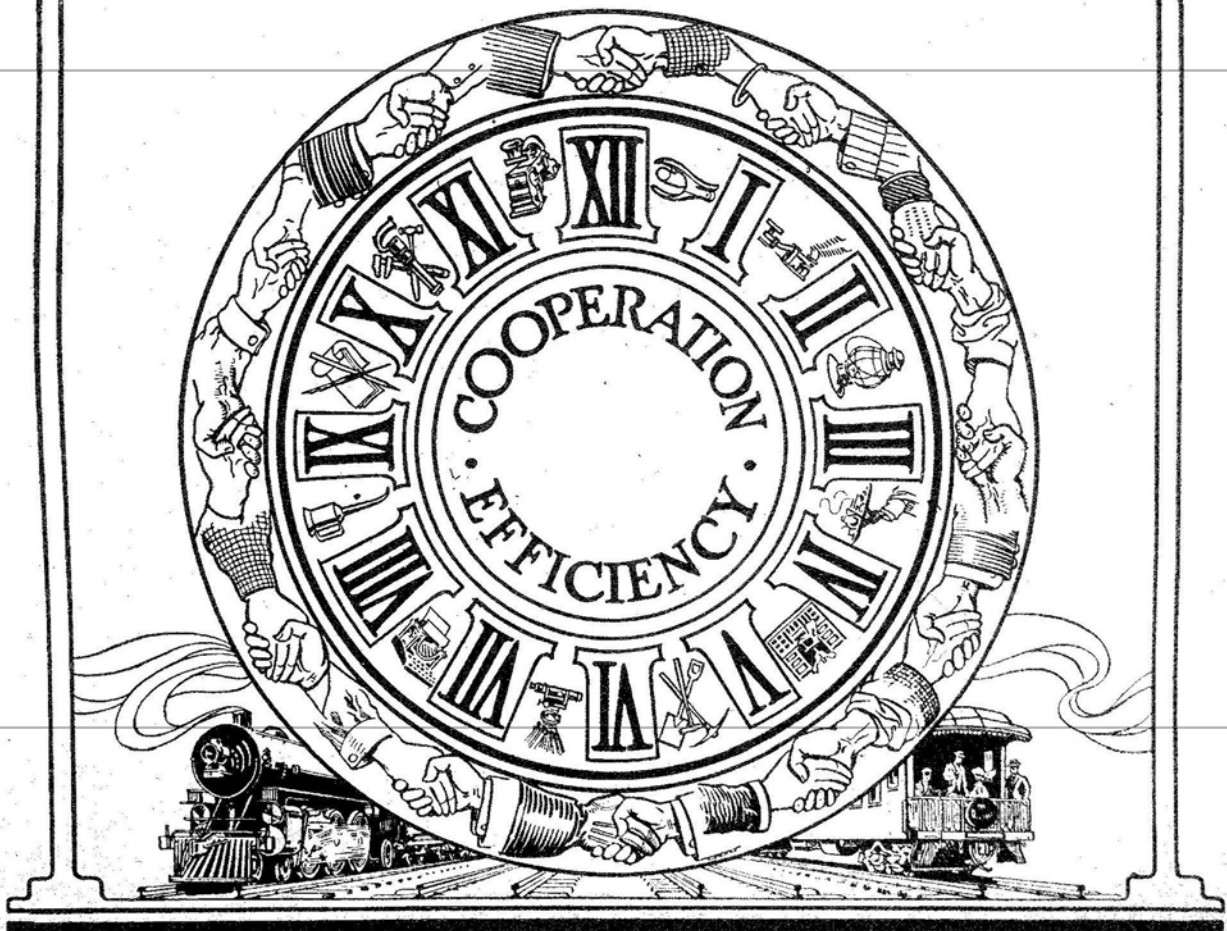


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

December

1913



VOLUME 1

No. 9



Do You Wear Overalls? Yes

Why not wear the best when it costs no more?

Won't you try a pair?

Ask and keep on asking for

Finck's Detroit Special Overalls

Until you secure them

W.M. Finck & Co., Detroit

If your local dealer can not supply you send us his name, or the name of a good wide-awake dealer, and we will send him a supply.

COUPON

In the mean time, if you are in a hurry for a pair, send us \$1.00 and we will send parcel post paid.

My measurements are: Waist.....Inside Leg.....

Breast of Jacket.....

NAME

Address.....

CONTENTS

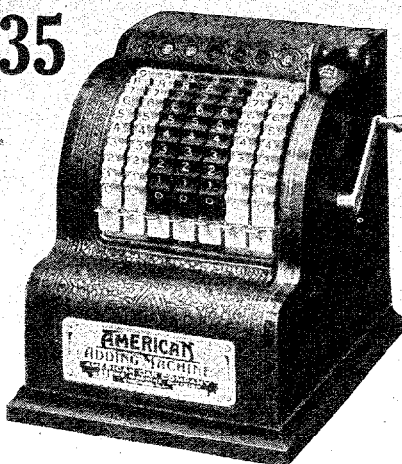
	Author	Page
The Christmas Number.....		5
The Prize Story.....		5
When Five Was Late.....	Nora B. Sill.....	6
The Green Fir Tree.....	M. B. Ranney.....	8
A Christmas Tragedy Muddle.....	James Gallagher.....	9
Idiosyncracies and Tales of the Old-Time Officers of The Milwaukee.....		12
The Old Elkader Line.....	H. D. Brown.....	14
On the Steel Trail.....	E. W. D.....	14
C. A. Persons—Oldest Lineman.....	Geo. D. Persons.....	15
Reminiscence of An Ex-Employee.....	C. B. Reynolds.....	16
Who's Got a Job for The Milwaukee Gang?.....		19
Down On the Farm.....		19
"Uncle" Davy.....		20
William Henry Orth.....		20
Learn to Like Your Duty.....		21
Geo. H. Grant.....		21
Another Old-Timer.....		22
On the Valley Division.....		23
At Home.....		24
The Get-Together Section.....		28
Smiles.....		31
Mechanical Department.....		33
The Passing of a Sixty-Eighter.....	Geo. O. Dayton.....	34
Special Commendation.....		38
On the Steel Trail.....		42

INDEX TO OUR ADVERTISERS

Amer. Cor. School of Law.....	37
Ayer & Lord Tie Co.....	56
Amer. Can. Company.....	3
Bowser, S. F., & Co.....	49
Buckeye Steel Castings Co.....	50
Calhoun Denny & Ewing.....	56
Central Trust Co.....	64
Chicago Car Heating Co.....	56
Chicago Glove & Mitten Co.....	47
Chgo. Wil. & Ver. Coal Co.....	58
Church, Rollin S.....	57
Citizens State Bank.....	62
Clark, W. A., & Bro.....	62
Consolidated Indiana Coal Co.....	57
Continental Casualty Co.....	51
Coyne National Trade Schools.....	35
Crescent Coal & Mining Co.....	59
Cropley-Phillips Co.....	52
Dakota National Bank.....	61
Daly Bank & Trust Co.....	61
Dearborn Chemical Co.....	50
Detroit Overall Co. Inside front cover	
Dexter, Horton Tr. & Sav. Bk.....	60
Dietz, R. E., Co.....	30
Durand Steel Locker Co.....	62
Edgarton, C. A., Mfg. Co.....	44
Elgin National Watch Co.....	4
Fairmont Machine Co.....	
..... Inside front cover	
Farmers & Merchants State Bank.....	61
First National Bank, Harlowton.....	61
First National Bank, Hoquiam.....	62
First National Bank, Lewistown.....	63
First National Bank, Miles City.....	62
First National Bank, Missoula.....	62
Pinck Overall Company.....	1
Plint Varnish Works.....	58
Galena Signal Oil Company.....	47
Hamilton-Carhartt Co..... Back cover	
Hammersmith, H.....	36
Hansen, O. C., Mfg. Co.....	39
Hillisen & Etten Co.....	46
Hirsch, James H., & Co.....	30
Hotel Sherman Co.....	40
Isenberg Cigar Co.....	55
Kern, John B. A., & Sons.....	48
Kenfield-Leach & Co.....	55
Larabee Bros.....	61
LaSalle Extension University.....	41
Maendler Bros.....	49
Magner, Winslow & Co.....	59
Mayer, F., Boot & Shoe Co.....	32
Merchants National Bank.....	63
Meredith Flower & Veg. Co.....	36
Midland Casualty Co.....	51
Murphy-Maclay Hardware Co.....	57
Murphy Varnish Co.....	57
National Bank of Tacoma.....	63
National City Bank, Seattle.....	62
New Richmond Hotel.....	58
Northwestern National Bank.....	63
Old National Bank of Spokane.....	60
Olson, A. J., Co.....	57
Opthalmoscope Co.....	50
P. & M. Company.....	29
Pacific States Lumber Co.....	60
Puget Sound Sav. & Loan Assn.....	60
Pyle National Elec. Headlight Co.....	52
Samuelson, Ben, & Co.....	56
Sherman Hotel, Aberdeen.....	57
South Bend Watch Co.....	
..... Inside back cover	
Spiegel, May, Stern Co.....	53
Spokane & Eastern Trust Co.....	62
Standard Improved Truck Co.....	57
State National Bank.....	61
Stone, W. M.....	56
Union Savings & Trust Co.....	61
U. S. Health & Accident Ins. Co.....	34
U. S. Leather Goods Co.....	55
U. S. National Bank.....	61
Wisconsin Hotel.....	32
Wood, Guilford S.....	57

12,000 Offices \$35

in the past few months, have adopted this *American Adder*. It is taking the place of the costly and complicated. It is bringing the day of individual desk adders. It is serving thousands who never before afforded an adding machine.



We Ask a 10-Day Test

This American Adder has become a sensation. A simple machine, costing \$35, which does the same work as \$150 machines.

A desk Adder which any man can operate. A portable Adder which can be placed close to books and papers.

A machine at a price within the reach of every man who adds figures. Every office, store and shop can now afford this help.

We ask every office, big and small, to accept a 10-day free trial.

The Latest

This is the latest of adding machines. It is built by one of America's largest metal workers. It is based on all that men have learned about adders in the past 20 years.

It adds, subtracts and multiplies. It is rapid and infallible. A 12-year-old boy, with little practice, can compute a hundred figures a minute.

It makes errors in addition impossible. It checks against errors in copying.

The principle is new. Seven keys do the work of dozens heretofore employed. The result is marvelous simplicity.

You Need It

Any man who adds figures, many or few, needs this American Adder. Men who use costly adders will find that this saves time. It goes on the worker's desk.

Men who don't use adders can now afford this help. In saving errors and time it will pay its cost over and over.

Please prove this. We will place a machine in your office, without cost or obligation, for a 10-day test. In a thousand cities we have men on the ground who will show you how to use it.

Let us do this. Send this coupon. After ten days do just as you wish—keep the machine or reject it.

AMERICAN CAN CO.

1230 Monroe Bldg.
Chicago, Ill.

(28)

- ☐ Send one American Adder on ten days free trial.
- ☐ Simply Send Your Book.

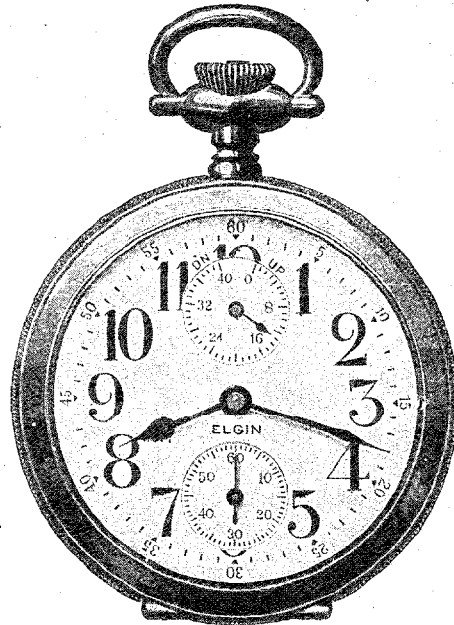
American Can Co. (Adding Machine Division) 1230 Monroe Bldg., Chicago

Eastern Sales Department, 1260 West 14th St., New York

Next month we will announce the winner of the 19 jewel B. W. Raymond Indicator Watches in our letter writing contest

Q You'll undoubtedly appreciate the true merits of this watch if you could look over the many interesting letters we have received from the employees of the C. M. & St. P. R. R., as to the general merits of this particular model of watch.

Q The B. W. Raymond Indicator has received the unbiased indorsement of hundreds of engineers, conductors, firemen and trainmen



Why delay in inspecting this particular watch? Your local watch inspector has this B. W. Raymond Indicator Watch in stock and will be most happy to show it to you and explain why it is the best, most reliable and safest watch for railroad service.

*You will have the same opinion of this watch
as we have after you have seen it and had
its many qualities demonstrated.*

ELGIN NATIONAL WATCH CO.

General Office, 10 S. Wabash Ave.
CHICAGO

The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

Single Copies 10 Cents Each

Outside Circulation \$1.00 Per Year

Address articles and communications relative to editorial matter to
CARPENTER KENDALL, Editor, Libertyville, Illinois.

GEO. E. WAUGH.....1242 Railway Exchange Building, Chicago, Ill.
J. H. GINET, JR.....537 Henry Building, Seattle, Wash.
MRS. ANNA M. SCOTT.....Libertyville, Ill.

ASSOCIATE EDITORS.

VOLUME 1

DECEMBER, 1913

NUMBER 9

The Christmas Number

The Christmas number of The Magazine is given up to good cheer. Stories and memories and portraits will occupy its reading pages to the exclusion of railroad and technical topics, and contributions on these subjects which have already been received are reserved for future numbers.

The holiday season should be a reign of peace and good-will, and if we have cares and sorrows—and most of us have—let us turn out and do or even just say something which will make the days a little happier for some one else. It will ease our own burden. We live in a strenuous age and we pass by on the other side often when a little good Samaritanism will reflect upon our own happiness quite as much as it will impart to the recipient of the kindly word and deed.

The Prize Stories

The Magazine is glad to announce that the prize story contest was a great success, both as regards the number submitted and their quality.

The winner of the first prize is Mrs. Nora Breckenridge-Sill, operator at Summit, Montana, on Rocky Mountain division. The winner of the second prize is Mr. James Gallagher, freight rate clerk at Council Bluffs, Iowa. Both stories appear in this number.

There were upwards of sixty stories submitted for the prize contest and the Editor is very happy to say that so many were of such undoubted merit as to cause the committee in charge considerable hesitation in pronouncing the awards. The thanks of the committee and the Editor are presented to all who so promptly responded to the call to write a story in which they acquitted themselves so creditably.

A Merry Christmas



AND



A Happy New Year To All

The First Prize Story When Five Was Late

By *Nora Breckenridge-Sill, operator C., M. and St. P. Ry.,
Summit, Montana, R. M. Div.*

"This is sure fine Christmas weather," said McGaffey as he stamped into the office and slammed the door shut after him. "It's a mighty bad night. I'm glad I don't get out 'til morning," and he held out his big hands to the fire.

The "bunch" moved over a little so McGaffey could get closer to the stove. He reached for an empty chair and with the long iron poker gave the fire several punches that woke it up and then threw the rod on the floor with a bang that brought the second trick dispatcher around in his chair. "I thought that was old man McGaffey," he said with a grin. The boys all liked that grin of his.

"You, Edwards, you better keep your ears on that wire a night like this," the old man answered as he leaned back in his chair and pulled his pipe from his pocket.

In the short silence that followed little puffs of smoke came from McGaffey's lips and his eyes watched the fire sputtering at the treatment it had just received. "These railroad stoves," he began, shutting the draft of the door with his foot, "these stoves was made to poke an' punch, you can't keep 'em goin' if you don't; you got to punch 'em all the time to get 'em to burn any of the time," and he chuckled softly to himself.

"I remember one winter three, four, year ago," and he settled himself more comfortably to enjoy his smoke. "I was out in Oklahoma on the Rock Island in that there new country. It's hotter'n blazes down there in the summer, an' so cold in the winter all the people freeze up an' leave, unless maybe it's a case of stay an' freeze or go an' starve. Why the snow gets four an' five foot deep down there an' blizzards——" he paused, looking around to see if anyone there dared dispute him.

"Talk about this sagebrush country," he went on as no one spoke. "This is warm," and he stopped to adjust the

draft a little more to his liking. The "bunch" drew up a little closer. Perhaps McGaffey was going to tell a story—it looked that way. The caller came in with a pail of coal, setting it down carefully. Brown's brakeman glanced at the clock and hoped he'd tell it before Johnson came on at twelve and they had to get out. Across the room the sidetable man's "mill" kept time with the noisy clatter of the instruments. Outside the wires hummed loud and low with the wind, and snow and sleet blew against the door. Inside McGaffey smoked.

"One night," he began, "there was a bad storm, worst that winter so far. I remember it was Christmas Eve, too, an' we was all hurryin' to get in. We'd been hung up at a little station more'n an hour for some extra most likely not out of Liberal yet, when I went to the door of the caboose an' looked out. Them prairie towns all looks alike to me, an' this was my first trip over the division, but I could see a light I guessed was the depot an' nothin' in sight yet, so I thought I'd go on down an' see if there was any chance of gettin' out before we had to tie up for rest."

"It was a little bit of a shack, that depot, an' I guess that was the reason they had such a little bit of an operator," and McGaffey smiled. "I opened the waiting room door an' looked in. There was a smoky old lamp in there an' a stove, but no fire in it, so I knocked on the ticket window, thinkin' if there was a fire in the office I'd go in an' keep warm 'til something showed up."

The sidetable man reached over and cut out "9" and "22"—there was nothing doing and they made such a racket you couldn't hear anything.

"Well, after a minute the window went up an' a girl looked out kind of scared like. I was surprised to see a woman, though I'd remembered hearin' some of the boys say there was one holdin' down one of them batch jobs

somewhere along the line, but I wasn't lookin' for no girl an' she was little an' kind of purty, too, but sort of pale an' white lookin', like maybe she hadn't had much to eat for quite a spell. When she see who I was she opened up the door, said there wasn't much of a fire, she hadn't got any coal in since dark. There wasn't enough coal in that pail to fill a spoon an' you could see she was froze, had on her coat all buttoned up around her ears. I guess she was kind of scared to go out dark like it was an' stormin', so I got some coal in for her an' fixed up the fire an' set down to wait." McGaffey paused and reached for Sandy's new Christmas gift pipe to get a light, then leaned back puffing in his chair.

"The girl didn't have much to say, just kind of set there still like an' lookin' out the window down the track, though it was so dark you couldn't see off the edge of the platform. After a while I got to talkin' to her an' she thawed out some an' asked me where I come from out into that country. I found she was from back in God's country, too, an' she come out of her shell a little an' told me her name. It was Margaret; I can't just think of the rest of it."

Edwards turned suddenly to his key and called "GC" for "fives" "OS"..... "OS.....No.....5.....bi..... 11:20 pm.....GN....."....."Gud.... OK.GN.....DS....." and "GC" breathed a sigh of relief. He'd had a long day of it and had yet to play "Santy" to a row of little stockings, and he had waited ten minutes for that good-night, but then—McGaffey was telling a story.

McGaffey smoked. Across the room, his "mill" silent, a green eye shade pulled low over his eyes, the operator sat with his feet on the table, "clear." Brown's brakeman looked again at the clock and wished if McGaffey was going to tell anything he'd get at it. The caller cleaning his lantern globe back of the stove, hoped he'd hear the rest of it before he had to go. Edwards worked over his train sheet, the light from the drop above him making a bright round spot on the white paper.

McGaffey leaned back on the two legs of his chair. "Well, we talked along for

a while an' seemed she had worked a little at everything. mostly telegrafin', takin' the jobs the men wouldn't have an' always them night jobs in little, lonesome places, an' such a little thing as she was, too, you could tell by her talk she had been up against it, though she didn't say so right out. I told her I was comin' out this way an' she asked me about the work an' pay an' what you had to do to be a train dispatcher, I told her some of 'em didn't do much of anythin'," and he grinned at Edwards.

"About that time I heard the other fellow whistling in, so I got up an' fixed the fire for her an' picked up my lamp an' went on down to the caboose. We rambled along pretty good, considerin' the storm was gettin' worse all the time, an' got in about seven.

"I was still thinkin' about the girl an' wonderin' how she was goin' to keep from freezin' to death if the storm kept up, an' how she was ever goin' to keep a fire goin' in that ol' stove in that shack of a depot. When I was eatin' supper ol' man Gaines sat down by me an' I asked him if he knew her an' he told me all about her. She'd worked a little at telegrafin' an' had plugged along best she could for a year or so an' then married a fellow, not much good, I guess, from what Gaines said, kind of shiftless an' liked to hang around the saloons pretty well. After they was married about a year he stopped workin' altogether an' after the kid come got worse an' treated the girl pretty rough. Well, she got a job an' he went down hill as fast as he could, an' along in the spring some time the kid got sick an' died.

After that the girl just give it all up an' went to work for herself again, an' for all she knew he went plum to the dogs, though ol' man Gaines said he'd heard he straightened up an' tried to get her back again, but she wouldn't stan' for it, an' told him he had to make good. Then she went out into Oklahoma, where the jobs paid better an' worked at them little lonesome stations an' froze an' starved an' tried to make an honest livin'." McGaffey pulled his hat down a little over his eyes. "I remember how she smiled kind of crooked like when I was hopin' she'd have a fine Christmas,"

he said, puffing hard on his pipe, "the poor little thing."

"OS.....KO.....NO.....5.....1145-1147....." Edwards filled in his train sheet slowly. Below a whistle sounded and a light fell across the window. "Five's engin'," said Sandy, peering across the stove, and the caller went out into the storm. Ten minutes yet, thought Brown's brakeman. McGaffey smoked.

"Well, I worked some on the west end after that an' then I come out here to Sparks; I never did see her again." He pushed the draft of the stove door open with his foot and stretching out his arms stood up and spread his hands to the fire. "Poor little girl; I reckon she's workin' alone somewhere tonight," he continued, half to himself; "I keep thinkin' about her 'long Christmas times, an' them storms is sure bad ones down there if you don't know how to get these railroad stoves to goin'." "But, anyway," he added, as he turned and taking the pipe from his mouth knocked out the ashes against the side of the coal pail, "I can't help wishin' always, the other fellow made good."

Edwards got up from his key as a whistle blew at the end of the yard, and, coming over to the stove, stood beside McGaffey, holding his hands before the open door. "I'm the man she told to make good, Mac," he said, and with a quiet smile added as Johnson came up the stairs, "ask her if I did; she's coming in on 'five.'"



Freight and Passenger Force, Aberdeen, Washington.

The Green Fir Tree

High up in heaven a strange star streamed
Down over the darkened plain,
And a caravan followed it, as it gleamed,
A travel-worn, dusty train.

But they who journeyed fast and far
The promised land to win—
As they lifted their gaze to the guiding star,
Forgot all their grievous sin.

They saw its glory with glad surprise,
(A light which should never wane)—
Though they looked with heavy, sleep-laden
eyes,
Lo! banished was toil and pain.

One there was burdened with spice and myrrh,
With spikenard and frankincense;
One bore mistletoe branch and green boughs
of fir,
And one brought his only pence.

Thus one but carried his loss and grief,
(So little he had to give)—
Whilst one, with song, bore a goodly sheaf,
Led by the light fugitive.

At last the star in its splendor white,
Spread beauteous and serene,
O'er the Holy Childhead, as a halo bright
In the stall, where His Mother was Queen.

Those burden-bearers fell on their knees
To offer the gifts they brought;
Wan with travail, they followed that Star to
please
And honor the King they sought.

The sacred beams of that past birth-night
Still stream on the marching years—
And the Christmas tree, with its tapers be-
dight,
A symbol of peace appears.

Blood-brothers are we, the Serf and King—
Who giveth his only pence,
Is the equal of him, that with sheaves doth
sing—
Or—bearer of penitence.

Come! bring your burdens to God's dear Son,
For love is the only test;
Sound the loud carrillon, and for every one,
A resinous fir-tree blest!

—M. B. Ranney, Xmas, 1913, Chicago.

Second Prize Story

A Christmas Tragedy Muddle

By James Gallagher, Freight Rate Clerk, C., M. and St. P. Ry. Co.,
Council Bluffs, Iowa.

If there was one man about the yards who was more than liked by all of us it was Mike Doherty, foreman of the night switching crew on which I worked. Good natured, a tried and thorough friend to everyone and with a happy personality that attracted at once, he was such a one to us that we all felt a deep, sincere loss when we heard he was killed.

