arch bar and oil box on St. P. car No. 57780 at Ortley, S. D., on train second 64, February 26. Conductor Kurtz looked the train over when they stopped at Waubay and also when they pulled out of Waubay and did not find anything wrong. When pulling into Ortley he saw fire flying and stopped, finding the arch bar and oil box broken, letting the car down on the wheels, causing them to slide. This might have caused a serious accident.

Brakeman R. W. Porter, H. & D. Division, received a letter of credit from division officials for the discovery of defects in a passing train the latter part of February.

Brakeman J. L. Johnson, employed on the Middle H. & D. Division, received a credit mark for discovering a wheel on I. C. car 141204 in train No. 63 February 12, at Montevideo. This was the fourth car ahead of the caboose and the train had stopped at the Montevideo stock yards to meet train No. 18, and Brakeman Johnson walked up ahead to let the train pull by him and as the train was pulling by he discovered the broken flange.

THANKS TO MR. KINNETT.

On February 29, 1913, John J. Kinnett, a retired farmer living at Beebe, S. D., a small closed station between Aberdeen and Mobridge on the H. & D. Division, happened to be in position to watch train No. 16, the Olympian, pass that station. He noticed a journal blazing on one of the coaches, and promptly went to the local telephone office and phoned agent at Ipswich, the first open station east of Beebe, telling him of the hot box. The agent at Ipswich flagged the train and on examination showed that the journal was burned off on coach No. 3735 and was laying in the box. The trainmen were not aware of the journal being hot, and this train does not make any stops between Mobridge and Aberdeen, a distance of ninety-eight miles.

The presence of mind of the farmer prob-

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ably averted what might have been a serious accident, and he is certainly to be commended on his presence of mind and good judgment in the action taken.

* * *

Brakeman E. C. Fredericks, in freight service on the West Division of the H. & D. Division between Aberdeen and Mobridge, celebrated Washington's birthday by capturing a postoffice robber and jail breaker named Gunny McLeer under rather peculiar circumstances.

Gunny McLeer was convicted of a post-office robbery in South Dakota, and after conviction broke jail and had been at liberty for about six months. He was finally caught by officers at Eureka, S. D., and placed in jail awaiting arrival of officers from the Sioux Falls penitentiary to take him back to that institution. He broke jail at Eureka from force of habit and walked to Beebe, at which point he boarded an east-bound freight train. The sheriff at Ipswich was notified by some one at Beebe over the telephone that McLeer was on the train and he attempted to stop the train at Ipswich, but on account of their having the time order on the Olympian they would not stop, but the marshal at Mina was notified to meet the train at that station, at which they would stop. The marshal got on the caboose, but did not care to tackle the postoffice robber, who was several cars ahead of the caboose. Brakeman Frederick volunteered to go with the marshal and place him under arrest, which he did, the marshal keeping a short distance behind Frederick and being absolutely sure that he was fully protected by the ample physique of Brakeman Fredericks. McLeer made no defense when placed under arrest by Fredericks, and he was brought to Aberdeen and turned over to the sheriff.

There was a reward of \$200 out for the capture of McLeer and probably Fredericks will come in for a good share of the reward. At least all the H. & D. men feel that he should have had the entire sum, and we hope he gets it.

* * *

Following is a list of men in the snow service in the Cascade Mountains during the winter of 1912-13, to whom special credit is due for their loyalty and hard work during the worst storms; not only doing their own work, but helping in every emergency, at all kinds of labor. Credit is also due to the gang of Bulgarian laborers for their unfailing response to every call, night or day, and their persistence in fol-

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lowing Messrs. Ennis and King over slides and through storm to rescue the pilots and plows when their crews were buried under heavy snow slides in the great storm of January, 1913.

W. C. Ennis, trainmaster.
F. C. Dow, chief dispatcher.
W. A. Allen, dispatcher.
G. H. Hill dispatcher.
H. E. Peterson, dispatcher.
F. Buchanan, traveling engineer.
Thos. King, roadmaster.
C. Brenner, conductor.
R. Muncy, conductor.
H. J. Neff, conductor.
W. G. Andrews, conductor.
R. R. Gardner, conductor.
E. B. Hill, conductor.
R. W. L. Benjamin, brakeman.
O. S. Brown, brakeman.
D. A. Bisson, brakeman.
L. A. Borden, brakeman.
D. A. Parks, brakeman.
J. Browning, brakeman.
Wm. Hopkins, brakeman.
O. A. Rodgers, brakeman.
J. D. Wilson, brakeman.
C. C. Fay, brakeman.
B. J. Smith, engineer.
Albert Heap, engineer.
J. P. Conley, engineer.
P. E. Schwabke, engineer.
F. Warren, engineer.
Wm. Cundy, engineer.
E. R. Stevens, engineer.
H. P. Kennedy, engineer.
Ben LaGrange, engineer.
W. H. Norris, engineer.
Geo. Gersach, plow engineer.
R. W. Stambaugh, plow engineer.
J. E. Fitzgerald, plow engineer.
H. E. Bradford, engineer.
F. R. Morrill, plow engineer.
F. W. Bloom, plow engineer.
H. A. Clark, plow engineer.
G. A. Bankston, plow engineer.
Thos Veal, plow engineer.
Wm. Penegor, engineer.
Alex Beach, engineer.
F. McCormack, engineer.
John Bell, fireman.
H. E. Simson, fireman.
J. Hbheim, fireman.
J. F. Hobbs, fireman.
J. F. Hobbs, fireman.
Thos. Cavanaugh, fireman.
J. W. Galligher, fireman.
A. F. Anderson, fireman.
C. Stapleton, fireman.
E. N. Ritter, fireman.
J. E. Hand, fireman.
A. E. Carouthers, fireman.
Otto Neilson, fireman.
Geo. Hoffman, fireman.

THE AGENTS.

From City Passenger Agent C. H. Miles,
San Francisco.

Passengers have frequently come to our office holding tickets purchased from C. M. & St. P. ticket agents, the first coupon reading from San Francisco to Albuquerque, N. M., via A. T. & S. F. Coast Lines. The passengers wished to use the Coast Line of the Southern Pacific Company from San Francisco to Los Angeles (which is a well-advertised scenic line) and from Los Angeles to the East via the A. T. & S. F. through Albuquerque. The A. T. & S. F. lines West of Albuquerque are known as the "Coast Lines," which is the reason for confusing the two. Where an error of this kind is made it necessitates additional expense in telegraphing in order to have authority issued to exchange the coupon to read, as above stated, on account of error.

This same mistake is made by ticket agents routing A. T. & S. F. to San Francisco via A. T. & S. F. Coast Lines, when it was the desire of the passenger that the ticket should read A. T. & S. F. to Los Angeles and Southern Pacific, Coast Lines to San Francisco.



Now that the Spring movement of emigrants is on, agents having shipments destined to points within the State of Montana, should read and observe very carefully the quarantine rules and regulations in effect in that State to avoid annoyance to shipper of delay when held in transit for inspection of live stock to comply with the requirements. The Montana laws are very strict and failure of proper observation by the carriers may result in heavy fines. Agents should make it their work to inform shippers specifically on the essential requirements of the laws, as the ordinary emigrant is seldom in position to obtain exact information. What is said in regard to Montana is true also of other States.

Jefferson, Iowa:—Section Foreman Stougard is entitled to special credit for discovering a car with broken truck frame on Extra north, Conductor Elliott, March 12, 1913. When car was set out truck frame was found in such bad shape that it caught the switch when car was being put in on siding. Mr. Stougard thus prevented quite an accident, as it would have been impossible for this car to have gone over C. & N. W. crossing without derailing, which would in all probability have blocked our line and the C. & N. W. main line.