It was the night before Christmas. We were all gathered about the roaring stove in the shanty, eating our midnight meal and often pouring hot cups of coffee from the giant pot that sung over the fire, when Mike entered into one of our favorite discussions. He was the only married man on our crew and was pitying us, at the same time telling of the happy time he expected to have with his children, a little boy and a girl, when they rushed from their beds in the morning to see what Santa Claus had hung on the tree for them.

"Just because you fellows are single makes me want to pity you tonight," he was saying, as we tried in vain to carelessly laugh at his arguments. "There's nothing like being a daddy at any time, but when it comes to Christmas morning, with the kids yelling out in glee as they take down toy after toy, sacks of candy and nuts and fruit until you can't rest, why, I tell you there's nothing like it."

He stopped to pity us again, in that happy way of his, and went on telling what enjoyment there would be in his little home when he got there in the morning.

"I'll go right from work, get there before the kids get up, and with my wife I'll stand by the fire and watch them. That'll be a sight worth seeing. The boy will rush down and look for the train of choo-choo cars with a sure-nough engine, that he has been hoping for ever since Thanksgiving. Will he find it? Well, you just wait and see!

"The little miss, following right at his heels, will be tickled to death when she finds the doll, the dresser, the set of dishes and the little cook stove she has been telling her mother, a dozen times a day that she wanted.

"Then the two'll play around the tree while I see that a warm fire is kept in the front room stove and the mother attends to our oyster soup breakfast. We'll be doing that while you poor, lonesome creatures go to your boarding houses, sit down at a fussy breakfast table and crawl off to bed, not knowing whether it's Christmas or Easter.

"Pity you? Why, if it wasn't for your contrariness in refusing to go and get married like you ought to, I'd feel like crying over your sad situations," and Mike laughed in that loud, hearty way of his while we started to say, "Oh, pshaw," or something like that, and failed.

"But," and Mike was back to his natural, likable way again, "I want to help you fellows. So, one and all of you, I want to come over to the house as soon as you can, have breakfast with us, and enjoy Christmas morning. The whole crew immediately declared they would not think of such a thing.

"Who wants to come meddlin' around a bunch of kids?" said Skinner Humphries, with a look in his eyes that told he'd rather do that than anything else on earth.

I just laughed, saying I had to go see my girl, that my landlady was going to have a big Christmas breakfast and I couldn't think of such a thing. But I felt, and it wasn't the first time I had ever felt that way, that there was nothing else I wanted so much as a little home and kids like Mike looked forward to.

Mike went back to business then, got up, stretched, listened to the wind howl

through the wires outside, and said we might as well go over to the hill and get that drag of empty coal cars left by the Rock Island. We bundled into our heavy coats, mitts and caps, picked up our lanterns and stepped out into the cold, blustery night.

The other fellows might have forgotten all about the next day being Christmas and this being the night before Christmas, but I didn't. Every once in a while I would catch myself thinking about that little home Mike was going to in a few hours and the happy scenes there. I had often thought about a home, but it always held just myself and my wife, whoever she might be. The enjoyment of children had never entered my head.

I got so serious in my thinking that, as I stood on the top of the tail car and let the wind howl about me, I almost resolved to get married as soon as possible. It seemed like my life had been worthless, some way. Then I thought about getting a wife. That had always seemed a tremendous proposition to me, and it seemed that way now. Then I thought of an argument I had used in discussing the problem with Mike.

"I am leading a kind of dangerous life," I had told him. "Just suppose now I'd fall in love with some woman and she'd fall in love with me. Then we'd go and get married. She'd be depending on me for her very bread and butter. Then I'd step in front of an engine, slip and fall under a string of cars or get caught between a coupling. Then she'd be left a widow, and maybe only a young woman still."

I knew it was a weak argument, and I couldn't blame Mike for laughing at it. He'd throw himself back and give one of those loud, happy laughs of his, thump me on the back, and tell how very few men were ever killed.

"All you have to do is to keep your head and you'll live as long as anybody," he had said. "Why, man, just sitting in the house you are liable to die when the roof falls in," and he'd laugh again.

I kept thinking of the proposition all the rest of that night. I was thinking of it when Mike, leaving early, shouted a good-bye to us, told us to be sure and

come over in an hour or so, and see what Santa had brought the kids, and was gone. We looked after him and I know I wished I was going to such a happy scene as would meet him when he got home.

We started down the track about half an hour after that, when we saw a lantern bobbing along toward us from the direction of the depot. It was somebody running. When he got close enough we saw it was the call boy.

"Mike's dead. Got hit by engine No. 2, with that new man driving it. They are right up there," he panted, and was gone down the tracks toward the yard office.

It felt just like a lump of something cold had fallen on us. We stood there looking at each other by the light of our lanterns for a minute. We were thinking of the same thing.

The little kids, his sweet little wife and the joy he looked forward to on this Christmas morning crowded from our thoughts everything else but the fact that Mike was liked, admired, almost adored, by all of the men about the yards and especially we who worked with him.

We hurried to the small crowd that had gathered up the track a short distance ahead and got there just as the coroner's wagon drove away.

Every man there knew Mike. Most of them had arrived after his body was put in the coroner's hearse, but Sam Rucker, the new driver on switch engine No. 2, was still there. He was telling about the accident. He was going toward the yards pretty hard, he said, when a man stepped out from behind a car right into the path of the engine. Rucker had jerked the engine to a stop, he said, but the mangled body was found back up the track a ways.

"Honest, I'd rather been hit myself than to have hit Mike," he was telling the silent group, with a queer twitch in his voice.

The feelings of a good many of the men were expressed by Jim Grider, the old light tender, when he broke in: "Just another case of a young hog's-head and a new one," he said, looking at a bloody spot on the ties and then up at Rucker,

just as if the driver was to blame for robbing us of a friend who we believed could never be equaled.

The rest of us didn't say anything. I was afraid to, there was a lump in my throat. The others just stood there, looking at that red spot between the rails and then at a little patch of clothing that stuck to the cold iron a yard away. It was the scene of the death of our best friend, and a bond of grief kept silent the little group that stood with heads almost bent in the flickering light of the lanterns.

The three of us who had worked with Mike started to move away when old Jim Grider called to us.

"The coroner said some of us ought to tell his wife," he said, "and I told him you'd do that. It's the last thing you can do for Mike, boys."

I felt like strangling the old man if there had been any strength left in me. The others seemed to feel the same way. But what he asked was the last thing we could ever do for Mike, we knew. I said so. I said I'd rather have walked up to the president of the road and slapped him in the face, I would rather do anything on earth than go to that happy little home, where I knew they would be waiting for him, and break the hearts of the wife and babies.

"Still," I added, "as my companions protested, 'don't you believe it would be better for us to go and break the news gently, than to have some senseless fool call up and blurt out the awful truth.'"

We had to do it. We decided on that. It was our duty, but it was a terrible one.

We started, our footsteps directed toward the little house that used to be Mike's home, the happiest home we had ever even heard of.

On our way there we didn't talk much. What we did say was about Mike's wife, a woman whose lovely cheerfulness we had always enjoyed, and we argued that we should first go home and change our clothes. It was a futile argument, and we knew it before we spoke of it. Time was too pressing, our fearful

mission had to be completed at once to avoid a shock that might prove injurious to the little woman, she who had been a big part of Mike's happy life.

Then, we talked of the little children, saying they must be up by this time and, with their mamma, wondering why their daddy didn't come home. We hurried, fearing that his delay might cause her to telephone for him.

A cold, windy Christmas day had dawned when we came within sight of the house. A light glowed from the windows and smoke curled from the chimney, to be swirled away by the wind. The little home bore a comforting look. We were silent when we thought what heart-tearing grief would follow our arrival. Our pace grew slower. We were afraid, afraid to even think of what was before us.

I asked the others how they intended to go about it. With a gruff "I don't know" they became silent and we approached the house.

As we reached the gate we heard, inside the house, the merry toot of a tin horn. "The children are up," we thought with dread. Then a child cried out with happiness and we heard the mother laugh. We hesitated, looked at each other and fear was written on our faces.

Our expressions grew grim, two of us cleared our throats loudly as we stepped upon the porch. I knocked at the door, then we involuntarily drew back.

I can hardly remember what happened. There was a heavy step in the hall, the door flew open, and there stood Mike!

"Well! well! what a surprise! Come right in. I wasn't expecting you so soon," and that big, likable smile wreathed his face.

Then, as we all three stammered at once in startled voices, he said:

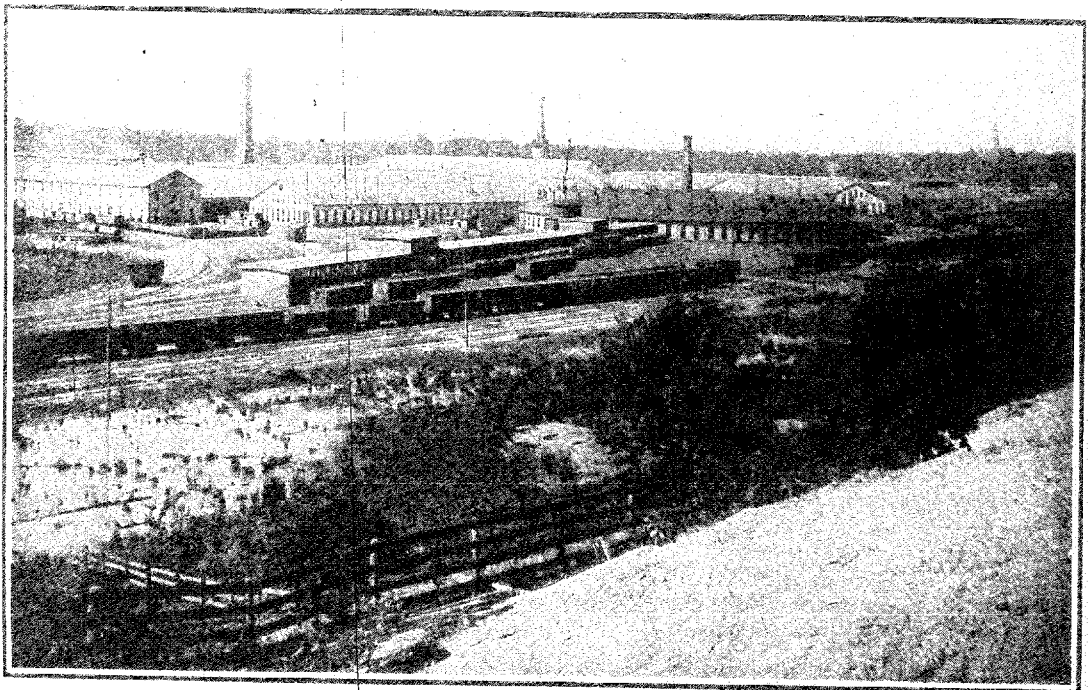
"Oh, yes; they just called me up and said No. 2 killed a man they thought at first was me, we looked so much alike. But, you see, it wasn't me at all. Come on in out of the cold."

Idiosyncracies and Tales of the Old-Time Officers of The Milwaukee

The first general manager of the line, 1865 to 1884, S. S. Merrill, was in a class by himself. He was kind at heart, brusque in manner, tall of stature and walked with much dignity. When on a train he invariably told the conductor to "Pay no attention to me. I only want the same treatment as other passengers." Once obeying these orders brought the following results:

Near Libertyville Junction (now Rondout), during the construction of the Libertyville branch, a large number of cross ties were piled. Mr. Merrill took a short walk to inspect these ties during the station stop of the train. Its work was done, off it went. About a mile east of Libertyville the conductor on his round found he had lost the "manager." He gave a stop signal to the engineer, "Al Fuller" (who always had to be shown), and said "Al, we had better back up to Libertyville." "What for?" said Al. "To get the 'Old Man.'" "Where is he?" asks Al. "I think at Libertyville," says the conductor. After overcoming Al's remonstrance, the train

backed. All the passengers put their heads out of the windows looking for the reason of the reverse movement. When the train stopped again at Libertyville the "Old Man" made a big noise, greatly to the delectation of the passengers and consternation of the crew, particularly the conductor, who was the one guilty man and who knew pretty well how the lecture would sound. It was only the presence of ladies in the chair car that stopped Mr. Merrill's forcible comments "on a conductor that did not know better than to leave him" and added "that it was the *last* time he would ever be left." That, however, was a faulty estimate, for years later he was left at Lakefield, on the Southern Minnesota. This time the train went thirty miles before missing him and then backed up. Mr. Merrill then forcibly made the statement that it was the "*first* time he had ever been left by any train." The superintendent, who was aware of the Libertyville leaving, dated him back to it, but the "Old Man" never admitted that the Libertyville incident happened.



Milwaukee Shops in 1898.

Russell Sage, Jr., the second superintendent of the Chicago division, was an eccentric genius. A great stickler for detail, he originated some original economies in transportation, for which he never received credit. His feelings were much hurt when he learned that, in common with the other officers, he had a "nickname." He could not imagine so ungrateful a thing and according to his lights, so disloyal a thing as to be nicknamed. However, he was better satisfied when an accurate sub-rosa roster of nicknames, applied to other officers, was made known to him. Like many of us, he found comfort in numbers. For the reason that he wore glasses, one of his nicknames (he had two) was "four eyes." The four fingers held up with the thumb towards the eye was the signal that he was about.

The men who received little credit and performed much service were the old-time roadmasters. Scanty ballast, supplies, light rails and weak splices were their portion and, with all their handicaps, they managed to keep the track in wonderful condition for the time. Some of the old-timers east of the river were Robinson at Mazomanie; Perry Grace at Waukesha; Pap Trip at Tomah; Bradbury, known as "Brad," at Watertown. They were all good men, trained to do much with little.

The station agents of the first group

in Wisconsin were also in a class by themselves, often men of affairs in their several communities. Some of them, had they lived in this time, would have gone far up in rank. Sleeper at Watertown; Collins at Oconomowoc; Warren at Tomah; Wilson at Sparta; Cornwall and Coapman at Columbus; Towsley at Lone Rock; Johnson at Spring Green; Stickney at Mazomanie; Darwin at Madison; "Binc" Wilson at Palmyra; Childs at Lima; Clemons at Eagle; Brann at Whitewater; Tompkins at Milton Junction, and Tucker at Brookfield, were all men of parts.

Going back to nicknames:

Train Dispatcher W. P. Cosgrave had red hair—he was "Red Tick."

Superintendent L. B. Rock was "Barney."

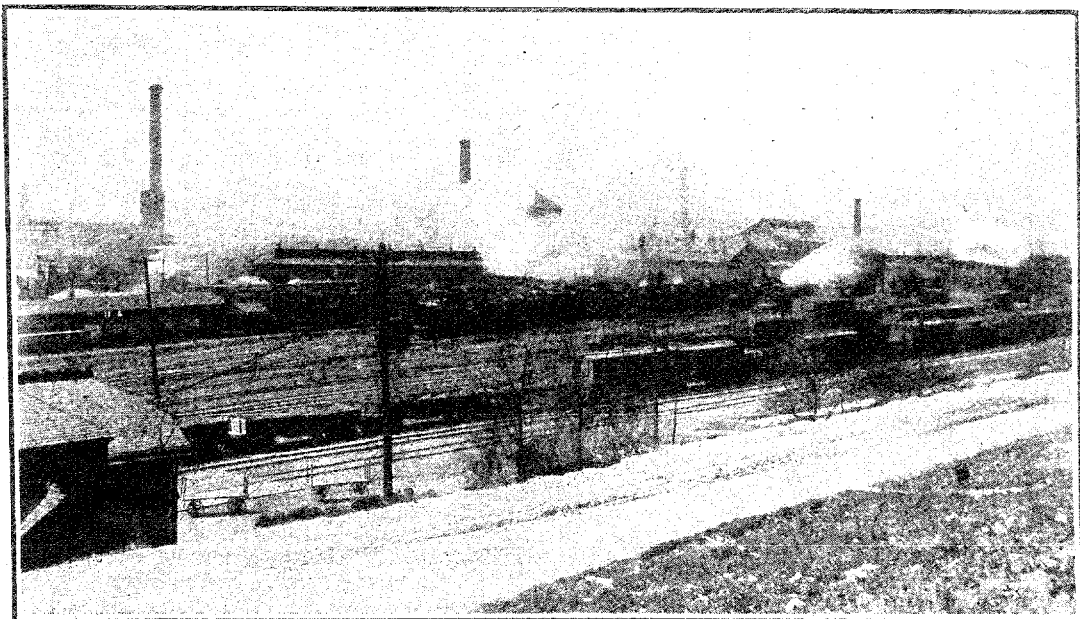
The general manager was "S. S."

J. M. Lowry was "Black Jack," and so on.

It is not good to reminisce too much. The maxim to "Look out, not in, forward, not back, and lend a hand" is better. Some time, Mr. Editor, you may give me a chance to prophesy, and give the names of the men of the "Milwaukee" who rose from every rank to official positions on it and other lines. It is an inspiring page.

Yours for the Old Guard,

ONCE A BRAKEMAN.



Milwaukee Shops in 1913.

The Old Elkader Line

By H. D. Brown, Elkader, Iowa.

I 'spose the 20th Century train that runs so fearful fast,
Is like a western cyclone as it goes a thundering past.
Some folks like to ride that way but none of it in mine,
Give me the 'commodation on the Old Elkader Line.
She leaves here as a passenger and comes back in as freight.
She's always right on schedule time, about an hour late;
Once I think somebody said this train got in on time,
But everyone just loves to ride on the Old Elkader Line.

There ain't a man or boy in town but knows Conductor Morse,
He's run this train for twenty years and owns it now, of course;
So he don't work as steady now as he used to do.
He just gets Conductor Smock to handle this here crew.
When the weather's getting frosty and the snow is on the track,
And the peaky cold old coaches are pullin' the engin' back—
Well "Si" just takes his lay-off till again the weather's fine,
Then he's back a punching tickets on the Old Elkader Line.

Our mail clerk sais he's getting fat, but not as I can see,
If I was him I think I'd drink a little more Coffee:

And Brakeman Lange, he runs the gang and couples up the cars,
He hasn't lost no fingers yet, can't even show no scars.
Bill Heitkamp, the baggageman, is sometimes in distress
When it comes to brakeing on the cars and handling the express;
John Magnuson, our old fireman, he left town just in time,
Or they'd of made him engineer on the Old Elkader Line.

Henry Ploog sets in his cab with one eye on the crossin',
He keeps the train right on the track without a bit of bossin';
The fireman is new to me, I think his name is Bissel;
But just the same he keeps up steam so Hank can blow the whistle.
They only eat one meal a day, the other's in the night—

Because they come and go, you see, before it's really light.
There is some talk a going 'round, 'bout changing of the time,
But Gilje just won't stand for it, on the Old Elkader Line.

If you want to go to New Orleans, New York or Allamakee,
Just ask Ed Paul and he can tell you what the fare will be;
He's lived around the depot for nigh on forty years,
And loaded up a pile of freight, both horses, hogs and steers;
He works from early morning till away late in the night,
A checking up the baggage and a gettin' things done right;
You never heerd him grumbling, he's always there on time,
To start the train a rolling on the Old Elkader Line.

A tramp got on the train one day at St. Olaf—eight miles back,
He said he wouldn't pay to ride, he didn't like the track.
Now this man didn't know Old "Si," he tho't he'd ride in here
And beat the company just one fare, and save that much for beer;
But when the train was nearly in "Si" colared him "and, say"
He backed that train up them eight miles to Olaf all the way,
Then chucked him off and sais to him, "the walking's mighty fine;
So don't you try to monkey with the Old Elkader Line."

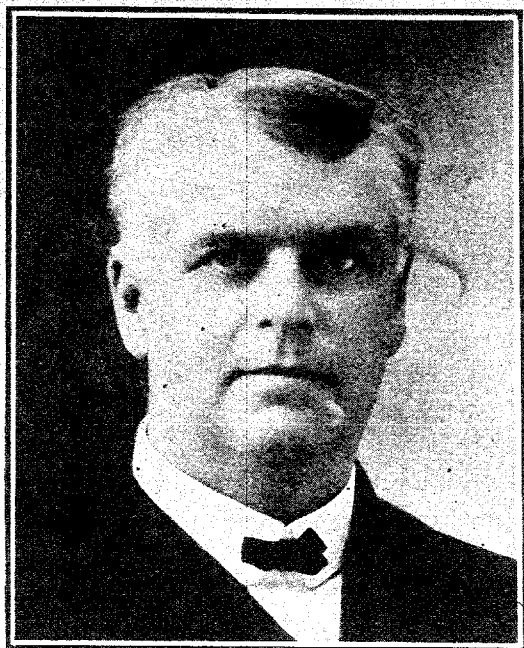
On the Steel Trail

Clickety clack, clickety clack!
Over the joints of the bright steel track;
Eight a. m. and—"All ready, sah,
Breakfas' now ready in de dining cah.
Coffee an' rolls, broil on de coals,
Las' call an' warnin' fo' all—"
Clickety, clickety clack!

Clickety clack, clickety clack!
Rolling along on the burnished track!
Near high noon, and—"All ready, sah,
Lunch is now ready in de dining cah.
What you may wish—bird, beast or fish,
A la carte, now time you start—"
Clickety, clickety clack!

Clickety clack, clickety clack!
Into the dusk o'er the glimmering track!
Sun gone down, and—"All ready, sah,
Dinner now ready in de dining cah.
Tea in de pot, choice, cold or hot,
Las' call an' las' fish ball—"
Clickety, clickety clack!

—E. W. D.



C. A. Persons, Oldest Lineman

By Geo. D. Persons.

The oldest lineman in point of service is C. A. Persons. He began railroad work at the age of fifteen years, in 1872, on the C. & M. division. In 1877-78 he was relief lineman on the northern division, and in 1880 Mr. Persons took charge of that division as chief lineman. There wasn't so much to do then, so that he served also as brakeman for a year or two on a mixed train between Horicon and Portage. In 1902 Mr. Persons went to La Crosse to take charge of the line on the S. M. division. In 1906 he took a crew to the river division to remove poles for double track work. In September of that year he started out of Mobridge, westward, ahead of the track, living in a tent and hauling material with teams. He continued in the summer of 1907, carrying the line up to Miles City, when he went to Lind, Washington, to take the line to the coast, and he has remained in the west ever since. Mr. Persons has many interesting memories of the early days on the railroad. On the mixed train where he was brakeman he had Fred Castle for conductor, Ed Hartel engineer and J. H. Manning as his partner. The engines were wood burn-

ers, without injectors, and he often helped Engineer Hartel to disconnect the pump and fill the boiler by hand when they were stalled in the snow. There were wood piles at Pardeeville, Fox Lake Junction and Horicon, where they all had to take a hand in wooding up.

Mr. Persons also "broke" on the old Winneconne freight, where they had to wood up six times a day and got \$45 a month, with no overtime. I have heard him tell of getting engine 142 off on the turntable at Winneconne one night, and had to work all night to get her on again, so as to leave on time the next morning, and they got no overtime for that, either.

Hugh Ryan was the engineer on that run. He afterwards went to the C. & M. division. George McEvoy was on the opposite run with engine No. 40, named L. B. Rock, who was at that time the superintendent of the northern division. C. P. Uttley was the name of another engine, No. 65, considered a crack passenger engine. Nicholas Rhine was engineer and his brother, John, fireman.

Both being operators, Mr. and Mrs. Persons have done service for the company in many ways. They have taken orders in the night at Horicon for La Crosse division passenger trains running over the northern division, when there was a wreck or a washout, and there was no night operator at Horicon. Mr. Persons has often cut in a telegraph office at wrecks and remained on duty as operator until an operator could be sent for to relieve him. He served in this capacity at North McGregor about sixteen years ago, on the occasion of the memorable cloudburst, when many miles of tracks and bridges were washed out.



The Olympian Crossing Hanson Creek Viaduct, Cascade Mountains.



Master Car Builder and Foremen—Dubuque Shops.

Reminiscences of an Ex-Employe of the Milwaukee Road

By C. B. Reynolds.