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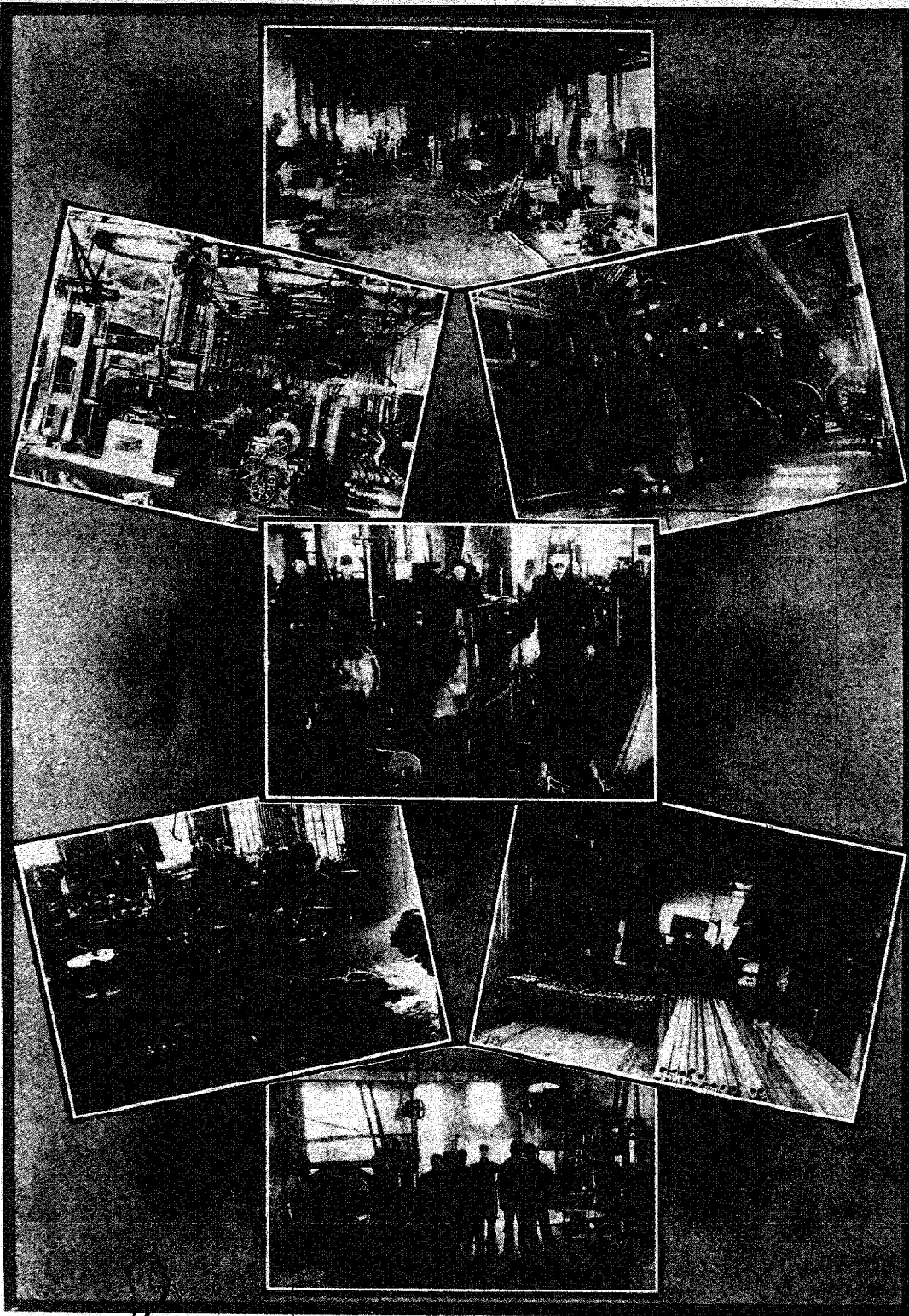
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Frank Rhoda, Cashier



Pit side of machine shop Minneapolis, 3. Wheel Shop Minneapolis, 9. Machine side, machine shops, Minneapolis, 5. Boiler shop, Minneapolis, 11. Blacksmith shop, Minneapolis, 13. Airbrake repair shop, Minneapolis, 1. Flue shop, Minneapolis, 12.

SHOP KINKS

Savanna Car Department.

The Savanna Car Department employs eighty-six men, and their winter record is one to be proud of. During February this shop repaired 1,810 cars on the repair track. The same month there were repaired in the Savanna Yards, by the inspectors and safety appliance men, 1,932 cars, light repairs. The road work which covers a distance East as far as Davis Junction, West to Delmar Junction, North to Green Island, and South to Port Byron on the Illinois side, and Clinton on the Iowa side, requires several men on the road each day, and during February they repaired 200 cars on the road. This work is in charge of Car Foreman W. M. Murphy, assisted by "Al" Pierce.

The air brake repair and testing department, in charge of Frank Farar, reports for February 170 triples cleaned and tested, and 1,800 cars tested, and adjusted. Mr. Farar also has charge of the gasoline air compressor, for the testing plant and for air drills, and the comparatively small amount of trouble at this plant indicates that Mr. Farar is on the job most of the time.

David Raymond handles the blacksmith work, and one of the boys says "Dave's" ability to make invisible welds and temper tools is only exceeded by his good nature, and even temper.

In Savanna's Car Department are several old-timers, among them Charles Schwarzsinger, Charles Sazma and William Weitzel.

John E. Weidman is foreman of the Savanna wrecking crew. "Big John" is a most able manager at a wreck, for he never gets excited and his methods show the efficiency which comes of a careful study of the problems he has to solve.

Among the old-timers on the inspecting forces are Joe Frazier, Cornelius McGrath, George Caple and Peter Harkinson, nearly all of whom have seen thirty years' service with The Milwaukee.

The night force is in charge of Foreman Wm. Waymack and consists of sixteen men, including box packers, coach cleaners, safety appliance men and inspectors.

Not to neglect the ladies, it remains to speak of Miss Murphy, stenographer in the Savanna car repair office. This office handles an immense amount of correspondence promptly and efficiently. With her other work, Miss Murphy made out during February, 2,000 bills against foreign roads.—C. F. Cromer, shop clerk.

The Sandborn Roundhouse, like most of the shops and roundhouses on the system, is undergoing a general overhauling and additions to buildings and machinery are being made to care for the new, heavy equipment in use on the road. Sanborn has to haul in all water used in the stationary boilers and locomotives and since the commencement of rebuilding has had to furnish all the necessary water for that purpose. Notwithstanding, during the month of February, Sanborn handled fifty-nine engines 998 times, and fifty-six of those with only five stalls, all but six of the stalls being too small for the large power.

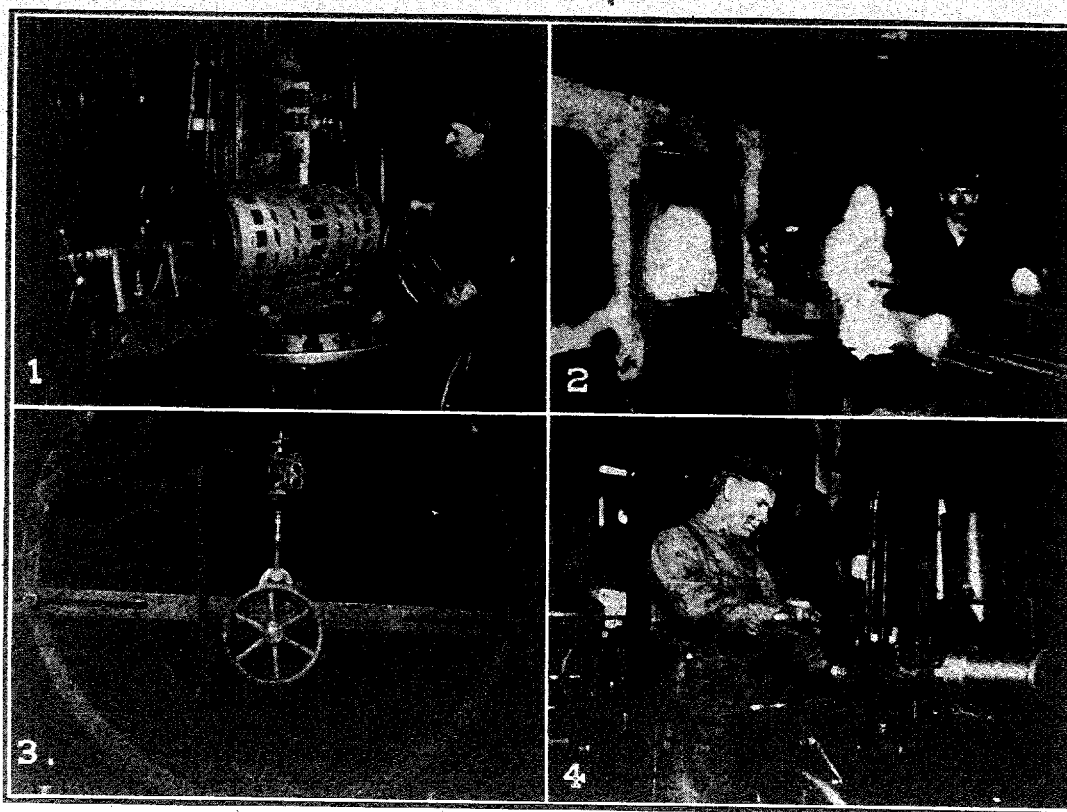
One creditable performance for Sanborn during February was repairing a broken tongue frame on engine No. 2234. She was put in the house at 4 p. m. February 12, the frame gotten down and sent to Dubuque on train No. 4 February 13. The frame arrived back at noon February 15 and the engine was out of the house and ready for service at 2 a. m., February 16. The time charged against this engine at Sanborn is for a machinist twenty-one hours and a helper twenty-two hours.—J. C. Opie, R. H. F.