When Mr. E. Clemons, assistant general superintendent, handed me the "Employes' Magazine" it carried me back to more than thirty years ago, when I formed the notion that I wished to be a telegraph operator. I had read of some of the great geniuses in railroad-ing starting their careers as telegraph operators, so with that as an incentive I called at the La Crosse office of the Southern Minnesota Railroad Company, since Southern Minnesota division of the Milwaukee Road. There I found Mr. C. F. Clement, now secretary and treasurer of the Soo Railroad, in charge. I sat there about an hour waiting for the gentleman to look up from his arduous duties at the key (I did not then know a key from a tuning fork). When he finally looked at me through a corner of his eye I shouted above the din and-roar of the telegraph instruments, "I want to learn to be a telegraph operator." Without shifting he replied, "Well, be a telegraph operator if you wish to; I have no objections, and I could not prevent you if I would; that is, if you have the right kind of stuff in you."

There our interview ended. How I got out of the office is still a mystery to

me. The last part of his utterance sounded and resounded in my ears, "If you have the right kind of stuff in you." The question was did I? After the shock to my oversensitive nerves I continued my applications, each time fortifying myself for the blast that might come down upon me from what I afterward learned to be the railroad man's "barbed wire armor," formidable, but not dangerous. Finally my efforts were crowned with success through the courtesy of Mr. F. M. Fawcett, agent at Winnebago City, Minnesota.

I will never forget my first "pay job." Mr. Jerome, then agent at Spring Valley, Minnesota, had asked for a layoff for a week or ten days. Mr. Egan asked to have me take the place. When I was informed that I was to go to Spring Valley on the afternoon train to take charge of that station, I felt just about the same as I had felt after my interview with Mr. Clement. After serving in various places I was appointed assistant agent at Wells, where I spent four very strenuous years, fourteen hours a day, including Sundays and holidays. There were a number of good fellows connected with the service who had headquarters at Wells—Jack Keeler, czar of

the branch, and one of Mankato's four hundred; Frank Root, with always a good word and a helping hand for the fellow that was down and out; "Grampa" Wells, whose arduous duties turned his hair as white as snow; E. G. Perkins, who was always helping some poor old crippled woman or man on or off the train; Bart Lewis, who would be willing to hold a train to listen to a good story or crack a joke; "Flat Foot" Jack Dunden, Shakespearean artist; Conductor Thomas, with his original sayings; George Huntington, the congenial operator; Conductor Hiram Cobb, who was too busy attending to business to find time for a grouch; Don Dunlap, the cartoonist whom we dubbed "Nash No. 2."

I never think of my experience at Wells without recalling an instance when a conductor jumped off an extra pulling in from the east and shouted "C. B. R., I will not be here for twenty minutes."

Mr. F. D. Underwood, who was in the office, shouted back, "when you are here I want to go west with you."

From Wells I went as agent to Lanesboro, where I soon received the name of general manager, owing to the numerous students I had in the office learning telegraphing. The station had the student habit when I came there, and I continued it. I found them very useful as well as at times amusing.

Mr. H. R. Williams, who was then division superintendent, was a great stickler for clean depots, and, of course, I was not backward in informing my students of his desires. One morning Jack Wheldon "blew in" on the way freight and said: "H. R. W. is on the passenger."

"How do you know?" I asked.

"Know?" he replied. "Just see your subs wearing out the duster and broom in the waiting room. That never happens so vigorously unless H. R. W. is coming." He was a prophet.

There was one particular student who was short on work but long on original ways of getting out of work. I instructed him to clean up the warehouse to save H. R. W. a shock. After the train had left I had occasion to go into the warehouse and found that nothing had been done. I called Mr. Sub "upon the carpet" (as the conductors used to call it)

and asked him if he did not feel that H. R. W. would take us to task for the slovenly manner in which the warehouse was kept.

"I do not think he will."

"I am sure he looked in there," I said.

"No, he didn't," said the boy.

"How do you know?" I asked.

"Because I locked the door and kept him out."

"Didn't you think he would be liable to ask you to let him in?"

"Yes, but I hid."

It amused me so that I had to tell the conductors and it went all over the division, and I was told the students at some of the other stations "got the habit."

There was also to the work a serious side which had for its aim *service*—a service which meant increased legitimate revenue for the company, increase in the agent's earnings. There were so many people coming into the station wanting tickets west that I thought there was a chance for commissions for the agent who could ticket them to their destination. Afterward the coupon office was established. By this means we obtained a great deal of business which would have gone to other roads. When the people knew that they could be ticketed through without having to re-check their baggage they came our way. I was on shaking hand terms with the farmers and their families. I sold salt on a commission for the company and every barrel they bought meant revenue for the company and for me, and I tried to make them feel that the company as well as I appreciated their patronage. There was never a sign around my office "Keep out; this means you," but in actions at least it was always "Come in." The people in Lanesboro, especially the farming community, had gotten what I called the "Burlington habit." They seemed to think that there was no way to go east from La Crosse but over the Burlington. Owing to the pleasant relations which existed between the community and myself some one was always keeping me posted when a neighbor was contemplating a trip; then I would do a little soliciting on the side. Often to their surprise they would receive a letter from me showing the

advantages that would be given them by purchasing direct from me. One man whom I had written to came in to see me, but there was so much Burlington permeating his system that I felt that was his last visit to my office, especially as his nearest point was Whalan. Through a neighbor I learned he was determined to take the Burlington route and our train at Whalan on a certain day. After driving some half dozen miles I reached his place; I told him that I hoped he could see his way clear to take our route and be saved delay and annoyance by having a through ticket.

After talking an hour without apparent results, he said: "I will come to your station in the morning and buy my tickets from you, through to my destination."

Before I left Lanesboro I had made out the tickets that he would require for himself and his family and had stamped them ready for use. When I got him to say that he would purchase tickets from me I informed him I knew it would be some trouble for him to come to Lanesboro, and in order to accommodate him I had brought the tickets with me and that he could take the train at Whalan, the checks for the baggage would be there, and the agent would check it for him.

Needless to say he was thunder-struck and said: "Well, anyone who has displayed the energy you have in this matter deserves to be patronized."

He took the tickets and I received fifteen dollars commission from the lines he was ticketed over.

The cordial manner in which I tried to treat the people at Lanesboro was no hardship for me, for during my four years' stay at Mankato I had "gotten into the habit" because owing to a great scramble for freight and passenger business a grouch there was out of the question. Instead, we had to indulge in the smile, in the glad hand and live up to our promises. We had sharp competition in the Northwestern Railroad, with an obliging and competent agent looking after their interests.

One of the factors that greatly assisted us in a business way was our warehouse and baggageman, Mr. Nels Sorenson, whom we dubbed the phi-

losopher. He seemed always to know what to do at the right time and in the right manner. For him there was no day too long nor task too great, and had I been in a position to reward merit he would have been placed in a position worthy of the man, for his was a life of true service. The patrons of the company were loud in their praise of him and of his manner of doing business. The service today is doubtless dotted with men like Mr. Sorenson, in humble positions, simply for the want of discovery. To illustrate, Mr. Sorenson's ability to keep patronage: One day one of the heaviest shippers of freight at Mankato station came to the depot furious on account of a delay in freight which he badly needed. When he was through with his denunciation of the company and its employees, Mr. Sorenson reminded him of the many favors he had received at their hands and the many times they had exerted themselves in his behalf. He told him that he believed him to be a fair man and that upon due reflection he would probably come to the conclusion that his attack was unwarranted. In a few hours the merchant returned with an apology and thereafter was one of the company's best patrons. Mr. Sorenson's whole life was one of service; service to the company and to its patrons. When one tries to have for his watchword "*service*" there is no reason why he should not succeed in some way at least. Success does not necessarily mean money. In Mr. Sorenson's case it meant a consciousness of doing his duty and the respect of all of those with whom he came in contact.

When I contemplated leaving the railroad service many of my earnest friends tried to discourage me, but invariably I told them success would come to me if I proved to have "the right kind of stuff" in me and if I strove continually to be of service to those with whom I should come in contact in my new work, and whatever measure of success I have met with in my chosen profession I attribute largely to the training I received on the Southern Minnesota division and to the influence of the sturdy and manly characters it was my good fortune to be associated with there.

The following, with apologies to Berton Braley and the Panama gang, was inspired by one of "The Milwaukee Gang" who "specialized in the wholly impossible:"

WHO'S GOT A JOB FOR THE MILWAUKEE GANG?

Here we are, gentlemen; here's the whole gang of us,

Pretty near through with the job we are on;

Size up our work—it will give you the hang of us—

East to Chicago and west to the Sound.

Yes, the steel trail is our letter of reference;

Look at Snoqualmie and glance at Spokane,

What can we do for you—got any preference,

Railroad to China or bridge to Japan?

Take a good look at the whole husky crew of us,

Engineers, timekeepers, steam-shovel men;

Taken together you'll find quite a few of us

Soon will be ready for trouble again.

Bronzed by the sun, the winds and the snow;

Chuck full of energy, vigor and tang,
Trained by a task that sure wasn't "slow,"

Who has a job for the Milwaukee Gang?

Down on the Farm

Says old man Haskins, with a frown,
That there ain't much use movin' to town,
And crowdin' into a four-room flat
Where there ain't nuff room to hang your hat.
Where eggs cost about a nickle a-piece
And butter is about like axle grease.
We gotta admit there's a lot of charm
In living right out on the good old farm.
When the wife and the children want to go
And see a good movin' picture show,
When they're shoin' a pertickler fancy reel
I kin git 'em there quick in the oatmobile.

The town folks ain't got nothin' on us,
In spite of all their show and fuss.
We got plumbin' all through our place,
And fine washstands fer your hands and face.
A bathtub, too, we can fill right quick,
And we don't have to go jump in the crick.
So fur as the days' news is concerned
There's durned few things we haven't learned
About as sudden as one-two-three,
For we've got a party phone, you see,
And we are never late in gettin' our mails,
For the rural delivery never fails.

We do all the things the city folks do,
Our children go to the colleges, too.
And there isn't a durned new fangled idee,
That we don't grab as quick as quick can be.
We've got all the latest in machines,
We git all the high-toned magazines,
We've got new thoughts in our old think tanks,
And quite a lot of dough in the city banks.
When it comes to eats, why, we have to laff,
We have got them all skinned by a mile and
a half,
For "rubes" you can no longer put us down,
"Rubes" nowadays are all livin' in town.

—Exchange.



Savannah Rail Mill Force.



David Gordon, or "Uncle Davy," as he is more familiarly known, whose portrait appears above, is one of the old veterans in the train service of the St. Paul, having entered the employ of the old Davenport & Northwestern (now the Davenport & Calmar line), in July, 1871, as fireman. At that time the northern terminal of the road was at Fayette. He was promoted to engineer in 1880, and since that time has been continuously in the service of the St. Paul company. At one time he was granted a leave of absence, returning to Scotland, the land of his nativity, where he served for a time on the police force of the city of Greenwich. Returning, he again took up railroading, and for many years pulled the old Farley way-freight, and several years following this was transferred to the Monticello way-freight. In all his years of railroading he has been, and is today, one of the company's most trusted and valued engineers, and on a number of occasions has been solicited to take passenger runs, all of which he has declined, preferring the run to which he has been attached for so many years. Last spring he was, however, induced to accept the Farley passenger run, since which time his train has been

practically "on the dot" every day. Perhaps the failure to realize his own superior ability as a passenger engineer hitherto has been the controlling factor in his refusal of the runs referred to. Be that as it may, the fact that in the forty and more years of his railroad career he has never met with an accident which involved the loss of a human life is the secret of his recognized fitness for any run he might select. "Uncle Davy" is known far and wide as a "good feeler," and the smile which appears on his face in the photograph herewith is an index to the good-natured and genial personality behind it. His friends are legion, each and all of whom unite in the wish that many more useful years may be in store for "Davy."

William Henry Orth

"Hank" Orth, as he is familiarly known, is one of the veteran trainmen of the C. & M. division, having begun there as brakeman in 1873, and with the exception of a few months when he was on the La Crosse division, remaining continuously in that service. He passed through the various lines of promotion in the train service and became a passenger train conductor during World's Fair year. He now runs the milk train between Chicago and Corliss, and never misses a day, winter or summer.

"Hank" likes to tell about his experiences during the never-to-be-forgotten snowstorms of the winter of 1881. One in particular he recalls as probably the longest time on the road between Milwaukee and Chicago in the history of the railroad. He left Milwaukee at 6:30 a. m. on Friday, with a raw east wind blowing and snow sweeping fitfully ahead of the gale. The storm rapidly gathered and the train crawled slowly through the heavy drifts. They reached Wadsworth, just half way, at night and had to tie up there. The next morning, by order of Mr. H. C. Atkins, Mr. Orth hired all the men who were willing to get out in the abating storm to dig them out. From Saturday morning to Sunday afternoon, they plodded slowly through the drifts, arriving in Chicago late Sunday evening. There were several such bliz-

zards on the C. & M. that year, in one of which the special train carrying Sarah Bernhardt to Milwaukee on the occasion of her first visit to America, was stalled and while the Milwaukee audience sat in the old Academy of Music awaiting the appearance of the much talked of French woman, the "divine Sarah" was experiencing something of the delights of a real American winter. The afternoon wore on, and finally about four o'clock the snow mantled engine dragged its precious freight into the station at Milwaukee and the French company were rushed on to the stage, with barely time enough to get into their stage clothes and without a morsel of luncheon. Many of the Milwaukee railroad men will recall that storm, and it occurs to one to wonder if Bernhardt would remember her introduction to the Chicago, Milwaukee & St. Paul Railway, and her first appearance at a Milwaukee theater.



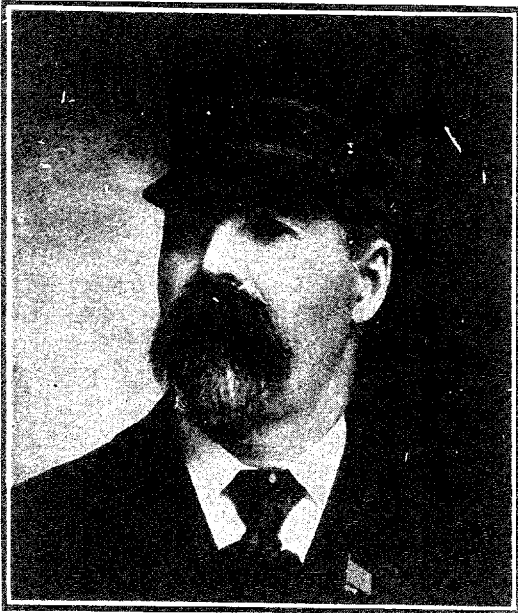
George H. Grant.

A familiar figure in the vicinity of Western Avenue Coal Shed is George H. Grant, now engine dispatcher at that point.

In February, 1873, he resigned from service with the C. & N. W. R. R. and entered service as locomotive engineer in the Chicago Terminal District. He was later transferred to the C. & M. Division, and thence to the Chicago & Pacific Railway when same was opened for traffic between Chicago and Byron, Ill. He was transferred to the Evanston Line at the time when construction work had just commenced and feels very proud that he was engaged in the original construction of that line.

In talking over old times on the Chicago and Pacific Division, Mr. Grant tells some very interesting stories, one in particular being the handling of picnic trains to Turner Park and Roselle. At that time he states passenger equipment was very scarce, and for the accommodation of picnic trains short flat cars equipped with benches were furnished, and he further says that during the time this practice was in effect, to his knowledge, there were very few, if any, personal injuries occurring.

During the year 1883 Mr. R. G. Williams, our present General Yardmaster



"Hank Orth."

Learn to Like Your Duty, Minnesota President Tells Students.

"Life is a great game wherein all should play their parts as sportsmen," said George Edgar Vincent, president of the University of Minnesota, addressing the students at the University of Washington yesterday morning. "Play up, be fair and square and play the game hard," he said. "Educate yourselves to the point where you know your duty and like to do it. To do a thing for duty's sake is all very nice, but why not be above coercing yourself? Why not like to do such things as are your duty?"

at Western Avenue, was fireman for Engineer W. Salisbury on the Chicago & Pacific Division. Mr. Grant states that through Mr. Williams' great efforts Mr. Salisbury made his widely known reputation on that division.

If any of our employes in the vicinity of Western Avenue are desirous of hearing some good old-time railroad stories, just look up Mr. Grant at the noon-hour period.

J. L. BROWN,
Clerk to Superintendent Terminals.

Another Old-Timer

Mr. George N. Strong, in the service of the C. M. & St. P. Ry. for the past thirty-eight years; age, September 1, sixty-seven years.

For the last nine years Mr. Strong has had charge of the Milwaukee and Rondout beer train. "Dad," as he is known to all of us, is as active as a man only half his age, and we are not exaggerating when we say that he has the best record of any of his brother trainmen in delivering and making up a train in a shorter time than was ever accomplished before; in fact, he has no superiors in his line of work that we know of.

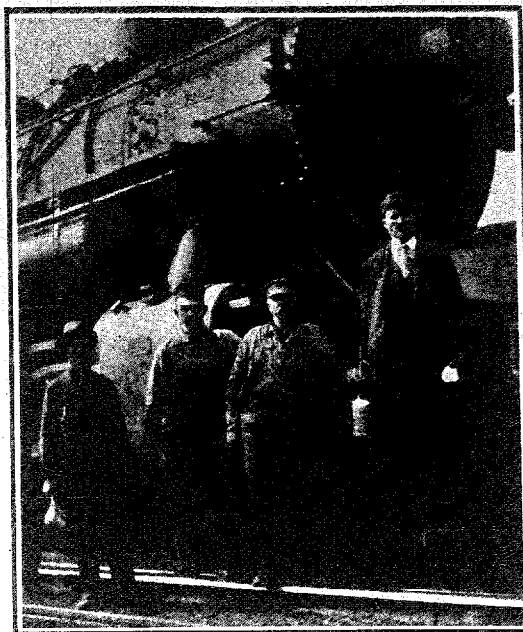
It would be an injustice not to mention "Sandy" McRae and Henry Kuhnert, "Dad's" able assistants in the following record:

Number of cars of beer, dead freight and tonnage handled during the months of June, July and August:

	Cars of Beer.	Dead Freight.	Tonnage.
June	1,184	1,456	93,548
July	1,543	1,417	94,688
August	2,244	1,733	106,645

Total number of cars handled, 9,577; total tonnage, 294,931.

Very seldom the management find it necessary to send a relief crew to their assistance. This crew, and every one of us who handle traffic at Rondout, are working under great difficulties, namely, inadequate track room, coal chute and standpipe located in very inconvenient places, causing blockade and delays to both passenger and freight trains.



"Dad" and His Boys.

Still we maintain, and are quite positive, that "the grouch," which Mr. P. C. Hart says (in our August issue) is so apparent on our railroads, is unknown at Rondout (exceptions taken for a few of us).

The nearest we ever heard "Dad" come to violating the ten commandments was "Yes, Love," in case things went wrong. Hope we have him with us for a good many years to come.

Mr. B. F. Van Vliet, who for the past four years has been Superintendent of the C. & C. B. Iowa Division, has been transferred to Mason City as Superintendent of the Iowa & Dakota and Black Hills Divisions, the two divisions comprising a total mileage of 772 miles. He was formerly trainmaster on the Iowa & Dakota Division for several years, is thoroughly familiar with the territory, where he has a host of friends who will welcome him back in the capacity of Superintendent. During his residence in Marion his administration has been at all times such as had in view the mutual interest of both the company and its patrons, and his departure is regretted, not only by those with whom he came in daily contact, but by the employes in general on the division. His fairness and loyalty will not soon be forgotten. The construction work in progress on this division the past few years has made the position of Superintendent an especially difficult one, but his never failing energy and tireless work have shown results in the rapid progress which has been made. We all extend to him our heartiest good wishes in the new position.

On The Valley Division

In looking over your October Railway System Employees' Magazine I ran onto a short piece written by my old friend, Mr. W. Hickey, Roadmaster at Prairie du Chien. Mr. Hickey started to tell about his experiences in railroading, but did not say much; he only said he was in the harness between the rails for forty-two years and ran section under Mr. J. B. Moll when he was Roadmaster on the I. & M. Division, and he came from there to the Wisconsin Valley Division as Roadmaster, and from the Wisconsin Valley Division he went to Prairie du Chien. I ran section under him for four years on the Valley Division, and you bet it was four years of good, hard labor. I consider Mr. Hickey to be one of the best trackmen we have, and would like to hear from him again.

I presume some of our readers would like to hear of some of my experiences in railroading. I have been in the harness between the rails for the past thirty-four years and when I started it did not require a very big harness to fit me; I was a small boy, sixteen years old. My first work was to carry water when building a part of the old Wisconsin Valley Railroad. I worked there about two years and then the C. M. & St. P. bought the line, which at that time ran between Tomah and Wausau. Mr. W.

G. Collins was the first Superintendent and during my experience railroading I have worked under the following Superintendents on the Wisconsin Valley Division: W. G. Collins, E. W. McKenna, R. R. Minton, J. H. Foster, P. C. Eldredge, G. H. Atkins, P. C. Hart, A. E. Morrison, and our present Superintendent, H. H. Ober. During my thirty-four years' railroading I have worked on the Wisconsin Valley Division all but one and one-half years, which were spent on the Prairie du Chien Division.

I have been Roadmaster on "the Valley" the past fourteen years. I worked on the section about eight months and the balance of the time I spent running sections and extra gangs, and during this time I have seen some good track and some very poor track on this division, but I think our track is now in the best shape that I have ever seen it; and we had the least help this summer that we have ever had.

I feel proud that I can boast of learning railroading from the men I have spoken of before in this letter. When I started I intended to say a few words about Safety First, but I have taken up too much space now. I would like to hear from some more of our Roadmasters, and I will say something about Safety First next time.

EDWARD CALLAHAN,
Roadmaster Wisconsin Valley Division.
Wausau, Wis.



Car Department Foremen—I. & D. and Black Hills Divisions.

At Home

Anna M. Scott, Editor

Christmas is the children's holiday, and a kind friend has sent us a delightful story for the little folks. We have also some timely suggestions for entertainment at a children's party; and some good Christmas cake and pudding recipes for your Christmas dinner. So let every man be sure to take his magazine home this month, for the wife and kiddies.

Suggestions for Children's Parties.

Irene Kendall Good.

The kiddies will be home through the Christmas vacation and mother is sure to want to give them a little party,—but the thing is, how to entertain them in a simple and enjoyable way.

The children have a lot of fun pinning Santa's beard on. This is done by drawing a nice, big Santa Claus, without a beard of course, and then the blindfolded children take turns pinning his beard on—the beard being made of a bit of white cotton.

It is fun to hunt nuts and apples which have been hidden all over the house, each child striving to find the greatest number within a given time.

This is a more quiet game, but quite as amusing: The children sit in a ring, while one is blindfolded. A Christmas bell is in the ring and the blindfolded child follows the sound of the bell as it is being passed, trying to catch it as it goes.

Children like to match up pictures, and it is fun to cut up Christmas postcards or pictures and let them piece them together within a given time. Each child has a different picture to piece, pasting them on another sheet of paper as they should go together.

This also is great fun: Children are asked what they found in their stockings, and each one tells by acting out but not mentioning the name of the article. He does what it does, makes the noise it makes or uses the other children to help him illustrate.

Of course, the youngsters all love to dance around the Christmas tree to the tune of "Hail Old Father Christmas," or something else equally jolly—and they can, and love to "act out" "The Night Before Christmas," which I have quoted in full here, as being the best and most popular Christmas rhyme ever written. It should have a place in every household where there are children. If some older person recites or reads the verses, the children can act it out beautifully, and you will be surprised to find what dramatic instinct there is in them.

The Night Before Christmas.

'Twas the night before Christmas, when all through the house,
Not a creature was stirring, not even a mouse.

The stockings were hung by the chimney with care,

In hopes that St. Nicholas soon would be there.

The children were nestled all snug in their beds,
While visions of sugar-plums danced in their heads.

And mamma in her kerchief and I in my cap
Had just settled our brains for a long winter's nap,—

When out on the lawn there arose such a clatter
I sprang from my bed to see what was the matter.

Away to the window I flew like a flash,
Tore open the shutter and threw up the sash.

The moon on the crest of the new-fallen snow
Gave a lustre of mid-day to objects below;

When what to my wondering eyes should appear,
But a miniature sleigh and eight tiny reindeer.

With a little old driver so jolly and quick—
I knew in a moment it must be St. Nick.

More rapid than eagles his coursers they came,
And he whistled and shouted and called them by name.

"Now Dasher, now Dancer, now Prancer, now Vixen,
On Comet, on Cupid, on Donner and Blitzen;

To the top of the porch, to the top of the wall.
Now dash away, dash away, dash away all."

As dry leaves before the wild hurricane fly,
When they meet with an obstacle, mount to the sky,

So up to the house-top the coursers they flew,
With a sleigh full of toys and St. Nicholas, too.