The Car Department force at Perry numbers thirty-one men, with Gus Anderson, foreman. There are seven car inspectors, two carpenters, one air brake man and twenty car repairers.

This force repairs on an average of forty cars every twenty-four hours, ten heavy and thirty light repairs.

Welding locomotive frames with crude oil at Dubuque shops has been successfully practiced for the last four years, having in that time welded 158 frames, only three of which have broken again at the weld. But even on those, from eleven to twenty months elapsed during which time the locomotives were in hard service. Also, consideration must be taken of the fact that the engines thus welded which broke a second time, were put through the crude oil process while it was in the experimental stage. Taking everything, this method is a distinct saving in time and money for the company.

The procedure in this method, when the frame is broken through the back cone or rail, at any point, is: To drill a hole 2 inches in diameter down through the break, and with an air-power hack saw, saw out the old break, leaving two perfectly smooth surfaces. Then, expand the frame three-



1—Slotting steam port of valve bushing. 2—Welding locomotive frame with crude oil on Engine No. 7002. 3—Flue Cutter. 4—Turret head on axle lathe.

fourths or seven-eighths of an inch, which is done with a jack. Then a template of tin is made to fit the opening, and with a good block of hammered iron, forged in the blacksmith shop, to finish this template, fitted into the opening, the jack is loosened just a trifle to allow the pressure to hold it in position. Care must be taken that the grain of the iron in the block runs the same as in the frame. Now a furnace is built around the break, two and one-half inches from both sides of the block; three and one-half on top and bottom, extending out about thirteen inches on both sides the width and length of an ordinary fire brick. The furnace must be made almost airtight, using fire-clay as mortar. After elevating the oil so there is plenty of gravity, the burners are started. In two hours or so, when the slag begins to run freely from the furnace, the frame is ready to weld, which is done by dropping the jack out, when the enormous pressure back of the frame forces the parts together from one-half to five-eighths of an inch, making a perfect butt weld. A two-inch ram is then used to hammer in the sides which have swelled out from the pressure of the frame coming together. Should the frame fail to

come up, to the desired mark, a large battering ram, suspended from a tackle, is used, and with but a few blows the frame will come to its proper mark. On large welds we always allow nine-thirty-seconds for shrinkage; but where the frame is broken through the leg, we never allow more than three-sixteenth for shrinkage.

A Correspondent at North McGregor is afraid the wrecking crew there is a back number because it has only an old hand derrick, and thinks for that reason the officials always call for the steam derrick from Savanna. This hurts North McGregor's pride, because they like to "perform in the main ring." Cheer up, the side shows count for something.

R. H. F., J. R. Slater of Marion, with his force of one hundred men handle on an average of fifty engines of the largest type every twenty-four hours. The roundhouse, which has fifteen stalls, has been extended and enlarged to handle the large engines, and is very comfortable and presents a nice appearance. Electricity is used for lighting and driving the turn tables and for operating the coal shed.

Jas. T. Clark in the Marion car shop is equally busy with his forty-five men, repair-

Many Railroad Men Who, Five or Ten Years Ago Bought Land, Are Now Rich.
Your Savings, properly invested, should in a few years make you wealthy.

It does not matter so much whether you

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The section of the West advancing most rapidly today is Montana, properly called the Treasure State. This company own hundreds of fine tracts which are described in our booklet, "Upland Farming."

OR EAST

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Many eyes have recently been turned towards Northern Wisconsin and the next few years will show wonderful development in that state. Why not get "Forty Acres and Independence." Our booklet called "Orchard Valley" tells you how.

Minneapolis

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306-311 Plymouth Building

Minnesota

Several members of our company were formerly Railroad Employees and we especially cater to Railroad Men

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 for information or booklet and get reply by return mail.

ing over one hundred cars daily, in addition to large road territory which they take care of.

Minneapolis Shop News.

W. O. Hiddleston.

About the middle of February, notice was sent out that an Employees' Magazine was to be published monthly, and when the news was made public to the various employees a feeling of good fellowship seemed to prevail in the shops and roundhouse at Minneapolis. The writer has long felt the necessity of a publication of this kind to bring about a better feeling between employees and employers. Perhaps the boys at Minneapolis are a little slow in taking hold of the matter, but I believe after the first issue has made its appearance the ice will be broken and all parties will see the object of the magazine and begin to contribute.

We have among us some men who can furnish interesting articles. Mr. H. W. Emerson is the official photographer for the locomotive department at South Minneapolis, and has contributed a number of pictures for the magazine, showing the air brake shop, the machine shop, wheel shop, boiler shop, blacksmith shop, etc.

In the air brake shop the repairs of air pumps, injectors, lubricators, pop valves, gauges, etc., are taken care of for the entire northern district.

The machine shop takes care of about thirty-five engines per month, both light and heavy repairs. Besides taking care of engines, this shop machines all material sent to twenty outside points.

The wheel shop has been practically made over by the addition of many new and labor saving devices, all of which have increased its output from eight pairs to seventeen pairs of wheels per hour.

The installation of cranes in the boiler

shop has greatly increased the output of the shop, and with the addition of new tools recently ordered, the boiler work for the northern district will be second to none.

The round house and car shop foremen of the northern district met with Messrs. Connors, Wratten and MacMillan at South Minneapolis on February 24 and 25 to discuss the work of the past year and get the benefit of suggestions and general co-operation. The districts represented were Minneapolis, Montevideo, Minn.; Milbank, S. D.; Aberdeen, S. D.; Murdo, S. D.; Mitchell, S. D.; Sanborn, Ia.; Mason City, Ia.; Calmar, Ia.; No. McGregor, Ia.; Austin, Minn.; Jackson, Minn.; Madison, S. D.; Farmington, Minn.; St. Paul, Minn.; Hastings, Minn., and Wabasha, Minn. An important feature of the meeting was a discussion on delays to passenger trains. Everybody had something to say, and the good results of the meeting are already beginning to show.

The capacity of the shop at Deer Lodge is being doubled by an addition, 268x254 feet. The roundhouse will have nine additional stalls, two of them extended to accommodate the Mallet engines. Also additional driving wheel drop pits and engine truck wheel pits. A hot-air plant is being installed in the roundhouse, which is to be run by electric motor. A new 105-foot turn table is on the ground ready to be put in as soon as the weather permits. This table is the heaviest type, with eight-foot truss girders. A standard mechanical coal hoist is also to be erected, with two chutes. A ninety-inch criving wheel lathe, with quartering machine and crank pin boring is ordered for the machine shop; also a six-foot Cincinnati planer, one Cox & Co. pipe-threading machine, a stay-bolt cutter, a Geisholt boring mill, and many other new tools. The car shops are to be increased from fifty to one hundred cars on rip-track, with many new tools in the shops.

The Geo. Heaton Land Companies

Are offering to the Officials and Employes of the Chicago, Milwaukee and St. Paul Railway Company an opportunity to invest in the stock of one of their well-known land companies. This company known as

The Yellowstone Valley Colonization and Irrigation Company

Owens and controls 23,000 acres of land in
ROSEBUD COUNTY, MONTANA

Adjoining the town of FORSYTH

on the trunk lines of the Chicago, Milwaukee & St. Paul and Northern Pacific Railroads. List of Officials and Employes furnished on application.

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**The Yellowstone Valley Colonization and
Irrigation Company**

METROPOLITAN BUILDING

..

..

..

ST. PAUL, MINN

ON THE STEEL TRAIL.

C. & M. Division.

"Al" Hasenbalg, well known to all Chicago Division employes, has been appointed trainmaster. Vice D. E. Rossiter transferred.

The "new" station at Libertyville is to be painted this spring. This depot is one of the most attractively located on the line. It fronts on a sloping lawn, shaded by a magnificent old elm tree. Great care has been given this tree and its roots are protected by a built up mound, at the base of which Mr. Meredith has the name of the town picked out in foliage plants. Ornamental trees and shrubs flank the building and the only thing needed now is an umbrella shed over the long concrete platforms at either end of the station.

Somers, Wis.

The completion of the automatic block system between Lake and Rondout has been delayed by calling on the linemen to help repair the lines which were put out of service by the recent sleet storms. We were in hopes that the current would be strong enough to furnish lights for the stations along the way. If such should prove to be the case, some of us would be putting on metropolitan airs.

Mr. M. J. Gould, first trick operator at Ranney, whose prompt action in stopping No. 47 at Somers a few Sundays ago to examine a hot box, which proved to be a bad one, celebrated the seventh anniversary of his wedding March 28th. They are as popular a couple in the community as is Mr. Gould on the road.

Conductor O. P. Taintor, on No. 138, has been on the sick list, but is reported convalescent. Conductor Wyburn has his run.

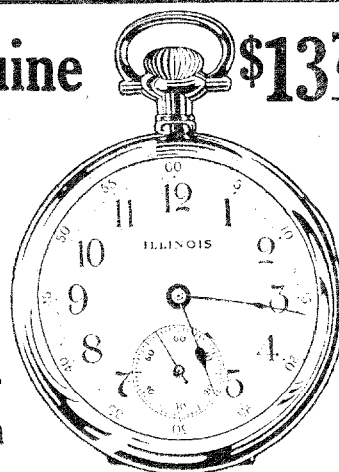
Conductor Wm. Hill suffered the loss of a valuable dog, killed by the electric cars near Rondout. Bill is out a \$10 note.

Steve Cudahy, brakeman on 194, is back on the job. He says he likes it better than carrying brick. The man he was working for hired a horse to do the work when Steve quit.

Farmer L. I. Perry, third trick operator, Rondout, has started his incubator. He expects to raise 1,000 chicks this year. He had about six hundred last year. He will supply you with fresh eggs and broilers later in the season.

A Genuine \$13.75

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\$1.00
Cash



I have decided to make employees and readers of the Chicago, Milwaukee & St. Paul Ry. Employee's Magazine this watch offer that is the sensation of the watch trade. I have enough of these superb watches to satisfy all who order promptly. Don't wait until the last day the offer closes.

Arthur H. Spiegel
Pres't & Gen. Mgr.

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17 Fine Jewels. The movement is the highest type known, containing 17 jewels, which means perfect running qualities. Will give as good service as the highest-priced watch.

20-Year Gold-Filled Case is a beauty, made in open-face style, with hands finely engraved back. It is warranted for 20 years. Being screw back and bezel, it is easy proof.

Guaranteed 25 Years. We send you a certificate with this watch that positively guarantees it for 25 years' service. Think of a watch sold for only \$13.75 that is guaranteed for almost a lifetime of usefulness. No watch selling for \$100 or more is any more perfect time-keeper. Ask anyone who knows watches.

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INSURANCE

13 No. 6TH STREET
MILES CITY MONTANA

Section Foreman M. Behrens, Walworth, has been seriously ill for the past week, but is now improving. Hope to see him back in a few days.

* * *

Jos. Binstock resumed work as second operator at Walworth, March 30th. He has been working at W. S. Yards and was recently married.

* * *

Milwaukee Terminals.

W. B. Hinrichs, recently appointed superintendent of the Terminals in Milwaukee, has a remarkable record with this company. He commenced work September 1, 1873, and has never failed to draw a full pay check in the thirty-nine years of his service. Mr. Hinrichs does not claim this as an altogether unparalleled record, as he asserts Vice-President H. B. Earling is on the list with him. Are there any others?

* * *

North La Crosse.

H. J. Bullock, Asst. Ticket Agent.

General Yard Master J. H. Lutiger is very busy these days, but is making the cars move promptly in spite of the many difficulties consequent upon the heavy storms.

Inquiries for colonists' rates indicate a heavy movement for western Puget Sound points. They all ask for the best of all—the Chicago, Milwaukee & St. Paul.

Master Mechanic H. M. Hauser is feeling the effects of severe weather, but keeps the motive power going.

* * *

River Division.

C. F. Cromer.

Chas Schmidt, statistical clerk in the superintendent's office, is the proud owner of a new canoe, which will be launched on the raging waters of Crystal Lake as soon as the ice goes out. All the girls in the building have been invited to go canoeing and Schmidt is now soliciting a fitting name for the new craft. At this writing he has practically decided on "Spoonholder" as the proper title.

Conductor "Hi" Cobb and wife have returned from a pleasure trip South, including a visit to Hot Springs, Ark.

Conductor Harry Dodds is back from an extended trip through the West, where he visited at Seattle, San Francisco, Los Angeles, San Diego, Salt Lake, Denver and other points.

James Hayes, conductor, is making a long Western trip, including visits to various coast points and expects to be gone about a month.

Supt. Meyers, accompanied by the division officers, has completed the Spring inspection trip.

Savanna Roundhouse.

C. F. Cromer, Savanna.

W. R. Lincoln, the oldest engineer on the C. & C. B., Iowa Division, lists formerly a resident of Clinton, Iowa, has moved to Phillips, New York, where he will make his home.

* * *

Patrick Mullen, who for the past forty-eight years has been in the employ of this company, died at the home of his daughter, Mrs. P. J. Hanley, Thirteenth and Washington streets, Dubuque, Iowa, on January 20, 1913.

* * *

Dave Culbert, one of the older C. & C. B., Iowa Division, engineers, has returned to work after being confined to his home during the winter months account of sickness.

* * *

C. & C. B., Iowa Division, Engineer Wm. D. McElheney, who gave up road service some time ago on account of defective eyesight, is a regular attendant to his duties at Savanna roundhouse.

* * *

C. & C. B., Ill. Division, Engineer Pat Hayes has returned to his home after undergoing an operation at the St. Francis Hospital in Freeport, Ill. His many friends hope to see him back on his engine very soon.

* * *

C. & C. B. EASTERN IOWA DIVISION.

Hazel M. Merrill.

Mr. C. H. Marshall, formerly mayor of the City of Marion, and for the past several years superintendent of the Missoula Division, with headquarters at Missoula, has returned to Marion as superintendent of construction. Mr. Marshall is being warmly welcomed by his many friends, all of whom are glad to see him located here again. Most of the time that Mr. Marshall has been in the west he has been engaged in construction work, so that his coming here at this time to take charge of the new work on this division will be a great benefit to all concerned.

For months rumors have been persistently circulated in Marion to the effect that the Milwaukee was getting ready to move everything out of town. President Earling assured a committee, composed of members of the Marion Merchants Association, that the thought of moving the superintendent's and other headquarters' offices from Marion had never entered his mind, and that they would remain here; also that Marion would remain a division point. (Cheer up! We do not have to move to Covington.)

The residence of Engineer F. B. Stafford on Orchard Heights was badly damaged by fire recently.

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Every Living Man

Who leaves his home in the morning in good health may be brought home at night dead, or at least injured or maimed, and knows he is constantly in danger and should be fully protected by accident insurance.

THE BEST ACCIDENT AND
HEALTH POLICIES
are issued by the

Midland Casualty Co.

WM. BARNES, Supt. Railroad Dept.