And then in a twinkling I heard on the roof,
The prancing and pawing of each little hoof;

As I drew in my head and was turning around,
Down the chimney St. Nicholas came with a bound.

He was dressed all in fur, from his head to his foot,
And his clothes were all tarnished with ashes and soot

A bundle of toys he had flung on his back,
And he looked like a peddler just opening his pack.

His eyes, how they twinkled, his dimples how merry,
His cheeks were like roses, his nose like a cherry.

His droll little mouth was drawn up like a bow,
And the beard on his chin was as white as the snow.

The stump of a pipe he held tight in his teeth
And the smoke it encircled his head like a wreath.

He had a broad face and a little round belly
That shook when he laughed like a bowlful of jelly.

He was chubby and plump—a right jolly old elf—

And I laughed when I saw him in spite of myself.

A wink of his eye and a twist of his head
Soon gave me to know I had nothing to dread.

He spake not a word, but went straight to his work,
And filled all the stockings; then turned with a jerk,

And laying his finger aside of his nose,
And giving a nod, up the chimney he rose.

He sprang to his sleigh, to his team gave a whistle,
And away they all flew like the down of a thistle.

And I heard him exclaim ere he drove out of sight,
"Merry Christmas to all, and to all a good night."

The Land of Nod.

From breakfast on through all the day
At home among my friends I stay,
But every night I go abroad—
Afar into the Land of Nod.

All by myself I have to go,
With none to tell me what to do—
All alone beside the streams
And up the mountain-sides of dreams.

The strangest things are there for me—
Both things to eat and things to see,
And many frightening sights abroad,
Till morning in the Land of Nod.

Try as I like to find the way
I never can get back by day;
Nor can remember, plain and clear,
The curious music that I hear.

—Robert Louis Stevenson.

Poll's Christmas Present.

Mary was but thirteen years old; yet during the past few months so many responsibilities had fallen upon her that her sweet little smiling face was beginning to show signs of care.

School was out for the Christmas holidays. All the children in her class were delighted that vacation had come, but to this little girl the happy holiday season meant only a vacant house—vacant, because all the furniture had been sold to buy food; still, it was a home, for had she not two sweet little sisters. The only jewels her mother had to leave when God called her to Heaven three years before?

It was the thought of her two darlings that made Mary keep cheerful in spite of the fact that she often went to bed hungry, and now she went about her work of preparing the scanty evening meal, singing a happy Christmas song—

"Something for you, something for me,
In our stockings, or on the tree;
And away Santa goes with a cheery call—"

At this part the solo became a chorus, for Bess and Fan, breathless and rosy-cheeked from their run home from school, stopping only long enough to kiss both cheeks of their loved sister, joined their sweet voices in the last lines—

"Merry Christmas to all!
Merry Christmas to all!"

"Just see, Mary, what our teachers gave us," said both the children, unfastening the red ribbons and unfolding tissue paper. As each little gift was revealed from within its white wrappings, the exclamations of delight from the happy trio became more and more joyful.

"You take this ribbon, Mary," and "You need these mittens, sister, dear, more than I, so please take them," were heard from the two little ones.

After each gift had been admired over and over, Mary suggested putting them away until Christmas Eve, the real time for gifts.

So Mary and Fan hid the parcels on the top shelf of the almost empty cupboard, and the three little ones proceeded with preparations for supper.

It was the tender love existing between these little girls, and the absence of selfishness in all their actions, which had won the affection of old Mrs. Lane, who had given them a home, and shared with them the little she possessed, since the time of their brave little mother's death.

At that time there seemed to be no one to whom the little strangers, who had moved into the house next door, could look for consolation or care. Mrs. Lane felt it a duty as a neighbor to do all she could for the three little motherless tots, and so she took them into her home, and petted them as only a lonely heart could have done, and before she knew a miraculous change had come over her life.

She no longer brooded over her own sorrows and the losses which had brought her

to her present state of poverty, but all her attention was given to the three little girls, who were daily bringing more sunshine into her life. "No," she would answer the curious neighbors who questioned her, "I hadn't thought of keeping them for good, but life has become a real pleasure since I began sharing the little I have with these grateful little girls, and now I love them so dearly that I cannot give them up."

She said nothing of the sacrifices she was making in order to keep them. But, unfortunately, just about Thanksgiving, the dear old lady became very ill, and though the girls did the best they could to make her comfortable, the doctor ordered her to be taken away to the County Hospital, leaving three little heart-broken girls to mourn for a second time the loss of a "Mother."

Since her departure, the girls had been nearer and dearer to each other, and each with her sense of humor said and did funny things to keep the others from becoming sad, for "Everyone must be happy at Christmas-time," they said.

And so the tongues of Mary, Fan, and Bess were so busy during supper time, talking of the plans they had made for the holidays, that the simple fare of rice and milk was enjoyed far more than many a luxurious banquet in the world that night.

These three little thoughtful girls had no money with which to buy gifts, but this did not make them forgetful of the people who had befriended them. They had cleared away the dishes, and were again at the table composing sweet little Christmas notes to their friends, when a knock at the door interrupted them.

All ran to welcome whoever it might be, for they expected to see one of the neighbors, all of whom were interested in the children.

But a strange gentleman greeted them. Mary politely asked him to enter. The man told them that he was a probation officer and had come to help them.

He asked them many questions and, though Mary was somewhat reticent at first, she discovered that he was anxious to aid them and she answered him frankly and candidly. He said he would call for them the following morning to take them to the Juvenile Court, where they would meet Judge Turner, who was very kind to little girls without a home.

The next morning the three children won the heart of the judge. They were of a different type to those whom he daily met in the courtroom.

He admired their candor, lack of self-consciousness, and the innate refinement of the eldest girl. The love and affection of the pretty little tots for her were betrayed in their every look.

As he listened to their story he said to himself: "The orphan asylum is not just the place for these darlings. They would be rays of sunshine in any home. How proud a father might be to have a little fairy like Bess or Fan to welcome him home at night. And, as for Mary, well—I do wish I were not an old

bachelor and I'd take her myself." But the judge's thought had flown to his friend, Robert. "He's the man, and his charming wife is the woman, to appreciate this lovely girl and help to mold her beautiful character. Bob has often expressed his desire to have a little girl. I guess I'll 'phone him and tell him I have his Christmas package already. How surprised he'll be when I tell him what it is!"

"Grand 213. Hello; this you, Bob? This is Turner. How would you like a dear little girl for a Christmas present for Poll? Yes, I have a jewel here—three of them, in fact. Give you the three? Well, you are O. K. I never expected you to offer to do that, but I thank you a thousand times, dear boy, for I hated to separate these devoted little sisters."

Rob's dear little wife could scarcely wait for her husband to make arrangements to bring the children.

So genuine was the hearty welcome she gave them that the girls felt that at last they had found a real home. They confided in their newly found friends from the first moment, and Mr. Lee, hearing of poor, old Mrs. Lane's charity, immediately planned a surprise for the girls for Christmas.

That afternoon he left his office, taking Dr. Abbott with him. After getting the consent of the hospital staff he took Mrs. Lane home with him.

The joys of that Christmas day for Mary, Bess and Fan can scarcely be described. As for gifts, well—Santa had paid them a generous visit.

The good-night kisses and fond words of thanks from the little ones amply repaid Bob for his generosity. Poor, old Mrs. Lane declared it was the happiest day of her life.

As the last words of the Merry Christmas song died away, Poll, stroking Bob's hair, kissed him and thanked him for her sweetest Christmas gift—the children.

Christmas Gifts that Are Pretty and Useful.

Basket Hair Receiver.

A small basket can be bought for five or ten cents. Select ribbon or silk wide enough to reach from inside bottom of basket to about three inches above top; join ends; tack lower edge to bottom of basket, and finish top with casing and draw ribbon.

Practical Work Bag.

Cut circle from cretonne and a second circle, four inches smaller. Bind edges of both with silk tape. Lay smaller circle on large one, so that centers are the same. Stitch at regular intervals from center outward as far as edge of small circle; this stitching forms the sides of the pockets. Put casing near top of large circle and insert drawstrings.

Sewing Outfit.

Cover heart-shaped cardboard with silk or ribbon and attach sewing implements.

Whisk Broom Holder.

Cover square of cardboard with cretonne. To the front attach with ribbons and eyelets a strap to hold broom.

Nearly every one observes the beautiful custom of remembering friends and relatives at Christmas time. Did you ever stop to think how a prettily wrapped package adds to the pleasure of a Christmas gift? The Christmas sentiment seems lacking without the use of pretty cards, seals, and holly, so wrap your gifts tastefully.

Cakes and Fancy Cookies for Christmas.

English Fruit Cake.

One pound of butter, one pound of sugar, one pound of seeded raisins, one pound of currants, one-half pound of lemon peel, one-quarter pound of blanched almonds, one and one-half pounds of flour, and a little milk. Beat butter and sugar to a cream, add the yolks of six eggs, and beat well together. Mix the dry ingredients gradually into the above mixture. If too stiff add a little milk. Lastly, add the beaten whites of eggs. Put in a lined cake tin and bake in moderate oven three hours. M. F. R.

Chicago.

Seed Cake.

One-half pound butter, one-half pound of sugar, four eggs, one teaspoon of caraway seed, one-half grated nutmeg, three-quarters pound of flour, one-half teaspoon salt, and one teaspoon of baking powder. Beat sugar and butter to a cream; add yolks of eggs; next add caraway seeds, the grated nutmeg and the flour, salt and baking powder sifted together twice. Last of all, beat in the whites of the eggs and fold them gently into the cake batter. Bake about one and one-quarter hours in moderate oven. SADIE.

White Fruit Cake.

Three-fourths cup butter, one and one-half cups sugar, three eggs, two and one-half cups flour, two teaspoons baking powder, one-half cup of sweet cream, one and one-half pounds of raisins and currants, one-half cup of citron, one-fourth orange peel, one-half nutmeg, pinch of salt. Cream butter and sugar; add beaten egg yolks, then alternately the cream and flour, sifted with baking powder. Stir in fruit, which has been dredged with flour; also nutmeg; lastly, the whites of eggs, beaten to stiff froth. Bake in deep pans in moderate oven.

Christmas Squares.

Four eggs, four ounces of sugar. Beat twenty minutes. Mix three ounces seedless raisins and five ounces of slightly browned flour; add sugar and eggs. Bake in flat pans, cut in squares. While hot put together with jelly.

Christmas Puffs.

Half cup butter, cup boiling water, cup sifted flour, two eggs, yolk of third. Melt butter in water; stir in flour. Cook until mixtures leaves side of sauce pan. Remove from fire; beat in eggs. Pour from spoon on buttered tins in strips three inches long, one inch wide. Bake fifteen minutes. When cold cut slit in side and fill with cornstarch cream or vanilla ice, and decorate if desired. AMY.

Christmas Fruit Cookies.

One-half cup lard, one-half cup of butter, one cup sugar, two eggs, well beaten; one-half

cup milk, two cups flour, one-fourth teaspoon soda, three-fourths cup currants and raisins, and two cups of uncooked rolled oats. Mix thoroughly in order given and drop teaspoon at a time in unbuttered pans and bake in moderate oven. Very good.

Mrs. Kendall's Mince Meat.

One cup chopped beef and the beef liquor, three cups chopped apples, one pound raisins, one-half pound currants, one-half pound citron, one-half cup molasses, one cup sugar, one cup boiled cider, one cup brandy, one glass jelly—plum, currant or grape; two teaspoons salt, two teaspoons cinnamon, one nutmeg, grated; one-half teaspoon allspice. Cook thoroughly and, if not sweet enough, add sugar to taste.

C. & C. B. (Iowa) Notes

Engineer Irving Chubbuck, who has been working on the extension for a year and a half, has returned to Perry for service.

Brakeman J. T. O'Grady of the middle division was the victim of a peculiar accident during October. He was standing beside his conductor in his caboose; the conductor was sharpening a lead pencil and when the switch crew kicked some cars back onto their caboose Conductor Holdifer was knocked down and Brakeman O'Grady fell on top of him. The knife which Conductor Holdifer had in his hand penetrated the brakeman's side and made quite a severe cut.

Conductor Leonard Boy stole a march on his many friends and was united in marriage to Miss Gage of Perry the middle of October. They went to Boone, a neighboring city, and the ceremony was performed in the presence of immediate friends. They will reside in Perry.

Car Foreman Ringstrand of Madrid, Conductor Wm. Barker, Engineer Steve Trine and Fireman C. A. Foster, in company with Claim Agent Glynn, went to St. Paul Oct. 27 to act as witnesses in a personal injury case against the company.

Wm. Rienfeldt, a section foreman on the western division was seriously injured while at his work.

Brakeman P. L. King, who is employed on the middle division, was married in October to Miss Schoonover of Perry. They will make their home at Perry.

Mrs. D. T. Reel, wife of conductor on the middle division, has been quite sick, and it was necessary for her to go to the hospital at Cedar Rapids for surgical treatment. She is slowly improving, a fact her many friends in Perry are glad to hear.

Miss Grace Ahern, daughter of the veteran engineer, Jack Ahern, of the western division, was married at St. Patrick's church in Perry in October to M. McGovern of Schenectady, N. Y. The wedding was one of the society events of the season and Miss Ahern was complimented with a number of prenuptials.

The Get Together Section

Safety First will be omitted from the Christmas number to make way for the large amount of Christmas material. It will have extra space in the January number.

The Value of Our Magazine

Tacoma, Nov. 16, 1913.

DEAR EDITOR:

We are still receiving compliments from outsiders who have seen and read the Milwaukee Railway Employees' Magazine, and below I am quoting you a part of the contents of a letter received from Mr. Wm. J. Rusch, business manager of the magazine published by the State College at Pullman, Washington, to whom I sent a copy of our magazine:

"In regard to the value of the magazine will say that it is an invaluable asset both to the employe and to the outsider who is more or less acquainted with the railroad and its employes. It serves to bring more closely together the unified feeling which should exist in so great a railroad system as The Milwaukee is. The magazine not only contains valuable reading material but it also contains many interesting cuts which show the everlasting progress The Milwaukee is making. I heartily recommend the magazine and hope to be placed on the monthly mailing list."

It might be of interest to you to know that Mr. Wm. Rusch is the son of our general master mechanic, Frank Rusch of the Puget Sound Lines. This young man has carried the Milwaukee spirit into the largest college in the state of Washington.

Yours truly,

THOS. HUGHES,

The foregoing letter from Correspondent Hughes, at Tacoma, quoting from a letter of Mr. Wm. Rusch, business manager of the State College Magazine, is interesting, as coming from one of our friends. It brings up, also, the question which the business manager of our magazine has frequently to meet from advertisers, and that is: "Do the employes really read your magazine?" Now, the editor would be glad to receive some letters from readers, all over the system, on this subject. Returns so far would indicate that the magazine is not only read by the employes, but that it is taken home for the family circle, and that is exactly what advertisers would like to know. Here is a chance for your co-operation in making our periodical the biggest and best on any railroad, for when advertisers are convinced that the magazine is a real medium of communication over the entire system they will gladly boost, because in boosting for us they are doing the same thing for their own business interests.

Advertisers check up very closely, and if they do not receive replies from any period-

ical which carries their ad, it is soon discontinued and this thought gives an opportunity for a further suggestion: when you find something which interests you in our advertising columns—something, say, which you cannot buy in your home town—write to the advertisers, mentioning the magazine. If they find returns like that from their page, half-page or a smaller space in our monthly it will not be difficult for us to widen our field and enlarge our magazine.

The Red Cross Work

The trip of the American Red Cross Car over The Milwaukee is another interesting development along educational lines, and it should meet with the most hearty response, for whether we ever have occasion to use the knowledge gained from these meetings and talks it is, as said, educational, and we never can be too well informed on general subjects. A clever American writer once said that people should "know something about everything and everything about something." It is assumed that all of us know as near everything about the one something in which we specialize as possible, but to round out our lives and our careers we must continue daily to add that "something about everything."

This is a work the broad humanitarianism of which should appeal to every railroad man, for the railroad man is generally acknowledged to be the kindest-hearted human being alive. However gruff his exterior, there is a spark of unselfish devotion to his fellow workers which may always be depended upon at the crucial moment. How much better, therefore, in case of accident, if we know how to aid our injured comrade properly, and relieve his suffering to the utmost, pending the arrival of the doctor. How many times have we stood by, helpless, in the presence of human suffering, and when the efficient apostle of First Aid arrives, how have we watched and wished our fingers could have been as deft—it would have saved needless pain and perhaps a life. The American Red Cross are making the tour of the railroads in the interest of humanity, and there is no "string out" for anyone. It is for our own interest that we attend the meetings, and from the report Dr. Lipscomb makes, it would appear that The Milwaukee employes are doing so. In his report to Mr. J. T. Gillick, he says: "The trip at present promises to be a record run of the American Red Cross Cars, and I am working with that in view."

The itinerary of the car follows:

Itinerary of Red Cross Car No. 2.

	Train	Time	Date	Layover Days					
Lv. Chicago	11	8:00 a.m.	Nov. 4		Ar. St. Maries	17	8:15 p.m.	" 8	
Ar. Milwaukee	11	10:00 a.m.	" 4		Lv. "	17	8:15 p.m.	" 10	2
Lv. "	31	7:10 a.m.	" 8	4	Ar. Malden	17	11:00 p.m.	" 10	
Ar. Green Bay	31	11:00 a.m.	" 8		Lv. "	17	11:10 p.m.	" 11	1
Lv. "	6	3:20 p.m.	" 10	2	Ar. Othello	17	2:48 a.m.	" 12	
Ar. Milwaukee	6	7:25 p.m.	" 10		Lv. "	17	2:58 a.m.	" 14	2
Lv. "	33	7:40 a.m.	" 11		Ar. Seattle	17	11:20 a.m.	" 14	
Ar. Portage	33	11:45 a.m.	" 11		Lv. "	101	7:20 a.m.	" 17	3
Lv. "	55	7:40 a.m.	" 13	2	Ar. Tacoma	101	8:30 a.m.	" 17	
Ar. LaCrosse	55	10:45 a.m.	" 13		Lv. "	18	6:00 p.m.	" 19	3
Lv. "	31	5:50 a.m.	" 15	2	Ar. Aberdeen	18	12:55 a.m.	" 22	
Ar. Minneapolis	31	11:00 a.m.	" 15		Lv. "	106	6:00 a.m.	" 22	0
Lv. "	3	6:00 p.m.	" 18	4	Ar. Mitchell	106	10:25 a.m.	" 22	
Ar. Montevideo	3	11:00 p.m.	" 18		Lv. "	4	11:35 p.m.	" 23	2
Lv. "	3	11:20 p.m.	" 20	2	Ar. Sioux City	4	5:25 a.m.	" 24	
Ar. Aberdeen	3	5:45 a.m.	" 20		Lv. "	22	4:05 p.m.	" 28	5
Lv. "	3	6:15 a.m.	" 23	3	Ar. Manilla	22	7:15 p.m.	" 28	
Ar. Mobridge	3	10:05 a.m.	" 23		Lv. "	33	9:30 a.m.	" 30	1
Lv. "	3	10:05 a.m.	" 25	2	Ar. Council Bluffs	33	11:20 a.m.	" 30	
Ar. Marmarth	3	5:35 p.m.	" 25		Lv. "	34	6:10 a.m.	Jan. 1	2
Lv. "	3	5:45 p.m.	" 27	2	Ar. Des Moines	34	1:00 p.m.	" 1	
Ar. Miles City	3	10:45 p.m.	" 27		Lv. "	33	8:30 a.m.	" 3	2
Lv. "	31	7:10 a.m.	" 29	1	Ar. Perry	34	11:25 a.m.	" 3	
Ar. Harlowton	31	3:55 p.m.	" 29		Lv. "	4	7:00 a.m.	" 6	2
Lv. "	33	10:35 a.m.	Dec. 1	2	Ar. Marion	4	12:29 p.m.	" 6	
Ar. Three Forks	33	3:05 p.m.	" 1		Lv. "	4	2:00 p.m.	" 8	2
Lv. "	17	6:55 a.m.	" 4	2	Ar. Savanna	4	5:15 p.m.	" 8	
Ar. Deer Lodge	17	11:15 a.m.	" 4		Lv. "	25	9:15 a.m.	" 11	2
Lv. "	17	11:25 a.m.	" 6	2	Ar. Dubuque	25	11:05 a.m.	" 11	
Ar. Avery	17	7:15 p.m.	" 6		Lv. "	8	2:04 a.m.	" 16	4
Lv. "	17	6:25 p.m.	" 8	2	Ar. Chicago	8	7:40 a.m.	" 16	

Thirteen meetings were held in Chicago and through the terminals, with a total attendance of 1,238. Eighteen in Milwaukee.

Can easily be applied by UNSKILLED Labor

P. & M. Boltless

Anti-Rail Creepers

NINETY-EIGHT per cent of the anti-rail creepers which we have sold during a period of six years are today in service and in an effective condition. The reason is that they are SELF-MAINTAINING and durable. They are made of MALLEABLE IRON and therefore unaffected by corrosion.

THE P. & M. CO.

Chicago San Francisco Denver Montreal New York

DIETZ "PIONEER" Street and Platform Lamp

Cold Blast — For Post or Bracket

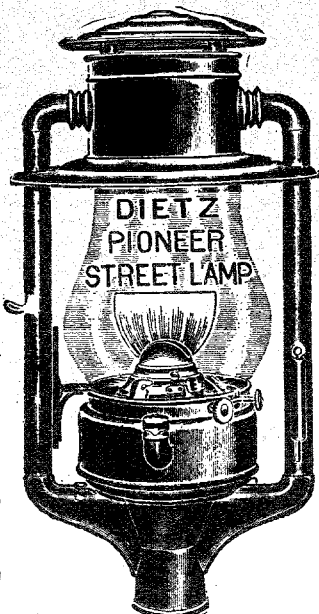
THIS Popular Street and Platform Lamp has been on the market for more than 34 years. It is the original of all globe tubular street lamps and while it has never been equalled, it requires no chimney and gives a steady light double that of an ordinary gas street lamp at much less cost. The "Pioneer" may be filled, lighted and regulated without removing the globe. Has a self-extinguishing device that may be set to burn for a certain number of hours. For years it has been the standard of the U. S. Government and many railway systems.

**R. E. DIETZ
COMPANY**

LARGEST MAKERS OF
LANTERNS IN THE WORLD

Founded 1840

New York City



Requires No Chimney
24 1/2 inches high—1 1/2 inch Wick.
22 Candle Power

Hirsch Uniforms

Are now being worn by the majority of trainmen on seventy-seven railroads in the United States.

Made by Union Tailors

Using the best standard cloth and workmanship has won for us a reputation among railroad men.

Give Us a Trial

Jas. H. Hirsch & Co.

M. F. BIRK, Manager

223 W. Jackson Boulevard

CHICAGO

attendance 6,843. This included West Milwaukee shops. Five at Green Bay, attendance 226. Two at Portage, attendance 68. Four at LaCrosse, attendance 91. At Austin great enthusiasm was manifested and five meetings were held, with a total attendance of 270. Austin is always progressive.

Additions to List of Old Employees

M. Gallagher, yard master, C. B. 1885
W. F. Maughan, car foreman 1878
Chas. H. Brown, locomotive engineer 1881
Jas. Reed, locomotive engineer 1881
P. Hayes, locomotive engineer 1881
Thos. Brown, locomotive engineer 1885
F. Farnham, locomotive engineer 1885
Wm. H. McGraw, locomotive engineer 1886
F. Sutherland, locomotive engineer 1886
C. Putnam, locomotive engineer 1887
W. Karch, locomotive engineer 1887
H. C. Sutherland, locomotive engineer ..

C. & C. B. DIV. ENGINEERS.

Jas. Lynch, October 25 1887
Jno. Dulen, November 17 1887
B. F. Haas, December 10 1887
C. Latham, March 15 1888

Lewistown, Mont., 11/23/13.

DEAR EDITOR:

Being one of the old-time C. M. & St. P. employes, would like to have you add my name and service date to the old employes' list in your very popular Employees' Magazine.

I entered the service as night telegrapher at Hickory Grove, Ill., April 1, 1882; have been in continuous service in the many different departments since that time; have never been dismissed or out of service for any cause.

Yours truly,

E. A. BRADLEY,

Traveling Freight & Pass. Agt.

I noted in one of your issues of Employees' Magazine that you desired the service records of the older employes.