Insurance Exchange Building, Chicago

Engineer Albert Benson, a well-known engineer on the Milwaukee, between Marion and Savanna, died at his home in Savanna February 25. Engineer Benson entered the service of this company on the H. & D. Division in 1897, transferred to the C. & C. B. Iowa Division in 1899, was promoted to engineer in 1903.

Mr. C. R. Dummiller, formerly cashier at Ottumwa, has been appointed agent for the Milwaukee at Marion, vice Mr. F. J. Silvers resigned.

Mrs. Geo. Vandercook, wife of Passenger Conductor Vandercook, attended the inauguration of President Wilson. As far as we know Mrs. Vandercook is the only one in this vicinity who was afforded this pleasure.

It recently occurred that a boomer brakeman stole a good overcoat when leaving a hotel in Savanna. The police were notified to watch for him at Marion, but missed him. Passenger Brakeman O. L. Wohlrabe, who was also furnished with a description of the man, accosted him in Cedar Rapids, procured the coat, and returned it to the hotel proprietor at Savanna.

Mr. B. F. Hoehn has been appointed trainmaster at Marion, vice Mr. R. C. Merrill resigned.

Mr. J. E. Anderson has been appointed trainmaster at Perry, vice Mr. B. L. Hoehn transferred.



KANSAS CITY DIVISION.

F. H. Moore.

Engineer David Watson of the southwest limited, who has been ill for the past two months, is reported better. Expects to resume work soon.

Conductor F. H. Hahn, who has been off duty for the past two months, is much better.

G. L. Gallaher, agent at Segourney, has returned from his California trip and resumed his duties.



I. & M. NUGGETS.

The new motor car that is to be installed on the Faribault-Wabasha line will be of the most modern type, being 75 feet long, consisting of baggage, express and mail and a seating capacity of 60 or 70 people. In addition to this car, an extra coach or trailer will be used to accommodate the ever-growing traffic on this line.

Spring Colonist business from this vicinity bids fair to be the heaviest in many years. Many emigrants are moving to points in North Dakota and Eastern Montana; over 40 cars moved on this division during the first week of March.

The new freight station recently opened

Chicago Wilmington & Vermillion Coal Co.

McCormick Building - CHICAGO

Genuine Wilmington Chunks
Genuine Wilmington Washed
Egg

For Domestic Use

In Franklin County by
Sept. 1st, 1913

The best domestic coal produced in Illinois.

DEALERS:

Write For Prices

Consolidated Indiana Coal Co.

Miners and Shippers, Sullivan County Coals

Highest Grade Domestic Coals produced at
St. Clair Mine, Glendora Mine
Union Mine

High Grade Steam Coals produced at
HYMERA MINES, No 32 & 33

Mines located on C. & E. I., C. T. H. & S. E. R. R.

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THE big Ward thousand page Catalogue is a teacher of domestic economy in its broadest sense.

It teaches "price-economy" and "quality economy." Quotes dependable merchandise of the highest possible degree of quality for prices asked. This great lesson in Domestic Economy is made possible by the practice of strict commercial economy—selling direct to the consumer, by mail, merchandise purchased by train and boat load. A method of merchandising that reduces distribution expenses, cuts wholesale costs and lowers retail prices. A method of merchandising that enables you to realize a substantial saving on purchase prices, without sacrificing quality.

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MONTGOMERY, WARD & CO.

CHICAGO

KANSAS CITY

FORT WORTH, TEXAS



at Faribault has proven a great convenience to patrons and is doing much toward securing the business from our several manufacturing plants.

Operator H. G. Farley will move his family from Lyle, Minn., to Faribault in a few days, having accepted the position as third operator at that station.

Roadmaster T. V. Robinson and his men are busily engaged putting in the new wye just south of the passenger station at Faribault, Minn., to be used in turning the motor cars on the Faribault-Wabasha line.

C. & C. B. Iowa Middle and West Divisions.
Ruby M. Eckman.

Brakeman T. A. Dunbar was called upon to mourn the death of his 14-year-old daughter March 10. The child had been sick for about two months.

The Brotherhood of Locomotive Engineers, division at Perry, made a voluntary contribution of \$150 to the subscription being raised by the King's Daughters Society of this city for the erection of a hospital.

Conductor Ralph Van Horne deserted the ranks of the bachelors and was united in marriage to Mrs. Myrtle Prowse the latter part of February. They will reside in Perry.

Conductor C. L. Randall of the middle

division has taken a six months' leave of absence on account of poor health, and will take charge of his farm this summer.

Switchman Ira Best, who has been employed in Perry yard, has decided that the farm life is the life for him, and has gone to Minnesota to run his farm.

Sam Wettland has taken a position as clerk at the Perry roundhouse in place of Ralph Ure, resigned.

Fireman O. W. Holz has taken his bride and gone to Winnipeg, Canada, on his honeymoon. We all wish Oswald much joy and happiness, with his young bride.

Theo. Dunbar, head boiler washer at the Perry roundhouse, and one of the oldest employees working in the roundhouse, and wife, are spending the winter in California, and from all reports are having an enjoyable time visiting relatives and eating oranges. We expect him back about the latter part of April.

Engineer Jos. Wanning, one of our popular young engineers on the C. & C. B. Iowa division, has just returned from a trip to Key West, Fla., where he has been looking over some land which he has purchased. He reports as being well satisfied with the country and having a very enjoyable trip.

Fred Daly, one of our old-time engineers



Boiler Makers, Miles City Shops.

running out of Perry on trains Nos. 28 and 3, has been in Des Moines on a short vacation, which he is certainly entitled to, having worked steadily through the winter months on the middle division. Cannot say if he has any other attractions there or only taking the cure.

Roundhouse Foreman A. M. Lawrence, Assistant Foreman Harry Collins and Night Roundhouse Foreman George Erickson all are watching the progress of the construction of the new roundhouse with interest, as they feel that it will be like being away on their vacation when they get into the new plant, compared with the work around the old roundhouse.



TRANS-MISSOURI DIVISION.

M. A. Tripp, Agent, Marmarth, N. D.

The local freight agent, with his force, are now comfortably located in the new freight office which is furnished with hard maple floors, steam heat, electric lights, which are very much appreciated by all.

Mrs. B. Huettner is now employed in the local freight office.

J. M. Stablein, clerk in freight office, is away on a vacation for three weeks, visiting

Wire Chief Cortnell and force will move in St. Louis.

to their new office soon. Some class to the new equipment of this department.

F. W. Johnson, former express cashier, has just returned from his home at Verdi, Minn. Mr. Johnson has accepted a position in the superintendent's office.

The new passenger depot is nearing completion and much credit is due our Chief Carpenter W. R. Lanning for being "on the job," and pushing the work as fast as the arrival of the material would permit.

R. M. Fields, cashier local offices, has filed a petition for the post office, and, of course, we expect to soon be having our mails handled by Brother Fields. There is none better.

United States mail boxes have been installed on the passenger depot for the convenience of the traveling public.

Homesteaders from the east are now rushing back to their claims. Every train from the east is crowded, which makes Moorbridge's station force hustle around.

H. H. Hill, conductor on Trans. Miss. Div., is out for one of the city Commissioners' April election. No reason why Harry should not make a good City Dad.

M. A. Brocket, clerk in local office, expects to leave in a few days for thirty days' vacation.

A. Birler and G. L. Hughes, expert wire men, are here installing the telegraph office in the new building. This will be the best equipped telegraph office on the line. A. R. McCauley, from relay office, is assisting them.

Operator A. Walters, from relay office, is on three weeks' vacation.

Operator E. C. Holman, relay office, is off on ninety days' leave of absence.

It is rumored that Superintendent Richards will soon leave us for the Coast Division. The Trans-Missouri Division boys sure hate to see J. F. R. leave.

Yardmaster Vashreau and his assistants are kept on the jump moving trains in and out of the yards on account of the heavy business.

MOBRIDGE, ROUNDHOUSE.

Ed Welch, Roundhouse Clerk.

Mr. Frank Schnepf, the oldest roundhouse man in Marmarth roundhouse, has been visiting his sister and friends in Mobridge the past week. He says Mobridge is too windy for him.

The concrete for the new 20-foot turntable has been completed, and they are now waiting for the new table to arrive.

The wiring of the roundhouse has been completed and they are now waiting for the dynamos to furnish the juice.

WEST END NEWS, T. M. DIVISION

M. A. Tripp, Agent, Marmarth, N. D.

Recent changes in telegraph and station force at Marmarth show the following. First Trick Operator R. H. Land, Second Trick Operator T. J. Errington and Third Trick Operator W. J. Dickson. Cashier, H. W. Irwin.

Telegraphers and agents at Marmarth are rejoicing over the new schedule and wages effective February 1, 1913, whereby a substantial increase of wages and improved working conditions were received. The Telegraphers' Committee report very courteous treatment by the management of the railway company and considering the aggregated increase there is good reason to feel that the officers are trying to do the right thing with their employees. All employees affected by the new schedule should show some appreciation of the increase in putting forth greater effort toward efficiency.

Mr. A. C. Bowen, formerly chief train dispatcher of the T. M. Division at Mobridge, S. D., has been promoted to trainmaster of the M. S. Division with headquarters at Miles City, Montana.

County Surveyor Plomasen of Billings County, North Dakota, in company with a crew of other surveyors, are now engaged in laying out a road through the Bad Lands

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SILVERWARE, ETC.

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Mechanical Rubber Goods

Inlaid Linoleum

Upholsterers' Leather

Rolled Steel Tie Plates

For Domestic Use.

Wood's Flexible Nipple End
Air Brake Hose Protector

GREAT NORTHERN BLD., CHICAGO

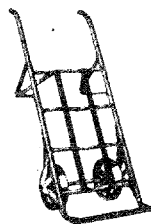
The Standard Improved Truck Co.

Incorporated

20 W. JACKSON ST., CHICAGO

Manufacturers of a complete line of all steel warehouse and store Hand Trucks, of every description. Special designs to order. For Domestic Use.

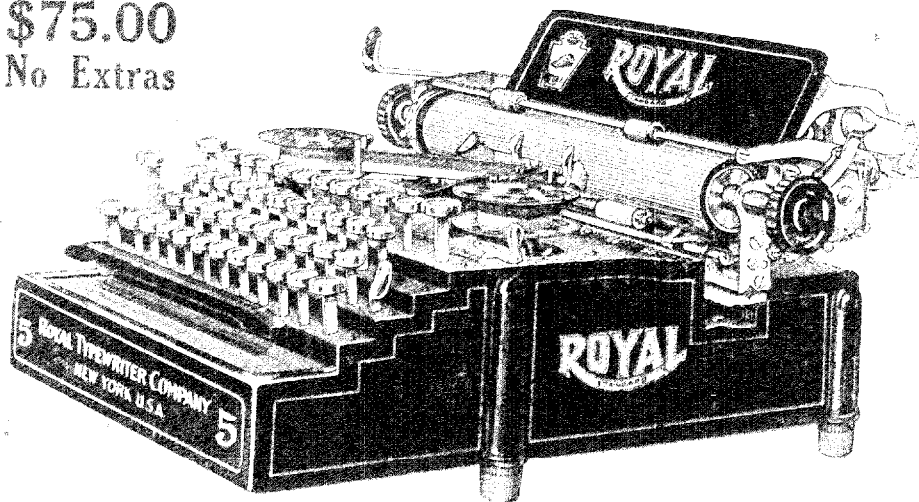
CORRESPONDENCE
SOLICITED



A Master-Model of the Royal That Solves "Typewriter Problems"

\$75.00

No Extras



19

Exclusive
Features
Found in
No Other
Standard
Typewriter

You've heard of the "master key" that fits every lock—did you ever hear of a Master-Model of a Typewriter?

One Standard Model for ALL Purposes—
One Typewriter with the Combined Advantages of Many!

"Think of all the combined advantages of several typewriters you have seen, concentrated in ONE standard writing-machine that handles perfectly every known form of general correspondence and does card-writing and condensed billing besides—without a single extra attachment to complicate the mechanism or add extra cost to your typewriter equipment—and you will have a fairly good conception of the MASTER-MODEL of the Royal!"

Economy Without a Parallel in Typewriter Service

"Then think of the tremendous money-saving this means in the reduced initial cost of each unit in your equipment, and in the number of machines used. Here is the typewriter masterpiece of master builders—at a price giving you the benefit of immense production in the most modern typewriter factory in the world."

In Actual Service No Royal Has Ever Worn Out!
Write for the "Royal Book"—or send for a "Royal Man"

ROYAL TYPEWRITER COMPANY

Royal Typewriter Building, 366 Broadway, New York

Branches and Agencies the World Over

and Marmarth which is to form a part of the Twin City-Aberdeen-Yellowstone Park Trail. To those familiar with the topography of the Bad Lands the difficulty of the undertaking will at once be realized. The Marmarth Commercial Club is lending all the aid possible and the railroad company is also co-operating with the Interstate Association. The important part which wagon roads play to railroad transportation and commerce in general has long been recognized by the railroad companies and "The Milwaukee" will extend all the aid possible to carry to the completion the undertaking. With more wagon roads leading to Marmarth, considerable business tributary to Marmarth, and which has heretofore gone to neighboring towns, will be kept at home.

COLUMBIA DIVISION.

C. E. Molander.

Dispatcher R. W. Beal and Conductors J. Pulley and Geo. Shilz left Malden on No. 18, March 15, to attend a lawsuit. We know that Beal's and Shilz's behavior will be first class, but have our doubts as to Jack Pulley.

C. E. Gee is appointed manager Interstate News Co., Malden, vice Herman Schrick resigned.

Night Foreman Robt. Easton, Othello, is

on a vacation, which he is spending on the Sound. Jess Harris is in charge of the night crew.

Foreman Jos. Donnally has taken charge of the Othello yards; vice J. E. Brown now a member of the "rip-track" gang.

Operator Chas. W. Coburn has purchased the bungalow on Pine street in Othello, formally owned by J. E. Smith, and will make Othello his future home.

Water Service Foreman R. E. Wheeler is preparing for an extended visit, which himself and family will soon make in Missouri and Kansas.

Foreman Newton and gang are putting up a set of new houses for the section and roundhouse laborers at Othello.

Othello has the second largest fuel oil storage tank on the Puget Sound line of the Milwaukee. Capacity 500,000 gallons.

Operator F. W. Kinne has been spending a 60-days' lay off in California, principally at Los Angeles, where he has a daughter residing.

KANSAS CITY, MO.

As the "Safety" movement has only been organized in this district a short while, I believe we have only gotten in good working condition, but we certainly have had results. As a committeeman, I got on the job, about as quick as a switchman will

TELEPHONES:

Harrison 5504, 404, 405 and 406

Automatic 51526

Magner, Winslow & Co.

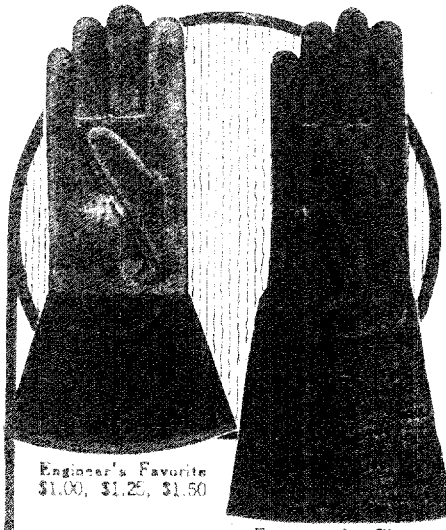
WHOLESALE AND RETAIL

PROVISION DEALERS

440 TO 446 SOUTH CLARK STREET
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ERNEST HEG, Prop.

Established 1854



Engineer's Favorite
\$1.00, \$1.25, \$1.50

Fireman's Glove
\$1.25, \$1.50, \$1.75

Great Western Quality Gloves

Built for railroad service

These gloves have lasting qualities hard to match. The stock is selected especially for railroad service. The palms are seamless—thumbs reinforced—seams are sewed with the best Irish linen thread, waxed before use. You won't need gloves so often if you wear **Great Western Railroad Gloves**. A size and type for all uses in railroad service.