I commenced with this C. M. & St. Py. Ry. Co., as night telegraph operator at Reads Landing, Minnesota, on June 7, 1877. Worked one and one-half years at that place and then the night office was discontinued and I worked as extra man at different parts of the system, and on October 3, 1882, was appointed as a clerk in the locomotive department at Minneapolis shops and have been here ever since, hence I might be classed as one of the older employes.

Respectfully, JAS. NELLINS.

The Interline Department and the Rate Department of the Freight Auditor's office engaged in a lively bowling match Tuesday evening, November 4, at St. Alphonsus Atheneum, in which the Interline Department won by 12 pins. The lineup:

Interline Department, Stellar, Carney, Merkel, W. Miller, Galitz. Rate Department—Benson, J. Miller, Mueller, Neumer, Slobinger.

For games with Interline Department address J. Carney, care of Freight Auditor's Office.

Smiles



The Seattle Freight Boys' Idea of the Ticket Man Hard at Work.

Claim agents in their official capacities have some novel experiences, especially when dealing with foreigners, many of whom are not fluently versed in the science of English phraseology, as witness the following communication received recently by the tireless and indefatigable "Tommy" Glynn:

Dear Sir: The boy and the brother want to go at Chicago tomorrow or another day I did prevent them never go away until that case can be done. They should go some other places if the case be delay or prolonged. Come or send your last decision about it they insist over their claim objecting that we can do nothing in this country rather in our Old Country. What are we going to do with this cut off hand. I wish to be done this case any How without suing.

my appreciation to your kindness

yours truly alex Krounian
frt of arm extra gang.

A Puzzler.

Every mother knows of the time when questions, often unanswerable, come too thick and fast for the nerve-balance of a busy housewife.

On baking day mamma turned rather crossly to little Elsie.

"For mercy's sake, stop asking so many questions, child!"

"Well, mamma, just tell me this: which is the front end of this biscuit?"—*Harper's Monthly.*

He Wanted the Dollar.

"When political excitement runs high in my state," says a Southern Congressman, "it is then that the colored voter keeps his eyes open.

"On one occasion an old ducky, formerly in my employ, met me on the street with this observation:

"You're lookin' mighty well, Marse Dick."

"Yes, I'm feeling pretty well, Moses," I replied.

"I thought you was. You know what you look like, Marse Dick?"

"No, Moses; what do I look like?"

"You looks like you had a dollar in your pocket and was goin' to run for Congress, Marse Dick."—*Exchange.*

A western roadmaster on the St. Paul line was asking his foremen for list of boarding car equipment and received the following reply from one of them:

"I have on tudate the follering quipment, 1 cook stofe, bad order, 1 te pot, 1 cofie pot, ? stu kittles, 1 dish pane, 2 fring pans, 3 wat/pals, 8teen tin plats, 12 tin cups, 11 amps. 12 nifes and forkes, 12 tabbet spuns, 12 te spuns, 2 coal hodes, 1 oil kan, one gallun jarz, 3 kittle lids, 2 tin shuger cans, 2 benches. 2 shelves fur laying things on, 3 matches and about half sak old stile smokin' terbacker."

A reporter journeying through Georgia stopped at one of the smaller stations, and was talking to the ticket agent, when up rushed an old negro, who hurriedly demanded a ticket for Pine Junction.

"Pleasure trip, Uncle?" inquired the agent.

"No, suh, my nephews vey low, suh. Hope de train won' be long comin'!"

"About ten minutes, Uncle."

The old man went to the platform, and studied the bulletin board seriously.

"Did you say my train 'd be 'long in ten minutes suh?" he asked, returning to the window.

"Yes, Uncle."

"I jest axed you, suh, 'cause I ain't got my rabbit foot 'bout me, an' dat dere board say, 'all trains on time 'cept one, an' I was jest figurin' dat dat one would be mine."

"Someone's tampered with the bulletin board," declared the agent, rushing excitedly to the platform.

I followed closely.

We both stared at the board, then at Uncle, then dropped into hysteria of laughter. The bulletin read:

"All trains on time—Sept. 1."—*Exchange.*

Called Home.

A noted clergyman whose pastorate is in a well-known city was spending a few days at the summer home of one of his congregation.

While seated on the piazza one afternoon with his hostess her little boy and girl came running toward them; the former with a rat, held at arm's-length by the tail.

"Don't be afraid, mother," he called. "It is quite dead! We beat him and beat him!" each declaration being illustrated by an imaginary blow on the rat. Then, feeling a deference might be due the clergyman, he said, in measured, solemn tones and with uplifted eyes, "Yes, we beat him and beat him until—God—called—him—home." — *Harper's Monthly.*

Hotel Wisconsin

Milwaukee's Newest and Finest Hotel

Five Hundred Rooms

Three Hundred with Private Bath

Reasonable Rates

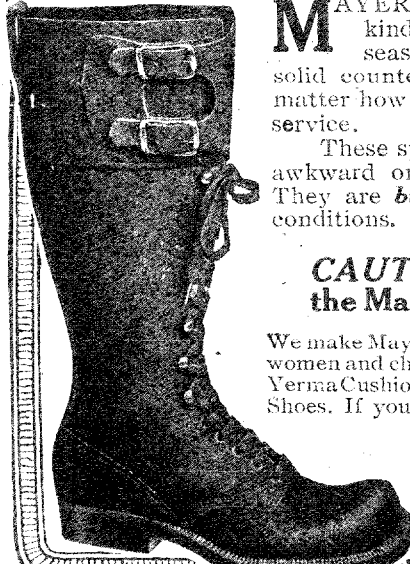
Always advise the traveling public to stop at this hotel when in Milwaukee

Q & C
BONZANO RAIL JOINT
MILLIONS IN USE
THE Q & C CO.
NEW YORK CHICAGO





HONORBILT SHOES



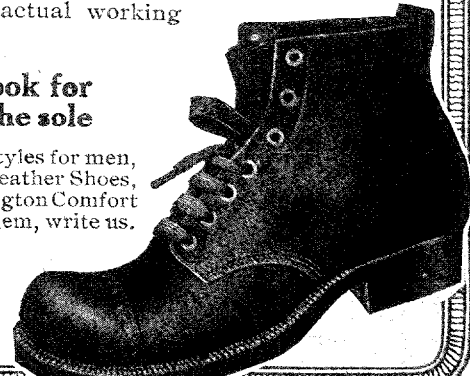
MAYER HONORBILT WORK SHOES are made for the hardest kind of use. They are stout and strong, made from thoroughly seasoned, extra durable leather, with heavy oak tanned soles, solid counters, double leather toes and double rows of stitching. No matter how hard on shoe leather your work is, they will give you lasting service.

These splendid work shoes look well and fit well, too—they are not awkward or clumsy—don't tire or cramp your feet. They are *built on honor* to meet actual working conditions.

CAUTION—Be sure to look for the Mayer trade mark on the sole

We make Mayer Honorbilt Shoes in all styles for men, women and children; also Drysox Wet Weather Shoes, Yerma Cushion Shoes and Martha Washington Comfort Shoes. If your dealer does not handle them, write us.

**F. Mayer,
 Boot & Shoe Co.,
 Milwaukee, Wis.**



Mechanical Department



Milwaukee Shops, Oct. 10, 1913.

To the Editor Employees' Magazine:

I am sending you herewith photograph showing four old veterans, boiler department, Milwaukee Shops. All with a service record from thirty-four to forty-one years. From left to right:

Nick Schneider, sixty-three years of age and still in active service. He has charge of the tank department. He started his trade in 1862 with D. M. Burns at Green Bay at the age of twelve years. He was too young to fight for Lincoln, although his brother two years older did enlist.

Dick Smith, seventy-four years old and still working every day on oil stands, aprons and wind sheets. He started heating rivets in England for his father at the age of eleven years. He came to this country in 1872 and started working for the St. Paul Company shortly afterwards. He has been in service ever since with the exception of a few years spent on a farm.

Billy Kells, seventy-three years old and still in active service on dry pipes and wheel covers. He started at his trade as a rivet boy for the Novelty Iron Works, New York City, at the age of twelve years. He also has the distinction of working on the first monitor that blew up, the "Merrimac." He also states that while under test the steam pipes on the "Moni-

tor" burst and five men were killed. In fact he and his partner riveted on the ram that sunk the "Merrimac."

Charley Haag, sixty-five years old, with a service date of forty-one years. He is a first-class flange turner, working every day, and is still running one of the large flange fires at Milwaukee Shops. He started his trade as a rivet boy with King & Freeze, Cleveland, O., at the age of thirteen years. A few years later worked for the Globe Ship Building Co., where he was advanced to assistant master mechanic.

You will note from the picture that these men are still young and it wouldn't be well for anybody to say otherwise. The men in the boiler department at Milwaukee Shops are noted for their stability, all of them being what we term, "Home Guards."

A great many of the men started in their apprenticeship at the shops and now have a service record of ten, fifteen and twenty-five years. The company believes in keeping all their apprentices where they take interest in their work and become good workmen, paying them full rate. This of course keeps the young man from traveling around the country and many times becoming a boomer or a tramp.

Your truly,

A. N. LUCAS,
General Foreman Boiler Works

The Passing of a Sixty-Eighter

Geo. O. Dayton—Milwaukee Shops.

D. L. Bush, P. C. Hart, J. T. Gillick, W. F. Dudley, B. A. Dousman, G. G. Allen, C. H. Bilty.

Gentlemen—

This is to advise that Class H-3 engine 1416 was scrapped at Tacoma Shops and number marked vacant June 27, 1913.

A. E. MANCHESTER.

Such is the requiem sung to an old friend. How many of us recording angels writing the epitaph give the thought: Well done thou good and faithful servant, or give a passing thought to her obituary?

Born at the Rogers Locomotive Works in the year 1868.

Died at Tacoma Shops in the year 1913.

Death due to a complication of diseases brought on by old age.

Do any of us ever pause to think what interesting memories the passing of one of these ancient locomotives recalls? How many of us have seen the same years of service with the company, or were here when she came to us? She came embellished with a wealth of brass, and no doubt there is in our service today some veteran, who manned her, who can vividly recall the many hours spent in polishing those shining rods and bends. How well they can recall spending their Sundays scouring the brass, polishing the windows, jackets, stack and front end, and many the tips they gave to the wipers to put on an extra polish to the driving wheels and machinery. How carefully the hostlers handled her for the first few revolutions, until the condensed water was disposed of, fearing to smear her over, and when she left the engine track for her run she was a glittering beauty, and so clean she would not spoil the whitest fabric, or the white shirts and collars worn by her masters. In her day it was the practice to have locomotives ornamental as well as useful, and it was not an uncommon occurrence to paint the driving wheels vermilion and scenes on the sides of the tenders and headlights portraying some historic event or the

likeness of a noted personage. She had her peculiarities and during the many leisure hours of her masters they were fully discussed, also how she should be petted and humored to have her bring forth the best in her. No doubt she responded to the pet name of Betsy or some other feminine appellation. When at the head of three or four frail passenger cars, coupled together with links and pins, with wooden blocks wedged between to take up the slack, and thundering across the country at the tremendous speed of thirty miles an hour, the men who manned her held an enviable position. In those days the master looked after his charge as carefully as he did his child, and invariably after completing a run stayed with her until she was put in her stall. He was with her several hours before leaving time setting up wedges, keying up rods and carefully looking her over, and if she carried a defect when leaving the house it was one not visible to the naked eye. He was held accountable for all defects and break downs.

When she was in her prime railroading was in the pioneer stage. She was a standard engine, considered a monstrous piece of machinery and the very limit in locomotive building, fully capable of meeting any service required of her. At this time the cylinder cocks were not connected with the cab and her valves were oiled through cups fastened on top of the steam chests. It was the duty of the fireman to jump down and shut off the cylinder cocks after starting and when shutting off he had to walk over the running board and put a few drops of oil in each cup as the lubricator was then unthought of. It was about the year 1878 she realized the luxury of having water injected into her. Previous to then all the water was fed to her through a small pump attached to the frame and the plunger connected with the cross head. She could be fed only when in motion and if while standing still it became necessary to fill her up, she would be run forward and back until

What's the Use of Saying

The Best Policy—or—The Newest Policy

They all say that—We simply say U. S.

And most everybody knows that the Policy issued to Railroad men by us has made famous the

United States Health & Accident Insurance Company

—OF SAGINAW, MICHIGAN—

It covers every Accident and every Illness—no exceptions. It pays full principal sum for loss of one hand or foot. And what is equally important, the Company pays its valid claims promptly and without quibble. Write the Company at Saginaw, Michigan, for any information desired concerning our Policy Contracts.

she pumped in the required amount. In spite of this wonderful improvement the injector bred prejudice among some of the engine-men for a time. Many times she coughed so hard her very entrails were racked, due to being chugged to avoid running by a station, pen stock or switch, or to avoid a collision. She was seldom allowed to call for help, as it was the rankest insult to the "Brakey" in those days to do so, as they took great pride in their ability to stop a wheel on a two-cent piece, and were fully capable of making good their boast. The coming of the air brake permitted her to make a more dignified stop and relieve the "Brakey" of the most picturesque and dangerous part of his duties, allowing the head one an additional forty winks on the fireman's seat box, and the rear one an extra flop or two to the pork chops simmering on the caboose stove. In addition to these she has seen the development of the automatic door opener and bell ringer, electrical headlight, automatic coupler, steam heat, superheater, etc. She has also seen the name of the company changed to Chicago, Milwaukee & St. Paul Railway Co., in February, 1874, in accordance with legislative authority. She paid homage in her humble way to Presidents Alexander Mitchell, Roswell Miller and A. J. Earling. Reluctantly her masters gave her up in the early eighties for the 17-inch engines that came to replace her. They felt the Company was going to extremes in constructing such monstrous machines, fearing the road bed would not hold them, also that the introduction of larger locomotives meant a less number, therefore depriving many of them of work. Happily this condition never prevailed. During her time many changes occurred. The old masters long since forsook her for another, larger and stronger, but no more the thoroughbred. Other masters had her who did not give her the care she received when in her prime. She was getting old and infirm, requiring more constant attention, which was denied her. It had been long since she felt the touch of waste and had become foul and gummy with grease and dirt. The coming of the larger and stronger ones relegated her to less important service, and in her declining years she was shoved from pillar to post, but ever ready to take up any burden assigned her. During this time she was developing infirmities, which were allowed to become aggravated day after day, until she became so dilapidated it was necessary to doom her and she passed from us destitute of obsequies, but with a creditable record of 45 years of faithful service, which will not be buried in eternal oblivion. During her life she was identified by the following numbers and names:

57—I Sherman, 220—1223—1231—1416.

The disposition of old worn out power and parts of same may be of interest to some. We have to date scrapped 260 of the 16-inch and smaller Class H engines and sold 49. When one of this class of engines get in

Big Pay For You



\$5.00

TO

\$8.00

Per Day

In any one of the following trades:

**Electricity Plumbing
Bricklaying
Mechanical Drawing
Moving Picture Operating**

We Teach You

In a Short Time—At Small Expense!

For years we have trained men to become experts in **Electricity, Plumbing, Bricklaying, Mechanical Drawing and Moving Picture Operating**. These trades pay \$6.00 a day right here in Chicago and \$5.00 to \$8.00 a day EVERYWHERE. The demand for skilled men far exceeds the supply. Our students are always in demand the minute they graduate. We give our students the actual practical work to do right at School—no attention paid to needless theory. Our employment bureau secures good paying jobs for students **FREE OF CHARGE**. Our School is the

Oldest, Largest and Best Equipped Trade School in America

You can enter any time. Open all the year round—day and night classes. Tuition **VERY LOW** at this time—easy payments if desired. We will help you earn your way through School. Our instructors are all experts in their respective lines of work.

Guarantee

We guarantee that your Course of instruction will be the **VERY BEST**—that when you have completed a Course in our School you will be an expert in the trade you select.

Tools and Materials

FREE!

To those who enroll now we will furnish all the tools and materials used in taking our Courses **ABSOLUTELY FREE**. Write at once for full particulars of this offer and **FREE** catalog.

Send Coupon TODAY

Don't delay! Send the coupon or post card for full particulars of this offer and School catalog. Everything sent to you **Free and Prepaid**. **RIGHT NOW** is the time to write for this information. Send immediately while you think of it.

L. L. COOKE, Director
Coyne National Trade Schools
Dept. 4991
51 E. Illinois St.
Chicago, Ill.

Come to Chicago—the busiest city in the world

Free Coupon

L. L. COOKE, Director
COYNE NATIONAL TRADE SCHOOLS
Dept. 4991, 51 E. Illinois St.
Chicago, Illinois

Dear Sir: Please send me **FREE AND PREPAID** full particulars of your Offer together with your School catalog. I assume no obligations.

Name.....

Address.....

such condition it is no longer fit for service or has deteriorated to the point where it is questionable to perpetuate them, they are stored until it is definitely decided to either repair or scrap them. The actual condition and historical record is furnished the general manager, also an estimate cost to put it in first-class condition. If it is decided to scrap the engine an A. F. E. is executed authorizing its destruction and it is then turned over to the stripping gang and dismantled. The boilers that are fit for further service are overhauled and used to fill orders for stationary boilers at small power plants and round houses. The tires good for further service are placed in stock and used for changing tires on other engines having sim-

ilar wheel centers. A sufficient number of driving wheel centers are retained for use as mandrels for turning driving wheel tires in the larger lathes. Flues in condition for further service are pieced to the required length for use in other engines. Injectors, lubricators, steam and air gauges and similar parts are overhauled and placed in stock for use on other engines they are adapted to. A sufficient supply of such parts, as bells, stacks, rods, cross heads, etc., in good condition, are laid aside and utilized in replacing similar worn out parts of same class of power. All cast parts scrapped are turned over to the foundry for remelting, wrought iron parts scrapped are worked up into hammered iron by the blacksmith shop and used for various purposes. Tenders in good condition or that can be put in good condition for small expenditure are used in steam shovel or other work train service. Other parts scrapped which cannot be utilized are sold. We still have 80 of this class of power in service and it will not be many years until they are only a memory. Let us hope the Company can see fit to restore one to its original construction, and set aside as a valued relic, typifying the evolution of the steam locomotive of one of the greatest railway systems.

H. HAMMERSMITH

JEWELER

*Watches, Diamonds, Silverware
Etc.*

Watch Inspector For
C. M. & ST. P. RY.

208 Uihlein Bldg. Milwaukee

"Read This"

*Of Interest
To All Railroad Men*

A GOOD, live business, largely in the control of the railroad men, a greenhouse at Libertyville, located on the tracks of the St. Paul road, is making good. In three years it has increased from one small building to a six-acre proposition. New additions this year is the reason for placing new stock on the market. This stock has realized for the stockholders 22½ per cent in three years and has been in the process of construction all the time. The stock is non-assessable, sells at \$10.00 per share and guarantees 7 per cent dividend.

Send your money to the secretary or inquire for more complete information. We will gladly grant any courtesy in our power. Place your money in a good, healthy, reliable investment, where it will bring you a good income. Attend to it now, as stock is going rapidly.

**Meredith
Flower and Vegetable Co.**
LIBERTYVILLE, ILL.

J. E. MEREDITH, President C. W. STENT, Secretary

Office rules of the Coburg Roundhouse Office which are well observed:

No. 1. Gentlemen upon entering will leave the door wide open or apologize.

No. 2. Those having no business to transact should remain as long as possible, take a chair and lean against the wall; it will preserve the wall and may also prevent its falling upon us.

No. 3. Gentlemen are requested to smoke, especially during office hours; tobacco and cigars of the finest brand will be supplied.

No. 4. Spit on the floor, as the spittoons are for ornaments only.

No. 5. Talk loud or whistle, especially when we are engaged. If this has not the desired effect, sing.

No. 6. If we are engaged in conversation with anyone, gentlemen are requested not to wait until we are through, but join in, as we are particularly fond of speaking to half a dozen at a time.

No. 7. Put your feet on the table, or lean against the desk; it will be of great assistance to those who are writing.

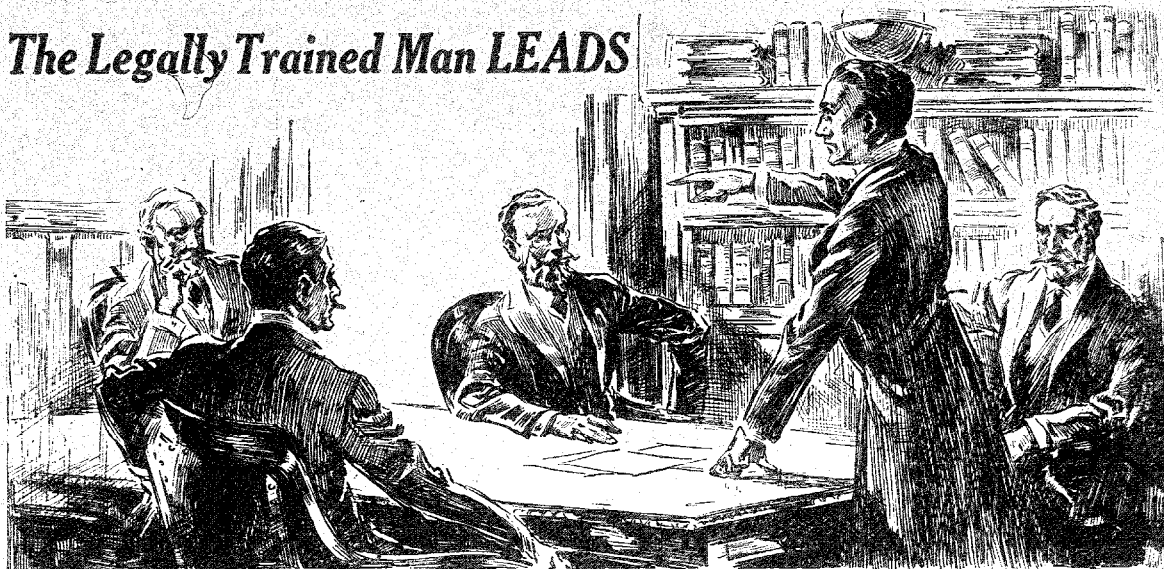
No. 8. If you are not busy, call around as often as you want, for the purpose of using the telephone, or anything else in the office.

No. 9. Should the loan of money be desired, do not fail to ask for it, as we do not require it for any purpose, but merely for the sake of lending it to those who want more.

No. 10. If you see anything in the office that you would like to have as a souvenir, help yourself; take it without asking; don't be bashful.

No. 11. Profane language is at all times expected, especially if any ladies are present.

The Legally Trained Man LEADS



YOU Also Can Be A Leader!

IN business, in politics—before the Court and in private life—legal training gives **POWER, PRESTIGE, WEALTH.** Every move in business—every phase of politics and government—and thousands of transactions of our everyday life—demand a knowledge of law. Naturally, the legally trained man leads—for his expert knowledge puts him in a position to advise, to guide, to *direct*.

Today, to a greater extent than ever before—due to increasing governmental control—the legally trained man is in **DEMAND.** The Interstate Commerce Commission—Pure Food—Reasonable Rates—Employers' Liability—The Sherman Law—Tariff—these are a few of many cases where the law is taking a hand in business. The law tells you what to do and how to do it—how to keep out of trouble and avoid expensive lawsuits.

We **NOW** offer you a tremendous opportunity, an opportunity to secure a Scholarship in our big Law School—to become a leader of men—to learn law at home during your spare moments.

The Greatest Law School for Home Study in the World

Offers you this remarkable opportunity! Write at once! There is no better, no more thorough way to learn law than to study right at home. Abraham Lincoln, Thomas F. Ryan, John Wanamaker, Elbert H. Gary, and hundreds of our greatest men studied law—many of them **AT HOME!** President Woodrow Wilson and every member of his Cabinet, with but one exception, practiced at the Bar. Nine out of ten of the public offices, National, State and Municipal, are filled with legally trained men.

YOU can become a leader of men—**YOU** can improve your position in the political and social world—**YOU** can increase your earning power—if you become legally trained.

Statistics show that students studying law by correspondence are the most successful in passing Bar examinations. More than forty thousand students have enrolled in our big Law School. Our graduates are to

be found in every State of the Union, succeeding either as practicing attorneys or in business pursuits.

A Startling Scholarship Offer!

This startling offer is being made for a limited time to readers of this magazine. An offer so liberal, so unusual, that we can only give you the facts in direct letters! On this offer the world's most brilliant array of legal talent is at your command. We furnish you a Magnificent Law Library, masterful lessons and lectures. Our Consulting Service is at your disposal. We offer you a **FREE SCHOLARSHIP** entitling you to our Complete Three Year Course and Service at a tremendously low cost.

This Offer is Limited —Act Quickly!

We cannot afford to hold this offer open indefinitely. The offer is strictly limited. Clip the coupon—right now—before you turn the page. Mail it—get the facts at once. This puts you under no obligation—it costs you nothing—it simply gives you the opportunity to go over the facts and decide. Surely you will not refuse to investigate an opportunity of such vast importance to your success in life—an opportunity which will surely lead to a greater success than you can possibly win in any other way. Tear off the coupon and mail it right now.

AMERICAN CORRESPONDENCE SCHOOL OF LAW,

Dept. 4991, Manhattan Bldg., CHICAGO

We Guarantee
to coach *Free* any
graduate failing to
pass the Bar exam-
ination. Our course
covers all branches
of American Law
and includes the
same studies as the
leading Law Schools

Hurry! Mail this Coupon

AMERICAN CORRESPONDENCE SCHOOL OF LAW,
Dept. 4991, Manhattan Bldg., Chicago

Gentlemen: Without any obligations on me whatever, please send me full particulars of your remarkable Scholarship Offer. Also send me, free and prepaid, your School Catalog which tells how I can become legally trained at home.

Name _____
Address _____
City _____ State _____

Special Commendation

"As the double track work on the H. & D. division is closing for the present season, we would like to make honorable mention of one man who has certainly done good work during the past year. The gravel pit near Ortley, S. D., was opened April 20, 1913, and Conductor Edward G. Reeve took charge of the Lidgerwood unloader on that date, and unloaded all of the Haskell & Barker cars loaded at Ortley pit during the entire summer, the pit closing October 27. During that time Conductor Reeve has unloaded all of this gravel without an accident or mishap of any kind, and the officials of the division appreciate his good work and wish to commend him through the columns of the Magazine. The total yardage unloaded by Conductor Reeve is in the neighborhood of 18,000 cubic yards.

On the night of November 6, Operator A. H. Case at Groton reported something dragging on train 1st 65 when passing that station. The train was stopped at Bath and a brake beam was found dragging.

At midnight, November 14, Operator G. E. Ayers of Aberdeen yard office, while waiting on Main street crossing at Aberdeen for train 1st 64 to pass, discovered something dragging, and notified the Train Dispatcher's office. The train was stopped at Bath, the first station, and a brake beam was found dragging.

On train H. & D. 2nd 91, November 4, Brakeman C. W. McLaughlin discovered a sand board down on STP car 89707 when inspecting the train at Renville, and stopped the train. The car was so badly listed that it took nearly an hour to set it out without derailing it, and if not discovered would undoubtedly have caused an accident.

Train 1st 76, passing Groton, eastbound, Conductor L. E. Dore on a westbound train noticed brake rigging dragging on STP car 49020 and the train was moving so fast that he could not get on to stop it and notified the Dispatcher's office, getting the train stopped at Andover before any accident occurred.

Conductor M. Matson on the West H. & D. Division, on coming east on extra freight train, was out on top of his train looking for a hot box and felt the car he was on jump as if running over something. He was on short time to meet No. 15 and let No. 18 pass, so did not stop his train but notified the dispatcher regarding the occurrence, and train 15, "The Olympian," discovered a rail broken, there being about 20 inches broken out of the ball of the rail on the outside of a three degree curve. It is evident that the balance of Extra West broke considerable more out of this rail than was broken at the time the car on which Matson was riding

passed over it, and had he not acted quickly, and No. 15 notified, a serious derailment would have undoubtedly occurred.

We consider Conductor Matson entitled to commendation for his action in this matter.

S. E. KEANE,

Special Correspondent.

Herewith a letter received from Dr. M. C. Johnston at Aberdeen, complimenting the service rendered to himself and party on going on a hunting trip to Drummond, Mont.

Through the courtesy of General Superintendent Barrett The Olympian was stopped at Drummond, Mont., to let him and his party off. It appears the favor was appreciated.

Aberdeen, S. D., 11/3/13.

Supt. F. M. Melin.

Dear Sir: I wish to let you know that our party arrived at Drummond, Mont., on schedule and the train stopped and everybody was fine to us, and we had a dandy time in the mountains for 30 days and got a big bunch of game, as you have no doubt noticed if you have passed Lacey Drug Co.'s window. The treatment of the C., M. & St. P. officials all along the line was everything that could be desired, and we wish to thank you again for courtesies extended. The scenery along the line is the equal of any, and the train and equipment not to be excelled anywhere. I am sending you herewith a small piece of smoked elk meat. Cut crosswise, trim off the dirt (unavoidable, considering being packed for 7 days on horseback), and fry in plenty of bacon grease, butter, or lard and butter mixed, season to taste, and throw it away if you do not like it. At that the fresh meat is easily 10 times as good, especially when cooked in camp, so you can see why we did not bring more of it home. Seven to eat and only four to hunt. It kept the hunters busy, so great were the appetites. If the road wishes a short story of the hunt for any of its advertising folders, or copies of any of the pictures taken, will be glad to supply same.

Sincerely,

M. C. Johnston.

H. & D. train 65 of October 31 had a brake beam down on one of the cars passing Buffalo Lake. Agent J. G. Williams at Buffalo Lake noticed the brake beam dragging and reported it to the agent at Hector, who stopped the train and the brake beam was found dragging on the rail, and possibly would have caused a derailment in going over the switches. The interest taken by Agent Williams in this case is worthy of commendation.

Conductor N. Morehouse has received a mark of credit from Superintendent J. A. Macdonald for discovering and promptly reporting a broken rail near Cheney, Wis., Oc-

tober 31, thereby stopping coast line No. 16 until same was made safe for crossing, with slight delay to trains.

Gateman Wm. Schlieve, stationed at Vliet street tower, Milwaukee, has received a letter of commendation and thanks from Superintendent W. B. Hinrichs for prompt action in saving the life of an elderly woman who stood inside of the gates on the track, unaware of the approaching train. Mr. Schlieve saw that the woman was apparently confused and rushed down to her rescue, reaching her just in time to prevent her being crushed by the cars.

Walter Vantine, brakeman on the C. & M. Division, is the recipient of a valuable pair of gold link buttons from a grateful passenger to whom he extended a slight courtesy. A lady and little child on No. 5 out of Chicago, back in February last, were traveling alone, and Vantine saw that the child was sick, so he made the mother as comfortable as possible, brought water for the little boy and assisted in every way possible in caring for him. With the gift was an unsigned letter written from Northboro, Mass., dated October 30, 1913, as follows:

"E. W. Morrison, Supt.

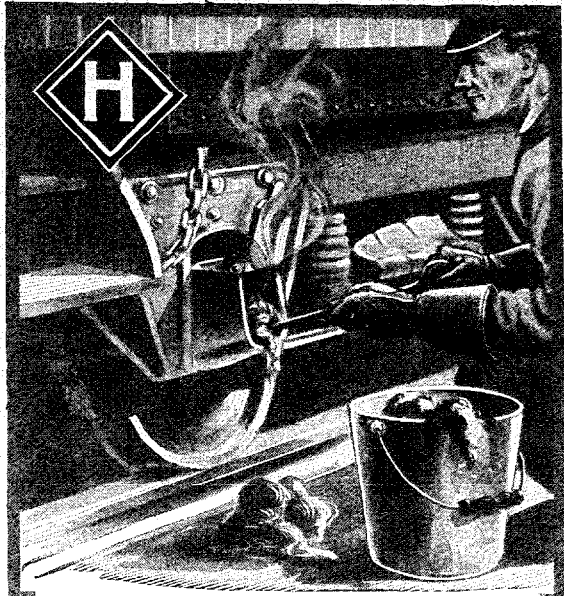
"Dear Sir: I wish to give a little token to one of your trainmen for courtesy and kindness shown a friend of mine last February 18, on the train leaving Chicago at 9:10 or 9:30 a. m., on the C., M. & St. P. R. R. I don't know his full name, but I think it is Vantine. If you have a trainman by that name, will you kindly give him this token as a remembrance from the State of Massachusetts?"

Engineer A. W. Morgan of Perry was given a credit mark on account of finding a broken rail on the track north of the main line, just west of the M. & St. L. crossing, which is used by all engines going to and from the roundhouse. Finding it not safe for use, he saw to it personally that it was spiked and then stood by to warn all concerned until it was repaired.

Merit marks have been given on account of the following:

On October 20, Tacoma Eastern Fireman William Caster noticed fire breaking out of the roof of the section house at Alder and he notified his engineer, F. L. Bunnell, to that effect. The train was brought to a standstill and Fireman Caster walked back to the section house, awoke the section men, possibly saving the lives of those in the section house, and assisted in putting out the fire.

While passing through Seattle yards on his way to the roundhouse to report for work and while passing engine 9517, which was standing on one of the tracks, Engineer John H. Butler of the Coast Division discovered a crack in the side rod on this engine and reported the same to Roundhouse Foreman Brady before the engine got away from the terminal. The vigilance of this engineer and



"Hot Box"

Movements quick and easy, hands safe-guarded against heat or hurt—that's the *invaluable* service you get in the soft, strong

Hansen's Gloves

This Protector Gauntlet gives supreme service—long, strong and comfortable. The leather is perfect selection, perfectly handled, and can be easily cleaned in gasoline. Heat, steam and water-proof. Send for book showing the wide line for driving, motoring, etc.

500 styles—for every man according to his work or sport. Ask to see the "Glad Hand"—a lighter weight Gauntlet, and the easy, soft "Slip-On" mitten for switchmen. If necessary, write us for information. We will send book and tell you where to buy.

**O. C. HANSEN
MFG. CO.**

287 Milwaukee Street
Milwaukee, Wis.



MILWAUKEE RAILWAY SYSTEM

the interest taken by him in the condition of an engine with which he was not directly concerned, is worthy of recognition, as possibly a serious accident was avoided.

THOS. HUGHES,
Correspondent Tacoma Shops.

Most Popular Transcontinental Line.

Seattle, Aug. 7, 1913.

Mr. E. G. Hayden, D. P. A., Cleveland, O.

My Dear Hayden: You will undoubtedly be surprised to receive a letter from me from this seemingly far away country, but when we are connected up with such an excellent system such as the Chicago, Milwaukee & St. Paul Railway it brings us quite near together.

I feel it not only my duty but a great pleasure to say to you that my aunt, Mrs. Beers, and cousin, Miss Hoagland, arrived here safely on your most excellent train, The Olympian, on July 4, the train being strictly on time. Miss Hoagland showed me a message which she held from you, giving her reservations, and inasmuch as I had directed her to call at your office in Cleveland and see you relative to their trip, I write you this line to state that they speak in the highest terms of the most excellent dining car and sleeping car service. The younger lady having crossed the continent a great many times, says that the Milwaukee is surely the "candy." It seems to be the most popular line for the east from this city. Being an

old railroad man, I naturally notice these things.

Trusting that you and yours are in the very best of health, I am,

Yours very truly,

W. E. LANGDON.

Here's One for the Columbian.

Wabasha, Minn., Oct. 23, 1913.

Arrived home a few weeks ago on the C. & St. P. after having a most pleasant trip across the continent. This is the second time I have crossed on the Columbian and I wish to express to the railroad company appreciation for the kind attentions received throughout our last trip. All the beautiful scenery and points of interest along the way were pointed out to us by your employees. This made our trip very interesting and attractive. Our sleeping car conductor as well as the porter in charge also deserve special commendation.

We shall always be ready to recommend The Columbian at any time we have the opportunity to do so.

NELLIE M. RAWSON.

Wabasha, Minn.

Brakeman F. Gallagher on the River Division has been given a credit mark for his prompt flagging of train 16, upon discovering that Extra West, Dodds, Conductor, November 18, had broken in two.



Tell Your Passengers

that the prices at Hotel Sherman average one dollar per day less than those of any other hotel on the same plane of excellence in all America.

Hotel Sherman City Hall Square Chicago

RATES

At Hotel Sherman

Single with bath	Double with bath
\$2.00	\$3.50
2.50	4.00
3.00	5.00
3.50	6.00
4.00	Suites \$5 to \$15

offers every luxury and convenience that the equipment of a three million dollar hotel can provide. 750 rooms—every room with bath. Service organized through years of experience. The unsurpassed cuisine of America's most famous restaurant, the College Inn.

These Men Had Eyes That See.

Recently Conductor R. C. Jackson discovered a loose wheel on a car and set same out at first station. This probably saved a serious accident.

Brakemen J. C. Calligan and E. Eckert found a steel brake beam down on a car of coal, and fixed it immediately, preventing further and perhaps serious damage.

Conductor A. R. Morony discovered a weak draw bar on car in middle of his train and put same in rear end before any damage was done.

Section Foreman McGuire at Buck Grove discovered a rail sticking out of a car so it would not clear an extra gang working on the track. He stopped the train and saved the men from injury.

Engineer D. Thompson noticed a fire one night on right of train between Charter Oak and Kenwood, and stopped and put it out before any damage to the company's property occurred.

E. MURPHY,

Safety First Committee, S. C. & D. Division.

Stopped a Runaway Train on the Mountain.

Three Forks, Nov. 24, 1913.

Conductor Thos. O'Brien, Brakeman C. J. Buck, Brakeman J. E. Manley, Three Forks, Mont.

Gentlemen:

For your prompt and heroic action on the night of October 27 in stopping Train 94, coming into Grace, due to air valve on engine 8500 being defective, I wish to hereby extend to you my highest commendation.

A serious catastrophe was averted by your efforts, which I know were thoroughly appreciated by the management of this company. It is gratifying to know that we have employees of this caliber who are not found wanting when put to the test.

I take pleasure in giving you due credit for this in our Employees' Register and am also extending to you my personal thanks for "staying with the ship" as you did.

Yours truly,

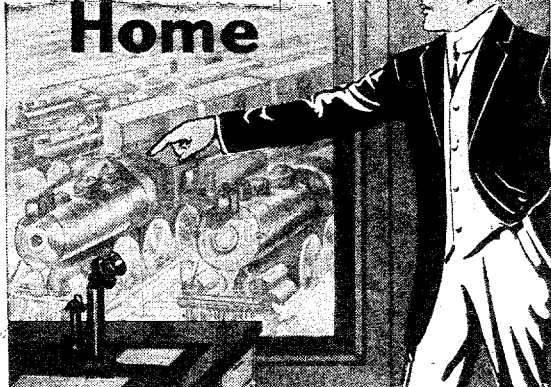
(Signed) W. H. MOLCHIOR,
Superintendent.

On October 13 Signal Operator Ralph Hughes, Huson, Montana, discovered broken rail at our crossing with the Northern Pacific at this point at 5:45 a. m. and called section men to make repairs. This undoubtedly avoided a derailment and perhaps a serious accident.

Conductor Douglass is certainly a close observer. While watching his train pass the depot at Vananda on the night of November 12th he noticed that something was wrong with one of the cars. He stopped the train and found a broken flange on one wheel.

As the Magazine goes to press, comes the sad news of the death of M. D. Rhame, assistant engineer of the company.

Become a TRAFFIC EXPERT Learn at Home



NEW JOBS OPEN, BIG PAY

Thousands of large shippers and all Railroads need trained Traffic experts and Managers—newly created positions are open everywhere with salaries of \$35 to \$200 weekly. The demand for trained men is greater than the supply. Recently enacted railroad rate laws and interstate commerce regulations have produced new conditions that necessitate trained specialists—men who know how to route shipments, to obtain shortest mileage, quickest deliveries—lowest rates. With such knowledge you can qualify for an important, big-salaried position with a future—quick.

WE TRAIN YOU BY MAIL

at home, in spare time, without giving up your position or income. The cost is small—we make the payments to suit you. All you need, to get into this powerful, big paying occupation is our training. No matter where you live, what you work at now, how small your pay, how long your hours—no matter what your age or education—if you can read and write—our Interstate Commerce Course will train you expertly to handle proficiently a big Traffic Manager's job—to merit and retain influence, respect, power and \$35 to \$200 weekly.

Most Thorough Method Known

The LaSalle method is simple, practical, logical—anybody can readily master it. It is the work of some of the greatest Traffic Experts in America. It covers thoroughly every feature of the profession you will ever need to know—it is different and more complete than any other method of home-training in Interstate Commerce ever known. This is the largest home-study Extension University in the world—our graduates are recognized as real experts—they are trained to do the kind of work that commands big positions.

NEW UNCROWDED OCCUPATION

This is a new uncrowded occupation—there's room for you if you prepare at once. Let us train you now for a big future, with power, dignity, respect and a big income with almost unlimited opportunities. All you need is a desire and our home training to become a big man with independence and a big income. Don't remain in a small job that thousands of men are constantly after—let us make you the master—the big man—a successful leader among men.

FREE—Wonderful Book

Send the coupon below now and receive free copy of our much talked-of book "10 Years Promotion in One"—learn more about the opportunities afforded Traffic Experts with our training—learn about the big positions now open—learn how easy it is for us to make you a traffic specialist. Remember only trained men can secure the big positions now open—remember that big employers are seeking our graduates because of their efficiency. Send the coupon—no money.

La Salle Extension University, Chicago

La Salle Extension University, Dept. 507 Chicago, Ill.

Send at once, without expense to me, FREE copy of your famous book "10 Years Promotion in One"; also book telling how I may, without interfering with my present position, prepare myself as Traffic Expert.

Name

Address

Occupation.....

On The Steel Trail

Southern Minnesota Division Notes.

T. P. Horton.

The old saying came true—"Everything comes to him who waits." I knew if I waited long enough someone would come across with some news items. Let the good work go on.

The agents and operators are changing around considerably these days, so don't be surprised if any discrepancies appear.

Conductor Birran from the west end has been running a few trips on east end passenger trains while Conductors Root and Olson were off on legal business.

Operator Nolte is back at Spring Valley. Operator Stevens, who was relief at Spring Valley during his absence, hurried to Jackson, worked a few days on third, then a few days at Grand Meadow, and is now back at Jackson again.

Operator Bloom from Jackson relieved Agent Mayer at Minn Lake a few days account sickness and has now been assigned to Fulda second operator's job. This is his home town; must be some attraction there.

Operator Cornell, who was on temporarily at Fulda, went to Jackson 3rd on bulletin, has been assigned to Dexter station.

Jimmy Sheehy has traded Grand Meadow to Jack Leiser, agent at Delavan. Delavan is the home of his youth and no doubt the change is very agreeable to all concerned.

R. H. Solberg is temporarily in charge of Dexter station, vice Rollo Laugen, who drew Howard station for life or longer.

The third operator's position at Pipestone was made null and void, but we notice Operator Solberg didn't lose much time falling into another, as he drew Fairmont operator's job on six months' bulletin account Operator Flynn granted vacation to visit the Pacific Coast. Don't know whether it's ill health or disgust that causes George's migration from that fair city.

Agent Berg from Isinours and T. B. M. Berg of this division were called to Montana by the death of their brother, Helmer Berg, formerly operator at Albert Lea.

Utility Man Sackett, relieved at Isinours, is doing the extra braking with Hill crew.

Jackson force has had many changes in past few weeks. Engle flew his kite after working a few days. Dispatcher Malone bumped Williams, who goes to Welcome for a couple months.

Chief Dispatcher Moore is back in the harness at Madison after his recent illness.

Agent Fry at Howard has resigned to seek pastures new.

I understand ere long the wedding bells will be ringing around Madison when Brakeman John Kutcher gives up a life of single blessedness and boarding-house viands for a life of matrimony and home cooking.

Conductor McDonald found a broken arch bar at Fulda and if I had the artistic talent I would draw a picture of "Bert," white collar and all, looking over the train, but, sad to relate, thus far all I have been able to draw is my "pay."

Brakeman Lawler also deserves credit for finding a broken arch bar at Airlie.

Don't be bashful; slip me the news.

North La Crosse, Wis.

H. J. Bullock.

Engineer George Ginder and Miss Lena Wagner were united in wedlock at Sparta on November 11th.

Engineer Hein and Conductor M. H. Shackley, train No. 55, on November 20, responding to flag signals from two boys named V. Clauson and H. Jacobs, stopped just east of Camp Douglas and discovered a broken rail, with slight delay to the train.

Supt. W. J. Thiele, Trainmaster L. T. Johnston, of River Division, and Trainmaster D. E. Rossiter, of La Crosse Division, conferred with General Yardmaster J. H. Lutiger on important matters recently.

Conductor Joe Bloomfield is back on the job after a hunting trip.

Mr. W. A. Hinsey transacted important business here November 12th.

Chief Roundhouse Clerk W. H. Marshall has departed for a deer hunting trip near Antigo, Wis.

Chief Clerk A. T. Klingler of Milwaukee gave us a pleasant call recently.

Mr. S. F. Mills, representing the Superintendent of Transportation Department, transacted important business here recently.

Conductor Michael Kelly has resumed duty after several weeks of absence attending a sick brother at Kilbourn.

Agent J. P. Gibson of New Lisbon, Wis., dropped in to shake hands a few days ago.

Pebbles from Melstone, Mont.

W. F. Maughan.

General Superintendent Barrett and Division Superintendent Spencer were looking over the division one day recently.

S. M. P. Frank Rusch and D. M. M. Anderson stopped off between trains. Stop longer next time.

Mr. Earling, division freight rustler, is always on hand and, by gentlemanly and courteous treatment to the shippers, makes lasting friends for the company.

Safety First is not all talk with the C. M. & St. P., as is shown by the fine steel passenger equipment furnished for the safety of the passengers.

Our former trainmaster, A. E. Bowen, has been transferred to the Great Falls Division. A. C. is a rustler and will get there.



North Side of Coach Shop and Passenger Repair Crew—Dubuque.

R. Roller, an old Black Hills Division boy, passed through on a visit to his old home. He is now in the service at Alberton.

Claude Maughan and H. Burton are the new car inspectors. They have four hundred cars a day, in and out.

G. E. Cessford, D. M. M. at Deer Lodge, made us a nice visit between trains the other day. G. E. C. and the writer put in several years together on the old line. Call again, George.

Mrs. W. F. Maughan, wife of the car foreman, has returned from her visit at Mitchell and other Eastern points.

Yardmaster Galvin has been on the sick list for quite a while. Conductor Wade has been handling the work in his place.

Roadmaster Nix is here quite often. Bill keeps a close watch of his Division.

Operator Wilson has decided not to live on his ranch this winter. Recent cold spells have cooled his ambition in that direction.

Operator Pickett and mother have taken up residence here again for the winter. We are glad to see Claude back.

Our efficient day yardmaster, Ed. Strebel, wife and son, have returned from their vacation spent on their Minnesota farm.

Agent W. F. Hart has been transferred to the Harlowton station; succeeded by G. W. Hailing, late of Northfield, Minn.

We notice the smiling face of Conductor Douglas among the boys after a summer in the gravel service.

Conductor Tanner is a full-fledged brass-button man now. "Doc" is one of the boys and you can't bluff him, either.

First Trick Operator R. T. Wilson and family are enjoying their vacation near Green Lake, Wis. Come back, Tug.

Traveling Engineer Brooks stops off quite often. Chas. is always looking out for the Locomotive Department.

Car Inspector W. B. Congon has gone to his old home in Iowa to spend Thanksgiving.

In a contest held here Mrs. Martin, wife of our popular switchman, Johnnie Martin, was awarded a beautiful silver set. May she live many moons to enjoy it is the wish of her friends.

W. Martin, water service foreman, has returned from his eastern trip and is getting his work in shape for winter.

Several of the boys are building homes in Melstone. That's right, boys, get a nest of your own.

C. H. Arnold, roundhouse foreman, is now one of our city "dads." Charley is a good railroad man and will make a good man on the City Council.

Conductor Galven and Engineer Drake are building nice homes in Melstone.

H. & D. Division.

On Wednesday, November 19th, Ben Bowen, passenger conductor on the S. C. & D. Division, and Miss Minnie Reinhart, of Aberdeen, S. D., were united in marriage at Aberdeen. The good judgment shown by Ben in choosing his bride on the H. & D. Division is worthy of special commendation.

To be sure that milk toast won't be soggy, serve the boiling buttered milk in a pitcher so that each may pour it in for himself.

Use boiling water for tea stains.

Use salt and lemon juice for ink stains.

Fine linens and all pieces of lingerie should be wrung out by hand, and never through a wringer.