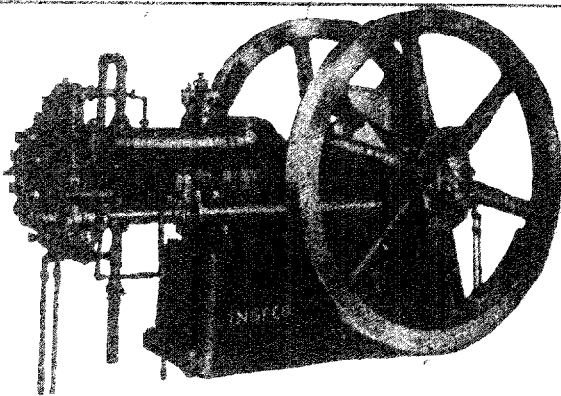
How to get them

If **Great Western Gloves** are not on sale in your town, we will upon receipt of request send a few pairs, charges prepaid, to your dealer, for both your and the dealer's inspection. This involves no expense or obligation on either you or the dealer. Look for the **Great Western** trade mark.

Ellsworth & Thayer Mfg. Co., Dept. 1a Milwaukee, Wis.

Trainmen, Baggage-men and Brakemen's Glove—\$1.00
\$1.25, \$1.50

TRADE MARK



Kelly-Derby Co.

Peoples Gas Bldg., Chicago

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GASOLINE KEROSENE
GAS PRODUCER GAS

PUMPS

All kinds for all purposes
FEED WATER HEATERS
AIR COMPRESSORS
DEEP WELL CYLINDERS

GENERATORS :: MOTORS
WIRE CLOTH

Full Line of Rubber :: CRUCIBLES

DEARBORN FEED WATER TREATMENT

Right in Principle,
Economical in Application

Made to meet actual water conditions shown by analysis—prevents foaming, corrosion, pitting, scale, and leaks—saves fuel, increases life of fireboxes and flues, reduces repair expense, increases mileage and hauling capacity and improves traffic conditions generally.

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McCORMICK BUILDING CHICAGO

European Plan

Modern in every Particular

Sacajawea Hotel

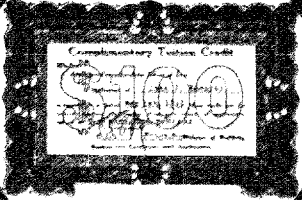
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Gallatin Valley*

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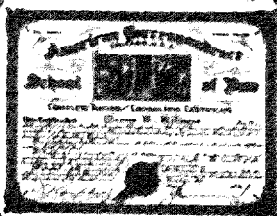
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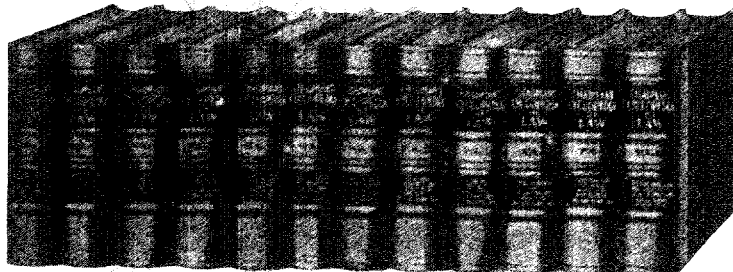
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Fold Here, Tear Off, Sign and Mail

Name _____

Address _____

make a sign to the "Hogger" when he is mad. Yards have been cleaned up, and are kept clean; overhead wires have been raised; one track has been changed to clear men on side of cars; dangerous fences have been removed; lumber piles have been straightened up, etc.

One of the greatest benefits to the yard men is what is forbidden. We are forbidden to step in front of moving cars, to open or adjust knuckler or draw bars, and under no circumstances must we go between cars while moving to uncouple them, and this is so different from the old style, which was "Get that pin or get out." The old-timer is having a hard time learning to switch cars with "Safety," but as our local official says "it must be done" we have only one thing left, that is to bow to the will of the man that sends the checks.

Yours for Safety,

W. I. Leach.

DES MOINES DIVISION.

Safety First was organized on the Des Moines a few months ago and have held several meetings which have been well attended and very much interest taken.

While it will take time for everyone concerned to be made to understand what Safety First means to them, I believe after they realize what it will do for them, they will take more interest in it and do everything they can to bring about the best results.

As for myself, I think Safety First is a grand thing and a move in the right direction, and if carried out will be the means of preventing many accidents. The committee must have the support of everyone concerned—anyone knowing of anything that is liable to cause an accident or injury to another should report it to the Safety First committee. If by doing this, it should be the means of avoiding one accident or injury we would have accomplished a great deal.

I feel sure that the employees on the Des Moines Division will do all they can to bring about the best results of Safety First.

Geo. E. Finnicum, Engineer.

GRIMES, IOWA.

As a member of the Safety First committee on Des Moines Division, I wish to say that since the organization was first commenced here we have noticed quite an improvement in the way our employees are on the outlook for conditions that tend toward endangering their lives and causing damage to company's prop-

erty, and are fast educating themselves to removing such conditions and to promoting safety and welfare in our vocation.

Chas. Crawford, Section Foreman.
Grimes, Iowa.

GRIMES, IOWA.

To Safety First Committee:

I have found since the Safety First started that all the boys are doing their best to make it a success. The first two or three meetings held I did not think there was much to it, but I have changed my mind, it means a great deal to the employees of the road, and they should all put their shoulders to the wheel and keep it a-rolling for Safety First.

I have been talking to some of the trainmen and they say it is the best thing out for employees. I for one am going to try to keep everything like boards with nails in picked up or anything else that will cause any one to get hurt.

An Old-timer,

Chas. Crawford,

Safety First Committee, Sec. 4 man, Des Moines Division.

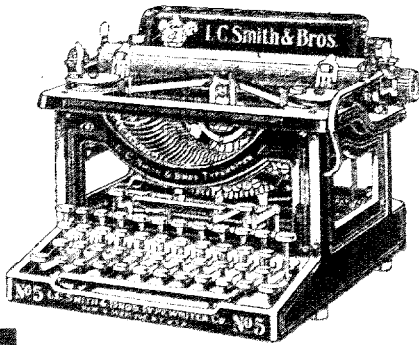
TICKET STAMPS.

It is essential that a clear and distinct impression of Ticket Stamp appears on local tickets, on the going and returning portions of round trip tickets, and on each coupon of interline (coupon) tickets. Stamping with ticket stamp gives official sanction to the transportation and shows the date of sale and the station at which sold.

All of those having to do with transportation must depend upon the ticket stamp for the date of sale, and on interline tickets, must depend upon the stamp not only for the date of sale, but for the selling station. When this stamp is not legible, the Ticket Auditor is forced to refer frequently to stock books to ascertain the name of the selling station and at times is obliged to furnish this information to connecting lines.

Faint impression of ticket stamp is due at times to worn or dry ribbon and at other times to the failure of ribbon to move with the operation of the stamp. New ribbons may be obtained upon requisition to the Storekeeper. Imperfect stamps will be replaced upon requisition to the Ticket Stock Clerk.

Imperfect impression of stamp may be caused by the sinking of the entire die into the bed of the stamp or by the sinking of a portion of the die. In either case, as a temporary remedy, paper folded to the thickness desired may be placed under the die to raise it to the required height so that it will be adjusted with the date wheels.



IT Wins

Its Way by Service

L. C. Smith & Bros. Typewriter

(Ball Bearing—Long Wearing)

In buying a typewriter you want a satisfactory answer to three questions:

**WHAT WILL IT DO FOR ME?
HOW WELL WILL IT DO IT?
HOW LONG WILL IT DO IT?**

By answering these queries with the needs of the typewriter owner and user in mind, the L. C. Smith & Bros. Typewriter Company has attained the front rank in the typewriter field. Some people think that a typewriter is a typewriter and that is all there is to it. Machines may look alike but there is a lot of difference in efficiency.

The new Model Five is built not only for straight correspondence but for tabulating, billing and in fact for every service needed in the average business.