Xmas 1913



Shirley President Suspenders

50¢

"A pair for every suit" makes a man's whole year happy. Try it and see! in beautiful gift boxes. 12 different pictures. At stores or postpaid, 50c.

"Satisfaction or money back"

Be sure "Shirley President" is on buckles. The C. A. Edgarton Mfg. Co., Shirley, Mass.

C. & C. B. Iowa (West).
Ruby Eckman.

Earl Nunn, who has been acting as clerk in the Chief Dispatcher's office at Perry the last few months, has gone to Portsmouth to act as Agent for a while, during the absence of P. H. Curran, who is laying off on account of sickness. A. L. Bliven, who has been at Portsmouth a few weeks, goes back to his own trick at Council Bluffs yard office.

Operator E. T. Farnham, who has been working second trick at Council Bluffs yard office, has taken a three months' layoff and will rest and look after business interests during that time.

Vernon Stockton, who has been working as second trick operator at Woodward, has taken the position of night ticket agent at Perry.

Agent C. H. Tanner has resumed work at Tama after a pleasant two months' vacation. Harry Storms, who has been acting as agent in Mr. Tanner's place has resumed his work as first trick operator.

Operator Byard of Ferguson is taking a vacation this month and is being relieved by Operator O. J. Atkins.

Fireman Mike Costello and family were called to Clinton the latter part of November on account of an accident to his brother, who is employed on the C., B. & Q.

Fireman Lewis Anfinson of the steam derrick crew at Perry deserted the ranks of the bachelors the latter part of November and was married to Miss Sara Meland of Clermont, Iowa. They will make their home in Perry.

Brakeman R. M. Johnson of the middle division has recently moved his family from Defiance and has purchased a home in Perry.

Car Inspector C. E. Russell had the misfortune to injure his eye quite badly. He is employed under Gus Anderson, the car foreman at Perry.

Roundhouse Foreman P. L. Mullen of Perry spent Thanksgiving with friends in Ottumwa.

Conductor C. R. Ballard's daughter was married the early part of November to Mr. Allen Wright, one of the ticket clerks in the Union Station at Minneapolis.

William J. Collins, a machinist helper at the Perry roundhouse, was badly cut on the head by a window glass falling on him.

Coal Chute Foreman W. R. Jewell, who had his fingers mashed several weeks ago, has been having a serious time with blood poisoning and was compelled to go to the hospital in Council Bluffs for treatment.

John Opperman, an employee of the Perry roundhouse, injured his foot in November. He jumped from the front end of an engine, expecting to light on the pilot, but missed it and fell into the cinder pit.

Water Supply Man John Clinker and his force of men have been busy at Perry for some time, moving the boilers and machinery from the old pump house. The building will be used by the water supply department as a store house.

J. O. Arvison has taken a position as yard clerk at the Perry yard, he being one of the night force.

Dispatcher A. J. Elder spent a few days with friends in Savanna the middle of November.

Dispatcher T. C. Peterman made a short visit with his parents in Missouri in November.

Fireman C. Hiddleston is back from his trip to the East. He disappointed his friends by not bringing home a wife.

Dispatcher H. L. Hill and wife spent Thanksgiving with his parents in Delmar Junction.

Brakeman Guy Carroll went to his home in Missouri to spend Thanksgiving with relatives and friends.

Fireman Drew, who has been working on the west end, has been assigned to the Maquoketa-Davenport run.

Traveling Engineer Bodenberger has been assigned to one of the Perry-Milford gravel runs, since the office he held was abolished. Engineer F. Gardner has also taken one of the runs.

Joe Wagner, the timekeeper at the roundhouse, visited with his relatives in the northern part of the state the early part of November.

Carl Winters, who is acting as engine hostler for a few weeks, welcomed a baby girl into his home the fore part of November.

The new heating system is now in operation at the Perry roundhouse, the fans and motors having been installed. The system is what is known as the Undercurrent, the heat being forced through pipes leading to

the cinder pits, enabling the force to thaw out an engine in very short time even in the coldest weather.

James Lindsay, stenographer at the roundhouse, is said to be making frequent trips to Des Moines for some reason.

Conductor William Ellis and wife of the C. & M. Division were callers the latter part of November at the homes of Engineer Morgan and Conductor Lee in Perry.

L. L. Ostrander, chief clerk at the roundhouse, spent some time the latter part of November in Des Moines.

Roy L. Barker, timekeeper for Foreman W. J. Kilgore on the western division, was married October 19th to a young lady in Chicago. The Coon Rapids girls are wondering why he went so far away for a wife.

Conductor George Havill of the middle division was called to Palm Beach, Fla., the middle of October on account of the illness of his daughter, who, with her mother, makes her home there in the winter months.

Brakeman Ben Morrison has been on crutches for a few weeks on account of a seriously sprained ankle.

Brakeman J. A. McNeil has taken a thirty days' vacation and is visiting with relatives in the vicinity of New Orleans.

Brakeman H. E. Steele visited at the parental home in West Union, Iowa, the fore part of November.

Conductor H. O. Whitlock took an enforced vacation the fore part of November on account of getting mixed up in an automobile accident.

Engineer Fred Braman, who for a number of years has been employed on the coast extension, died at the home of his wife's relatives in Perry in October. Fred had been sick with the rheumatism several months prior to his death.

Ben Ward, a member of the pile driver crew, had one hand badly lacerated while at work in October.

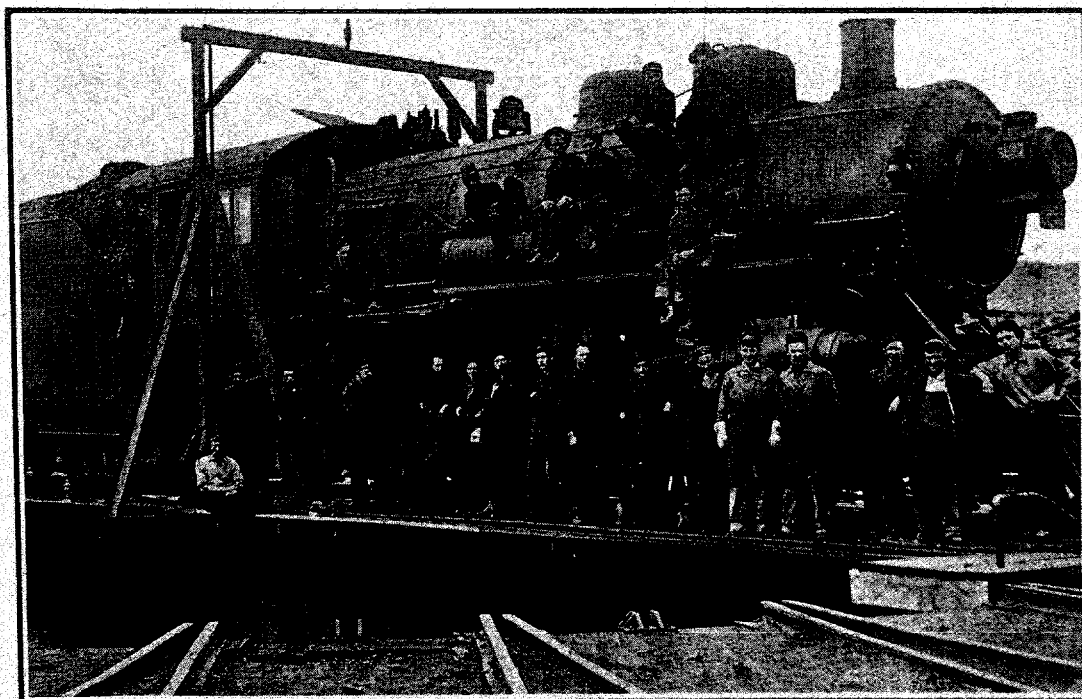
Brakeman C. F. Workman was off duty in October on account of injuring his arm.

Engineer J. M. Foster has received notice that he had been selected by the supreme grand chancellor of the Knights of Pythias as one of the deputies to assist in carrying on the work in Iowa. Mr. Foster is an enthusiastic member of the K. P.'s and this position is considered quite an honor.

Mrs. Ira Hurless, wife of Engineer Hurless, was called to Chicago in October on account of the illness of her brother.

P. Wilson, who was instrument man with the engineering crew at Perry terminals, has gone to Vining to take the same position with the crew at that place.

The M. O. W. O. Club, the organization comprised of the wives of the train dispatchers and operators at Perry, have renewed their club and are now holding semi-monthly social meetings. October brought an extra meeting for them in the way of a Halloween party held in the basement of the J. M. Losey home, to which the husbands were invited. A true old style party with all the regulation amusements and re-



Night Roundhouse Force—Marmarth, N. D.

Hillison & Etten Company

**RAILROAD AND
BIG BUSINESS
Printers**

TELEPHONES
 **HARRISON**
3382
5021

AUTOMATIC
63-051

633 PLYMOUTH COURT
CHICAGO, ILLINOIS

freshments were in order and the men folks are looking forward to another such occasion.

Ralph C. Bowman, chief clerk for Roadmaster W. E. Barnoske of Coon Rapids, took advantage of the world's series at New York and Philadelphia in October to take in the series and visit Boston, New York, Washington, Baltimore, Philadelphia, Richmond, Buffalo and Niagara Falls and other points of interest in the east and south.

Mrs. W. E. Rathman has been at Peoria, Ill., spending a week with her nephew, who is in school there.

Brakeman Ralph Goodwin has been at Peoria, Ill., for the past month. He was called home on account of sickness in his family, and before he could return to work was taken sick himself.

Brakeman W. C. Harris has returned to work after a lay off on account of an injured arm.

Brakeman J. Combs was called to Illinois the fore part of November by the illness of a relative. His mother returned with him and will make her home in Perry.

Conductor W. E. Rathman and crew, while on a work train, gave some valuable assistance to a wrecked auto party near Bouton recently.

Conductor W. T. Stockton has donned a uniform with brass buttons and is now on the list of extra passenger conductors.

Conductor W. C. Hayward and son are in Florida looking after their land interests.

Brakeman C. N. Brown, who has been employed on the middle division for some time, has transferred to the passenger service.

Fireman G. R. Lyons and wife went to Pennsylvania the latter part of November.

The little daughter of Mr. and Mrs. C. M. Craig, conductor on the western division, has been quite sick for some time.

Fireman E. J. Murphy of the west division took unto himself a wife the latter part of November, in the person of Miss Regina Welch, one of the popular young ladies of Perry.

Trouble seems to be coming in large packages in the family of Engineer Frank Banyard. The latter part of November his baby severely injured its fingers by having them pinched in a door, and at the same time his wife was taken to a hospital in Des Moines for surgical operation. Both are recovering nicely now.

The wives of the train dispatchers employed in the Perry office went to Marion November 15th and spent the day at the home of Trainmaster Hoehn.

Brakeman Fred Vodenick and wife went to Ottumwa in November to visit a few days with his wife's relatives while Fred was recovering from the effects of a couple of mashed fingers, received while at work.

Osborne White has been navigating by the use of crutches for a couple weeks, account of falling over a grade stake while running for a switch.

Dispatcher O. C. Anderson of the Dubuque Division visited with his brother and friends in Perry in November, being on his way to the Golden West.

Brakeman Thomas Kehler and wife are mourning the loss of their two-year-old baby, who died at the home in Perry in October.

Machinist Helper Harry Berkman and wife welcomed a baby girl into their home in November.

Brakeman Charles Woolsey and wife were called to Omaha in November on account of the sickness and death of his wife's mother.

The many friends of Engineer Fred Daly, for thirty-five years an employe of the company, were shocked to hear of his death, which occurred the latter part of November. Mr. Daly had driven his Ford auto to Des Moines and was returning home alone when he struck a sandy spot in the road; the car turned turtle and Mr. Daly was pinioned beneath it, and died a few minutes before he was rescued by passersby. His remains were brought to Perry, where short funeral services were held, and then, accompanied by his two sons, their wives and a large party of friends, who were members of the B. of L. E. and the Elks, of Perry, they were taken to Clinton, Iowa, and interred in the family lot.

J. Warfield, one of the members of Mr. Collins' B. and B. force, has been taking an enforced vacation on account of a badly mashed finger.

Engineer P. Donavon was called to Escanaba, Wis., the fore part of November on account of the death of his brother.

Mrs. E. E. Clothier, wife of the district carpenter at Malden, has been visiting with her son, Fireman Elmer Clothier, in Perry.

Engineer Charles Hunt and wife spent a few days in Milwaukee visiting her brother.

We notice that since Mr. Fitzgerald carries his lunch in a basket his wife has not had to make so many trips to the yard office to get the daily supply of milk which he persisted in carrying away with him. Milk and lunch pails should be of a different color, anyway.

Switchman Guy Curran has been off several days account of injuries received while switching a few nights ago.

Switchman Bert Brown is back on the job again after a trip to the Coast. He had the misfortune to lose one of his grips on his way out, though.

The switchmen have at last a place to hang their coats, having been given a shanty for their own personal use.

Scraps from the West End.

J. H. Ginet, Jr.

Jim Curry, cashier, vice-president's office, Seattle, recently injured his knee while out fishing and is now learning how to use crutches. His injury, however, is not serious.

Mr. James Wilson, Jr., assistant engineer, Great Falls, and Miss Mary Harris, daughter of one of the largest ranch owners in Montana, and also a resident of Great Falls, were married on November 26th. Mr. James Wilson, Sr., District Engineer, Seattle, father of the bridegroom, was in attendance at the ceremony.

The Milwaukee Club of Seattle gave another of their popular dances Thursday evening, December 6th. The dance was well attended and everyone had a fine time.

Mr. V. N. Pease and Mr. Robert E. Williams, both formerly with the O. W. R. & N. at Portland, took service in the Seattle City Ticket Office, effective November 3rd.

Mr. J. M. Gilman, assistant engineer, Seattle, is the proud father of a new ten-pound boy and has been celebrating in the usual Seattle way, by distributing "Monopole" cigars among his friends.

Division Freight and Passenger Agent R. F. Weeks says Jim Thompson has nothing on him when it comes to personally conducted parties. He conducted a special train of 200 ladies of the Women's Home Consumption League to Kent, Wash., where they visited the big plant of the Pacific Coast Condensed Milk Company.

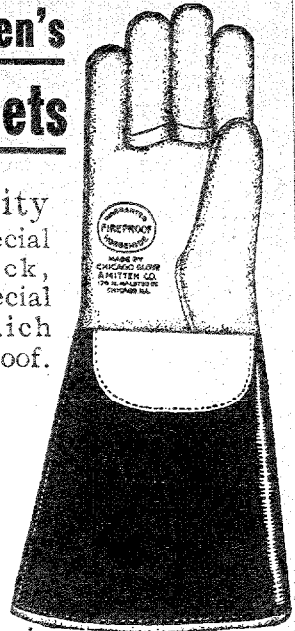
M. F. Carroll, C. P. A., Southern Pacific Railway, at San Francisco, Cal., and his new wife used The Olympian out of Seattle on November 4th. Conductor S. M. Palmer gave the bride her first lessons in house-keeping by asking her to pour tea.

Firemen's, Engineers' and Cranemen's Gauntlets

Extra quality
horsehide. Special
selected stock,
tanned by a special
process which
makes it fire-proof.
Can be washed.
Always soft and
pliable.

Seamless Palm
Pattern

Send for Catalogue



Chicago Glove & Mitten Co.
458 N. Halsted St. CHICAGO

Galena Oils

Have No Equal in

Quality, Efficiency and Economy

Sole Manufacturers of

Celebrated Galena Coach, Engine and Car Oils

Lubrication on a Guaranteed Basis

Electric Railway Lubrication a Specialty

Perfection Valve and Signal Oils

Galena Railway Safety Oil, made especially for use in headlights, marker and classification lamps.

Galena Long-Time Burner Oil, for use in switch and semaphore lamps, and all lamps for long-time burning, avoiding smoked and cracked chimneys and crusted wicks.

Tests and Correspondence Solicited

Galena-Signal Oil Co.
Franklin, Pennsylvania



Car Foremen, Northern District—St. Louis, Mo.

Kansas City Division.

Passenger Brakeman M. J. Haugh reports the arrival of a nine-pound son October 20th and says: "A look at that youngster makes me love my mother-in-law."

William A. Foglesong and Miss Mary Anderson were married at Ottumwa October 21st. Mr. Foglesong is employed as brakeman on the East Kansas City Division.

C. L. Post is acting as agent at North English during the absence of Mr. P. H. Fluck, who is taking an extended vacation.

David Davis and Miss Genevieve Cain were married at Savanna October 29th and will make their home in Ottumwa, where Mr. Davis is employed as machinist.

Operator J. A. Sanford has returned to his duties in the dispatcher's office after a short absence occasioned by the death of a relative.

Walter Abbott, formerly third trick operator at Braymer, Mo., has been appointed agent at Rathbun, Iowa.

T. J. Delaney, agent at Fairfax, Iowa, is away on leave of absence. He is being relieved by J. S. Chase, of Williamsburg.

Millard F. Washburn, assistant chief clerk, superintendent's office, is spending a well-earned vacation in Marceline, Mo., which city has the honor of being his home.

A. Doyle, car foreman, has returned from a business trip to Dubuque, Iowa.

J. I. Janes, conductor on the Marion Line of the Kansas City Division, died at his home in Marion November 12th, 1913, after a long illness. Mr. Janes had the distinction of being the oldest conductor on the Kansas City Division, having been in the service of the company over thirty years. He had many friends among his associates and will be greatly missed.

Black Hills Items.

T. A. Biggs.

Engineer Frank Mayo left November 4th to spend the winter months in Oregon, where he has bought land and built a comfortable home. Frank has seen many years of service with the company and all are glad that he can spend part of his time in a more comfortable climate.

William Hamilton, one of the B. & B. department carpenters, while repairing the roof of the section house at Murdo on the 8th of November, fell from the roof to the ground and received such a shock that he was rendered unconscious for a couple of hours. He has gone to his home at Conate, S. D., to recuperate.

Dave Church and family departed November 4th for El Paso, Texas, to spend the winter seeking a better climate for Mrs. Church, whose health is such as to make it advisable to get away from the rigors of the northern winters. Dave is one of our best conductors and he and Mrs. Church hold a high position in Murdo's social and fraternal circles.

There have been several changes of station agents lately. R. E. Mytenger, who has been agent at Oacoma since the division was built west of the river, has gone to Kimball; W. H. Tubbs has moved from Scenic to Oacoma, and Roy Hunt comes to Scenic from Springfield.

Charles H. Burroughs, agent and assistant agent at Winona for twenty-two years, died at his home in Winona, Oct. 26. He had been continuously in the service of the company since 1865. A more extended notice of Mr. Burroughs' life and service will appear in the December number.

C. R. Gilman, electrical engineer at Milwaukee, was elected president of the Association of Railway Electrical Engineers at their sixth annual convention held in Chicago, October 25. The action of the association was a well merited recognition of Mr. Gilman's exceptional qualification, also of the Milwaukee Railway.

USE
Kern's Success Flour

JOHN B. A. KERN & SONS
Milwaukee, Wis.

Council Bluffs Notes.*Mrs. Hackstock.*

Charles Flint, car repairer, is still confined to his home by sickness.

Roundhouse Foreman A. Yates and Car Foreman M. P. Schmidt recently went to Dubuque to attend the meeting of the foremen there.

Mr. J. F. Anderson was a caller at Council Bluffs on November 20th.

Mr. A. Yates, R. H. F., enjoyed a short visit from his parents, Mr. and Mrs. Thomas Yates of Savanna.

Mrs. Jim Johnson, wife of the machinist helper, is still ill, but is gradually improving. She will not be able to return home for some time.

The little son of Coal Chute Foreman Baker met with a serious accident while at play with a number of other little boys. He was struck in the eyes with an object with such force that the nerves of his eyes were paralyzed and his sight was entirely gone for a time. He also had a hemorrhage under the membrane of the left eye. His sight has gradually returned as the result of great care, and while he still wears his left eye bandaged, he was able a few days ago to call at the coal chute and office to see us.

Nels Anderson, carsmith, has returned to work, no worse for the loss of a finger. He is an old-timer and has been with the company over twenty-five years.

Mr. G. F. Hennessey and Mr. O'Leary, fire inspector, paid us a visit last week. Mr. O'Leary thought to catch us, so he slipped around back of the coaches and blew the fire whistle one long and three short blasts, which is the signal for the bunk room. But the Council Bluffs Fire Department is first-class and everything turned out lovely. Mr. Hennessey played innocent all the while. Mr. O'Leary tried the same stunt with the night force, with equal success.

Engineer James Jensen has taken unto himself a wife. We were thinking that Jim was a confirmed bachelor, but this wasn't the case. He simply could not find any one here to suit him, so he imported a wife from Denmark, and we are told that he has excellent taste.

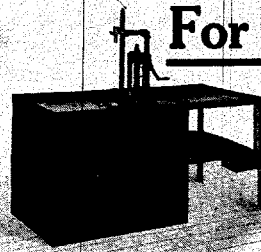
Mr. Jim P. Larson and Mr. H. Ducey, steamfitters, are installing the steam heat pipes in the machine shop.

Mr. and Mrs. Andrew Anderson are rejoicing at the birth of a baby boy on October 23rd. They called him Marion.

Mr. William Gundloch, car repairer, and family have moved to their new home on South Ninth Street.

O. C. Hansen, boiler washer inspector, called here on November 21st.

Miss Vera Cady, daughter of Engineer Cady, has returned from a visit in Chicago. She was accompanied by her sister, who



For Filling Lamps

The Bowser Table Tank is ideal. The pump measures the oil into the lamps and can be adjusted to exactly fill them.

The table offers a convenient place for setting lamps while being cleaned and not in use. This is only one of the many styles of

BOWSER

Oil Storage Equipment. Suitable for all kinds of Oil Storage and Distribution. Illustrated catalogue sent on request.

S. F. Bowser & Co., Inc.

Engineers and Manufacturers of
OIL HANDLING DEVICES

Home Plant and General Offices

Box 2069, Fort Wayne, Ind., U. S. A.

*Sales Offices in all Countries and
Representatives Everywhere*

We make a specialty of efficiency engineering of plants, suggesting oil storage and distributing systems adapted for each condition and for securing the desired results.

Established 1885

*Makers of The Boss Rubber Brush
Bristles Vulcanized in Rubber*

Maendler Brothers

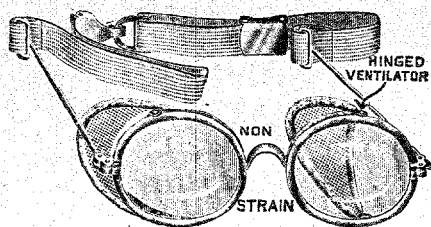
Manufacturers of

Brushes

42-46 E. Third St. St. Paul, Minn.

had been making her home in Chicago, but who expects to make her home with her parents in the future.

Our storekeeper, Morten Peter Christensen, better known as just plain "Pete," was the subject of a good joke a few days ago. The car department received a box of material from Dubuque shops, the contents of which were removed in the office. Pete is very careful about ordering material and taking care of it when it comes, so we thought to have some fun with him. Some time since there was a casting left in the office; it is painted bright red and is presumably a clutch for some harvesting machine. We substituted it for the con-



No. 800

Look at this Clear Vision Comfortable Fitting Goggle

Ask your Watch Inspector for

Non-Strain Goggles

Beware of Imitators. Take no substitute. See that our Trade Mark—"Non-Strain"—is on the box. If your watch inspector can not supply you, pin a one dollar bill on your letter and we will send a pair to you prepaid.

Ophthalmoscope Co.

440 Dorr Street Toledo, Ohio

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.

Dearborn Chemical Company

McCormick Building, CHICAGO

Cast Steel

Buckeye Truck Frames, Truck Bolsters,
Key Connected Yokes and Journal
Boxes, "Major" Top Lift and
Side Lift Couplers

The Buckeye Steel Castings Co.

Works and Main Office: COLUMBUS, OHIO

New York Office—

Chicago Office—

1224 No. 50 Church St.

619 Railway Exchange Bldg.

tents of the box and had same delivered to the store room. It was not long till Pete investigated and promptly came to the office, inquiring what it might be. He was informed that it was likely something that he had ordered, and he promptly went to work looking up all requisitions for material and also shipping notices. We then suggested that it was perhaps part of one of the new electric headlights. He went to the machinists to inquire what part it might be. He is still inquiring and has the casting stowed away under lock and key until he can find out what it really is. He says he never ordered the thing. It bears the name of the International Harvester Company.