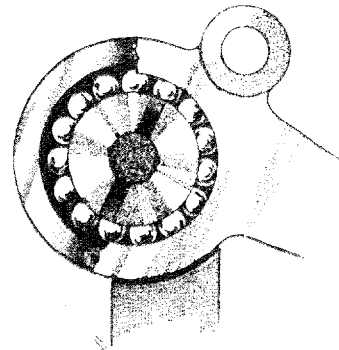
Its ball bearings at all points where friction develops through action, permit close adjustment and insure correct and accurate typewriting.

These machines are adopted by the Chicago, Milwaukee & St. Paul Road.

We would like the opportunity to tell you more about it. Write for free book of our new Model Five.

L. C. SMITH & BROS. TYPEWRITER CO.

Head Office for Domestic and Foreign Business: SYRACUSE, N. Y., U. S. A. Branches in all Principal Cities



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Line Mountain Anthracite

Free burning, the best in the world for

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Properly prepared and all sizes

NEW RIVER RED ASH

For

DEALERS and DOMESTIC USE

RETLAW MINES COMPANY

Atherton-Lump, Coarse Screenings, Mine Run

Indiana's Strongest Steam Coal

Dear Editor:—Will High School girls wear long white kid gloves this summer? During the warm weather are they worn to church on Sunday, also to afternoon teas?
M. T. P.

White kid gloves are always good form, and may be worn by High School girls, but the long white silk glove is also permissible and I think much cooler for mid-summer wear.

* * *

Are tailor suits or long coats and one-piece gowns the proper thing for summer? I have been told that suits are not worn any more.
Anxious.

You have been misinformed in regard to tailor suits. No wardrobe is complete without one. Coats will be as much worn this spring and summer as they have been throughout the winter. They can be worn over any gown.

And the one-piece gown will be as fashionable this summer as ever.

Please give me the correct form for an invitation to a card party.

A Young Bride.

Card parties are usually in the afternoon, and it is proper for the hostess to use her visiting card, writing upon it "Cards," at the lower left hand corner, with date and hour.

A little care and attention will insure legible impressions of ticket stamps and will save the Ticket Auditor considerable labor in connection particularly with transportation to points on other lines. It is the custom of some lines to return all tickets bearing poor impression of stamps to ascertain where they have been sold and the Ticket Auditor must refer to his stock books to learn against what station the tickets have been charged.

Kirkman's Science of Railways

Invaluable Text Books For

Enginemen, Shopmen, Trainmen
and other Railway Employees

For Particulars Write

CROPLEY, PHILLIPS COMPANY
TRIBUNE BUILDING, CHICAGO

Judith Basin Montana

The Milwaukee new Main Line will run right through this Fertile Region. We have Farms large and small at prices and terms to suit all.

WRITE TODAY FOR FULL
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Use the "Automatic"

And Save your Employers
Time and Money

The C. M. & St. P. Railway

has lately installed **Automatic Private Branch Exchange** in their Railway Exchange Building offices.

This better telephone service insures this great railroad system—

4 or 5 Second Connection on House Calls

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Unlimited Service, without extra cost

No False Busy Signals

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In the average yield per acre of all the small grains, hay, potatoes and many of the leading products of the farm. In this unequalled land of opportunity the value of our lands are far in advance of our prices. Lands which will produce the largest returns on the investment are the cheapest.

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Write us for detailed information, pamphlets, maps, folders, description of property, prices and terms. Special Homeseekers' Excursions from all principal points on the first and third Tuesday of each month. Buy from the owner. We own, control and offer for sale over 125,000 acres of Judith Basin choicest lands. Prices lowest; terms easiest.

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THINK
BUY

Building Sites in High School
Addition are Cheap

Sold on Easy Payments,
Close to the Shops,
Between the Tracks,
Close to School,
Cement Side Walks,
Sewer, City Water,
A good place to live.

They will increase in value

Calvin Investment Co.

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Miles City Montana

The Investment for the Men of the Rail

Founded and Controlled by Railroad Men

Paying 7 per cent on the investment, with privilege of withdrawing any time on 30 days' notice.

Actual assets in property far to exceed our liabilities, and with earning capacity far in advance of the 7 per cent.

If you are not drawing 7 per cent on your earnings, fill in the attached coupon and mail to me personally today:

J. E. MEREDITH, Pres.
The Meredith Flower and Vegetable Co.
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I HEREBY SUBSCRIBE for shares
of THE MEREDITH FLOWER AND VEGETABLE
COMPANY stock, par value \$10.00, non-assoc-
iable, and agree to pay for the same as follows:
\$..... on the day of and \$..... on the
..... day of each succeeding month until paid.

I subscribe for this stock with the understanding
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used by The Meredith Flower and Vegetable Co.,
and that I can withdraw at any time by giving The
Meredith Flower and Vegetable Co. 30 days' notice

Signature

Address

City State

Write us for further information, we seek
investigation the world over.

The Meredith Flower & Vegetable Co.

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Lands for Sale

EVERY person of mature age should own a piece of land for two reasons: First, if you buy land while it is cheap, the increase in valuation will make you wealthy. Second, some day you may want it for a home. No class of people on earth are happier or more independent than the farmer. We have land for sale at prices from \$10 to \$20 per acre. Fine land, good soil, raising abundant crops, good water and unexcelled for stock raising. Write for our price list and terms. We own all lands we offer for sale, so you pay no commission when you buy from us.

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U. S. DEPOSITORY

Capital \$100,000 Surplus \$250,000

INTERESTS:

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Your Savings Account or Checking Account is welcome at this Bank.

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European Plan

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W. F. LOVE, Manager

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In the "Heart of the Rockies." A rich, semi-developed agricultural valley. New lands are being opened up. Best opportunities in the Northwest for farmers, dairymen, poultry men, truck farmers and small fruit growers. Excellent markets. Highest prices for all products. Good roads. Fine climate. Write the Commercial Club, Deer Lodge, Montana, for descriptive booklet and full particulars.

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Made by
Murphy Varnish Company

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EUROPEAN PLAN

RATES \$1.00 and UP.

P. S. OLSON, Proprietor

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Homelike :: Comfortable

All Rooms large and Airy, Redecorated and Newly Equipped.

Superb Restaurant Service

Reasonable Rates

Railroad Men's Headquarters, located in so called Railroad Row, corner Jackson Boulevard and Clark Street.

J. T. TOWNSEND, Mgr.

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European Plan

Rates \$1.00 and up

W. S. BRIGHT, Manager

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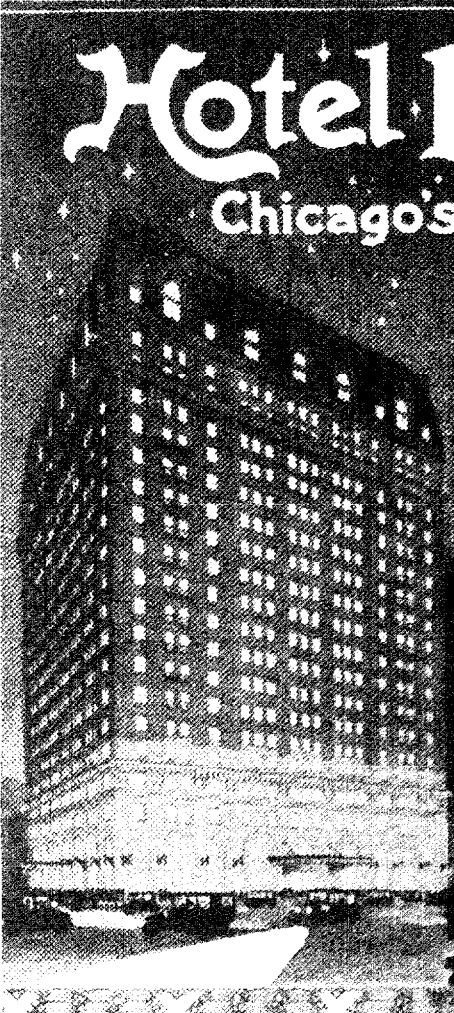
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Chicago's Finest Hotel

RATES:

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 Room with detached bath,
 per day \$2 to \$3
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Two Persons
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 La Salle at Madison St.

THE popularity of a hotel is determined by its location, its equipment, the spirit of its management and its service. By the excellence of these things Hotel La Salle has won the approval of the public.

Hotel La Salle gives more for the price you pay than any other hotel in Chicago.