Mr. E. Schroeder is at Council Bluffs instructing the engine men in the handling and care of the Schroeder Electric Headlight, now in use on a great many of our locomotives.

Since the completion of the improvements in the Council Bluffs car and locomotive department we have a great many callers, mostly business men from the city, occasionally from out of town, and they speak with highest praise regarding the improvement and development of the facilities here.

Peter Christensen, car repairer, was laid up for a day as the result of dropping a coupler which was being removed from a car. He received an injury to his knee and his hand. He limps a little, but is still faithful in the performance of his duties.

Martin P. Schmidt, foreman of the car department, reached the fifty-sixth anniversary of his birth on November 22nd. He was at his post as for many preceding years and it is hoped that he will pass many more years, and happy ones, with us.

Fireman Albert Cooley was off duty at Council Bluffs for several days as the result of a very sore finger. He injured same in the cross gates of the engine he was firing and did not think it serious, but blood poisoning resulted and he has had some sore finger. Dr. Macrae, the company physician, attended him and he went to work after losing two trips.

Mr. Martin P. Schmidt is the happy grandfather of a little granddaughter, born Sunday, November 23rd, to Mr. and Mrs. L. C. Davis. Mrs. Davis is a daughter of Mr. Schmidt.

Tacoma Store Department.

Mr. G. E. Cessford, district master mechanic; Mr. S. S. Köehler, general foreman, and Mr. John Nichols, blacksmith shop foreman, of Deer Lodge, called at Tacoma recently. They report their town growing in a healthy way, partly through the activities of our former chief clerk, who is now in the real estate business there.

C. & M. Division Notes.*Mary C. Sullivan.*

Engine Watchman John Barbour, of Libertyville, with his wife, will leave for Fitzgerald, Ga., within a few days. They intend to spend the remainder of the winter in the South.

P. C. Sullivan, section foreman at Grays Lake, is enjoying a two weeks' trip through the East. He is visiting his son, "Mat," in New York and other relatives in Boston.

Roadmaster A. H. Hobert of the Janesville line is away on a few days' vacation. He visited at Milwaukee, Merrill and Minneapolis.

C. M. Reed has been appointed agent at Shermerville since the reduction in force in "C. G." General Office. "Squire" Reed has been doing a little relief work, but now he is again permanently located.

Conductor Jim Yahnke and wife are doing a little globe trotting. They will visit at Denver, Los Angeles, San Francisco, Portland, Seattle, St. Paul, and Winona.

Conductor Bill Hill has been deer hunting near Channing, Mich. He brought home a fine 216-pound deer. Venison steak was a part of their Thanksgiving menu.

Conductor W. B. Carr has fully recovered from his attack of typhoid fever and has resumed work.

Fireman C. E. Anderson is wearing a broad smile. We understand he is the proud father of a bouncing boy. Congratulations.

Section Foreman William Knott of Walworth was taken to the hospital at Janesville. It is feared that it may be necessary to amputate his leg. He is troubled with a chronic infection, having suffered through the effects of this for several years.

Baggage man R. H. Murphy of Libertyville received word a few days ago that his father had died in Los Angeles, Cal. The employees of the C. M. extend their sympathy.

Conductor J. T. Kennelly, who was injured at Walworth a few weeks ago, has resumed work.

For some reason or other the Milwaukee police seem to have it in for some of our boys. While Brakeman William Neudorf and E. H. Stafford were on their way home from Muskego Yards they were stopped as suspicious characters by two officers of the law. Mr. Neudorf carried a bundle which belonged to Mr. Stafford. He was requested to open it by the officers, and upon refusing was threatened with the lockup. In order to save himself, he referred them to Mr. Stafford, rightful owner of the package. He in turn was requested to open it, and, being between the two extremes, did so. It was found to contain carpet with which to fix up his room. This being the second time some of our boys have been molested by the Milwaukee officers ("Bob" Walker was the other), we would suggest they get a box of paper collars and fix up a bit to resemble society folks going home

Every Man—

Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

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.

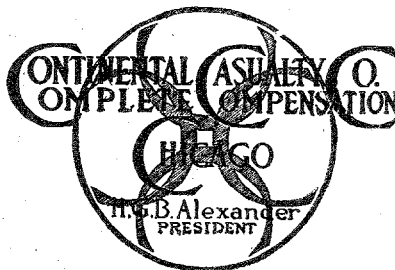
THE BEST ACCIDENT AND HEALTH POLICIES

are issued by the

Midland Casualty Co.

WM. BARNES
Superintendent Railroad Department

Insurance Exchange Building, Chicago



1208 Michigan Ave. Chicago, Illinois

**Insures More Railroadmen
Pays More Railroadmen
Employs More Ex-Railroadmen
THAN ANY OTHER
COMPANY**

Before I'm hurt tell me how little Income Insurance costs.

Name

Address

Age..... Occupation.....

KIRKMAN'S "Science of Railways"

For Enginemen

GROUP A—Motive Power Department

Locomotive and Motive Power Department
Engineers' and Firemen's Handbook
Locomotive Appliances
Electricity Applied to Railways
Air Brake—Construction and Working
Operating Trains
Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

For Shopmen

GROUP F—Locomotive Shops

Locomotive Appliances
Shops and Shop Practice, Vol. I.
Shops and Shop Practice, Vol. II.
Air Brake—Construction and Working
Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

Sold on the Monthly Installment Plan

Cropley, Phillips Company

CHICAGO, ILLINOIS



Over 25,000

**Pyle National
Electric Headlights**

In Service

Pyle National Electric Headlight Co.

900 S. Michigan Avenue

CHICAGO

in the "wee" small hours of the morning, or the company may be accommodating enough to appoint a chaperon upon request.

C. & C. B. (Middle) Iowa Notes

P. J. Harlem

Clyde Kinney of Perry was a recent suburban visitor to this bailiwick. Marion still "looks good" to Clyde, notwithstanding his removal to the city at the other end of the freight division.

Bob Leamon takes the third trick in the dispatcher's office left vacant by the resignation of Dispatcher Held. Nothing cheaper than 10-centers go with ye scribe, "Doc."

General Superintendent Cooper was a recent official visitor in the city.

Dispatcher Keenan was a recent St. Joe Mo., visitor.

W. H. Penfield, assistant to Vice President, stopped over in the city en route to the Des Moines River gravel pit.

Mr. and Mrs. G. E. Simmons were Thanksgiving sojourners in Des Moines, where they paid their respects to the old traditional bird.

F. Daley, special representative of the Accounting Department, was a recent business caller at Division Headquarters in Marion.

J. W. Held, for many years third trick dispatcher, has resigned and removed with his family to Milwaukee. "Jakey's" genial "phiz" and mirth-provoking anecdotes will be sadly missed, and all unite in wishing him luck and prosperity in his new home.

Under the new time card train 28, formerly leaving Marion at 1:43 A. M., now leaves at 11:00 A. M. This is a consummation which gives great satisfaction to the traveling public, a mid-day train to Chicago having been desired for years. We are safe in predicting that this train will become more and more popular as the months come and go, as it affords travelers from Marion an opportunity not hitherto enjoyed.

Charles Hagelberg, a trucker at the freight house, enjoyed a brief vacation recently, visiting friends at Strawberry Point. His associates were pleased at the pleasure he extracted from his respite and gave him the hearty handshake and welcome on his return.

"Jimmy" Pringle and "Uncle Davey" were recent sight-seers in the romantic city of old Dubuque. While the boys have no definite information on the subject, it goes without saying that they missed none of the "high places" and overlooked none of the tall buildings.

Misses Edna Sinclair and Laura Landis of the Roadmaster's and Locomotive offices, respectively, were recent visitors at Madrid.

Mrs. J. J. Timson, wife of J. J. Timson, foreman at Marion yards, is numbered among those who have recently passed to the great beyond. Mr. Timson has the sympathy of his associates in his bereavement.

S. S. Howard, a popular East end freight conductor, was instantly killed recently at Sabula, the circumstances of his death remaining a profound mystery. His remains were brought to Marion where the funeral

services were held under the auspices of the Masonic fraternities of Savanna and Marion, of which the deceased was a highly respected member.

Simultaneously with the transfer of Superintendent B. F. Van Vliet from this city to Mason City, comes the announcement that C. H. Marshall, formerly in charge of that portion of the C. & C. B. Iowa Division between Marion and Council Bluffs, will assume charge of the entire C. & C. B. Iowa Division, including the R. & S. W. Division in Iowa, formerly operated by Superintendent Van Vliet previous to the transfer of Superintendent Marshall from Missoula, Montana, to this city. "Hodge" needs no introduction to the people of Marion, his railroad career dating from the advent of A. J. Earling to this city as Superintendent of the line then in course of construction from Marion west in 1881. Since then his promotions have been frequent, in every instance merit, coupled with a thorough knowledge of the details of railroad management, being the basic consideration. Among the long line of men who have graced that position during the past thirty-two years in this city, we are safe in saying that in point of inherent, painstaking ability, coupled with a congenial and magnetic personality, not one of them were more popular, universally esteemed by the army of men under their direction than the genial, warm-hearted "Hodge." In his promotion the company has shown rare wisdom, and our prediction is that he will prove one of, if not the most popular Superintendent, both from the standpoint of the company, as well as the patrons whom he he serves, that has ever been assigned to that position in this city.

Pat Ryan, one of the veterans among the St. Paul's faithful and efficient section foremen, began his railroad career as a section hand, entering the service of the old Dubuque and South Western (now a part of the Calmar-Marion line), in the spring of 1874. He took charge of the section June 16, 1874, and in the spring of 1880 was sent to Paralta, from which place he was transferred to Marion in August of the same year, in charge of the section east of Marion. He assisted in the construction of the Marion yard in 1884, also in the building of the Kansas City Division in the same year. Since that time he has been in continuous charge of the Marion yard section. He has worked under Roadmasters Flanagan, Steen, Drury, Barnes, and the present incumbent, George Barnoske. His term of service also includes the administrations of the following Superintendents: D. A. Olin, A. J. Earling, R. R. Campbell, C. H. Goodnow, H. B. Earling, J. H. Foster, J. F. Gibson, W. B. Foster and B. F. Van Vliet. Mr. Ryan is one of the St. Paul Company's most trustworthy and valuable employees, and that his work is of the highest order and his popularity among those in his charge unquestioned, is evidenced by his long-continued service with the company and the fact that among the latter, resignations are of rare occurrence.

A Genuine

Illinois Watch

\$1⁰⁰ Cash



I have decided to make employees and readers of the Chicago, Milwaukee & St. Paul Ry. Employees' 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.

Here's the chance for every employee, no matter what his income or financial condition may be, to own a really fine time-piece. Think of a genuine "Illinois," made by the Illinois Watch Co., of Springfield, Ill. Seventeen-jewel movement, 20-year gold-filled case, and only \$13.75, on easy credit terms of \$1.00 a month.

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 handsomely engraved back. It is warranted for 20 years. Being screw-back and bezel, it is dust-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.

Big Jewelry Book FREE

In our special jewelry catalog are many other styles and sizes of high-grade watches, also some wonderful diamond and jewelry values, all sold on credit. You should have this book, because we can save you money on all jewelry.

Tear Off This Blank and Mail.

NOT GOOD AFTER 30 DAYS

SPIEGEL, MAY, STERN CO.
3579 Wall Street, Chicago.

I enclose first payment of \$1.00, for which send, express paid, the 17-jewel Illinois Watch No. X1275, described in your advertisement. If I keep it, I will pay \$1 each month until \$13.75 has been paid. If I return it within the 30-day trial period, you are to send me back my \$1.

Name.....

Post Office.....

St. or Box No..... State.....

Spiegel, May, Stern Co.

3579 Wall St., Chicago (422)

Accounting Department Consolidation

A conference was held in Room 1234, Railway Exchange, on November 29th, at which the following officers and employees were in attendance:

General Officers Dousman, W. F. Dudley, Bunting, Welch, Elliott and Gillick; Traveling Auditors Hayden, Quinn, Robertson, Salzer, Wallace, Fiels, Owen and Craig; Freight Inspectors Wilkinson, Calahan, Mitchell, Kloetzner, Collins, Lennon, Case, De Garmo, Sullivan, Wicke and Brock; also Mr. Hoffman, clerk in auditor of traffic office.

The subject under discussion was that of consolidating the forces of the Freight Claim Department with those of the Accounting Department, with a view of obtaining better efficiency, especially in the checking of station accounts. It was decided that until the traveling inspectors become familiar with the duties of the traveling auditors they were to assist the traveling auditors in checking and transferring stations.

The duties of the traveling freight inspectors, however, were not to be interfered with in important work, such as attending wrecks, lawsuits, etc. The main object in having the traveling freight inspectors perform work for the Accounting Department was to enable the traveling auditors to cover their territory and check all stations, at least once a year. The traveling freight inspectors, with the exception of Mr. Collins, all have had station experience and after a little coaching they all feel confident that they will be able to do traveling auditors' work such as checking and transferring small stations. It is not intended that traveling freight inspectors will be called upon to check any large stations, but they are to look after the small stations in their districts in the same manner as would be done by a regular traveling auditor, that is, after they become familiar with the traveling auditors' duties.

The traveling auditors will also do certain work that has been performed in the past by the traveling freight inspectors, such as examining the warehouses for over and unclaimed freight and for freight that

is marked for some other station and see that it is forwarded to the point where it belongs, or, if unclaimed, forwarded to Prairie du Chien lockup.

Traveling auditors are also to watch the handling of merchandise shipments by train crews and in case they find that it is being roughly or improperly handled, they are to caution the train crews to be more careful and also to make a report to Mr. Elliott, freight claim agent, of the matter. The new arrangement is to go into effect immediately and the traveling freight claim inspectors are to assist the traveling auditors in every way possible to get the checking up stations in better condition.

Engineer Takes Bride.

J. W. Greenwood and Miss Susan A. Stover were married at 5:30 o'clock yesterday afternoon by the Rev. Francis Burgette Short of the First Methodist Church at his home in the Breslin apartments. Mr. and Mrs. L. E. Pierce accompanied them. Mr. Greenwood is an engineer for the Chicago, Milwaukee & St. Paul Railway, and with his bride will make his home at 703 Fifth avenue.

Joseph Caldwell, chief clerk in the General Passenger Department, is the proud father of an eight-pound boy. Some brush artist marked "Da-Da" on a large poster and placed it on his desk. Joe's additions on the card were apropos—"That's right. I ain't mad at nobody."

Oldest Conductor in South Dakota

Perhaps the oldest railway conductor in the state, or in the northwest, is Frank Brainard, who runs on the Chamberlain-Sanborn line, which passes through White Lake. There are residents of White Lake who rode as passengers on Mr. Brainard's train to Mitchell and other points west to Chamberlain as early as 1880.

He has served as conductor for a period of 42 years on one division of the road—which is believed to break all records of railroad service.



Farmington Roundhouse Force.

General Office News

Geo. E. Waugh

Miss Margaret Foster, stenographer in the Advertising Department, has been confined to her home for the past three weeks on account of sickness. Her condition is much improved and it is hoped that she will rapidly regain her normal good health.

Miles Buckley, time table clerk, was swamped with the most extensive change of time we have had in a good many years—the running time of practically every train on fifteen divisions was affected by the new card that went into effect November 16th. The working time cards containing the new figures were not received until Friday, November 14th, and on Saturday, the 15th, the Advertising Department put out a twelve-page circular, compactly typed, embodying a summary of the new time. This was accomplished by a nearly all night wrestle with a complicated problem. Unflinching devotion to one's task and the prompt execution of a staggering volume of work scores 100 per cent efficiency for a department—this was a big job, well done.

One cold winter day forty-four years ago, Jim Hamilton, station agent of this company at Sioux City, stood on the platform, muffled up in a warm fur coat, watching a gang of section hands piling cordwood alongside the track. Wood was cheap and plentiful in the West in those days and coal had not supplanted it as fuel. But it kept a gang busy most of the time replenishing the woodpile along the line. Among the workers Hamilton noticed a ruddy-faced youth who put more energy and intelligence into his task than any of his co-workers. He was agile, lost no time passing from one pile to the other, repiled wood just as though his job was the most important of the railroad. Hamilton strolled over and watched him at closer range. Finally he spoke to him. "Say, boy," how would you like an inside job? I need an active young fellow like you to work around the station. The job would be easier than what you are doing now."

We print this Magazine and 100 others

Kenfield-Leach Company

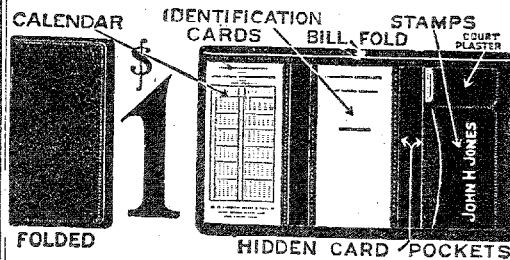
Phone Harrison 951—All Departments

Publications, Catalogs

DAY-NIGHT
PRESSROOMS AND LINOTYPES

445-447 Plymouth Court, - Chicago

Your Name in Gold



Genuine Black Seal Grain Leather Billfold & Pass Case

A most Remarkable Bargain in a three-fold combination case, which cannot be duplicated elsewhere for our price. **\$1.00**
Sold under our well-known GUARANTEE and direct only. Will last for years. Carefully made with turned edges and moire lining. Measures 3x5 inches, folded, and has seven useful pockets: two with transparent windows (just the right size for your division cards, etc.) secret billfold, stamp-book pocket, compartment containing court plaster and two extra card pockets. 1934 Calendar. Our Special Offer to Readers of MILWAUKEE RY. SYSTEM EMPLOYEES' MAGAZINE. We will include, free of charge, in beautiful, heavy gold stamping, the emblems of the following orders: O. R. C., O. R. T., B. R. T. and B. of L. F. & E. and your name. Cost of such stamping, if done outside, usually amounts to about 50c. Orders filled promptly and carefully. Your money cheerfully refunded if not satisfactory. Good Postage stamps accepted. Write for Eighth Annual FREE Combination Catalog and Gift Calendar of our full line of GUARANTEED LEATHER GOODS—it will save you money.

U. S. LEATHER GOODS CO.,

Dept. 3, 240-24 N. Clark St., Chicago, U. S. A.

Pioneers of The Exclusive Leather Goods Mail Order Business.

"This Solves The Problem!"

Give Him I-See-Co. Smokes

Not ordinary gift smokes, but high grade, long filler, hand-made stogies and cigars. No paste used—Strictly sanitary.

Delivered direct from the factory, charges prepaid.

Senior, 6 in. panatela stogie. Fifty to the box. Price per 100, \$3.00.

Junior, 5 in. panatela stogie. Fifty to the box. Price per 100, \$2.00.

Slendora, An extra fine quality, thin model, Havana filler, 6 in. stogie.

Price per box of 100, \$3.00.

Slenderita, A 6 in. mild, thin model stogie. Price per box of 100, \$2.00.

Aroma, Clear Havana filler cigar, 5 1/4 in. panatela shape, \$5.00 per 100.

Adrema, 5 in. clear Havana filler cigar, \$3.50 per hundred.

Nuera, 5 1/4 in. all Havana filler and wrapper, \$7.50 per hundred.

Back goes all of your money if not more than satisfied. Reference, any Wheeling bank, Bradstreet's or Dun's. Men of good address wanted to solicit individual smokers.

ISENBERG CIGAR CO., 30 Fourteenth Street, WHEELING, W. VA.



W. M. Stone
JEWELER

Your Local Watch Inspector

Diamonds
Railroad Watches

If your watch does not keep good time send it to me. I pay express charges, one way, anywhere on the system. Yours truly,
W. M. Stone

16 South Third St., Minneapolis, Minn.

Creosoted Wood
Paving Blocks

Durable Smooth Sanitary Noiseless

Creosoted Timbers
and Piling

Ayer & Lord Tie Company
Railway Exchange, Chicago

Chicago Car Heating Co.
Railway Exchange, Chicago

VAPOR SYSTEM

STEAM HOSE COUPLERS
EMERGENCY HOT AIR HEATER
For Cars and Domestic Use
STEAM TRAPS SAFETY VALVES
END VALVES OPERATED FROM
PLATFORM

RESERVATION OPENING

CHEAP prairie land in central Washington, U. S. A. Known as the "Milwaukee" tract, along main line of C. M. & St. P. Ry. \$18.00 and \$20.00 an acre on ten years' time. For additional information, maps, etc., clip and send in this coupon.

COUPON

CALHOUN, DENNY & EWING, Seattle, Wash.
Send free maps and folders, "Milwaukee" lands.

Name _____
Address _____ [m. m.]

TYPEWRITERS ANY MAKE YOU WANT

Slightly Used And Rebuilt

You will be interested to know that you can buy a good reliable typewriter for from \$15 up. Every machine fully guaranteed. Satisfaction guaranteed. We refer you to C. M. & St. P. Home Office or ask J. H. Welker, Savanna, Ill. Write now for catalogue and prices.
BEN SAMUELSON & CO., Dpt. C, 219 S. Dearborn St., Chicago

"Thank you," replied the boy, "but I ain't looking for any easy job." "What's your name?" "Brown." Hamilton walked back to the platform and remarked, "Strange boy, that; he don't want an easy job. You'll hear more about him." You did. The boy who was a section hand on the Chicago, Milwaukee & St. Paul Railway in 1869 is the same W. C. Brown who just resigned as president of the New York Central Lines. He started to scale the heights from a very lowly position, but he planted his feet on the top round. His foundation was solid. The Brown boy was a first-class section hand.

MILWAUKEE READY FOR WINTER TRAFFIC TROUBLES

Machinery Installed During Summer
Makes Local Shops the Best
of System.

Work was completed Thursday on placing the asbestos covering on the exhaust pipes that lead from the engine room of the Milwaukee shops to the other parts of the plant and with the completion of this job, the big repair department of the road is in very good shape for the winter.

The past summer has seen much improvement about the shops in the way of placing additional machinery, adding to the efficiency of the plant in many ways. Almost every department has had its improvement, but the marked improvements of the season have been in the engine room and the boiler and machine shops. In all these departments new machinery has been set and never in the history of the local shops has the company been in better shape to handle the "troubles" that occur during the freezing weather and meet the breakage on cars and locomotives that is an every-day occurrence on the roads of the Northwest when the mercury hovers about the zero point.—Exchange.

C. K. Brooks, claim agent in the employ of the Chicago, Milwaukee & St. Paul Railway Company, who has been making Green Bay his headquarters, is to leave the service of the road December 1 or shortly thereafter. He will take charge of the claim department for the Terminal Company of San Francisco. Mr. Brooks has been living in Green Bay for about one year. A successor to Mr. Brooks has not yet been named.



The Milk and Cream used on the Dining cars of this company comes from this Sanitary Creamery, Woodstock, Ill.

A. J. OLSON CO.

Chicago Office, 227 West Chicago Avenue

Consolidated Indiana Coal Company

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, Nos. 32 and 33

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

For Sale by Dealers

139 W. Van Buren St., Chicago, Ill.

The Varnish that lasts longest



Made by
Murphy Varnish Company

GUILFORD S. WOOD

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 Building
CHICAGO

JOHN T. MURPHY, Pres.
Helena, Mont.

JOHN H. TUCKER, Sec'y
Helena, Mont.

JOHN T. COTTIER, Treas. & Mgr.
Great Falls, Mont.

Murphy-Maclay Hardware Company Inc.

Wholesale and Retail

**Machinist Tools, Railway Supplies
and Heavy Hardware**

GREAT FALLS MONTANA

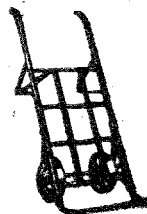
The Standard Improved Truck Co.

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**



EUROPEAN PLAN Rates: \$1.00 to \$3.00 per day

Sherman Hotel

Sherman Hotel Co.

J. R. HUBBART, Secretary and Manager

Aberdeen, South Dakota

Providing Every Up-To-Date Convenience

Telephone Central 2459

Rollin S. Church

509 Chicago Savings Bank Bldg.

CHICAGO

RAILWAY TIME SERVICE

Chicago Wilmington & Vermillion Coal Co.

McCormick Building, Chicago

Genuine Wilmington Chunks

Genuine Wilmington
Washed Egg

"ORIENT"

Franklin County

Lump, Egg, Nut, Screenings

The best domestic coal produced
*in Illinois

Write for Prices

The FLINT Varnish Works

of

FLINT, MICHIGAN

Make everything the
Railroad needs for
its Coach, Cab and
Engine Work

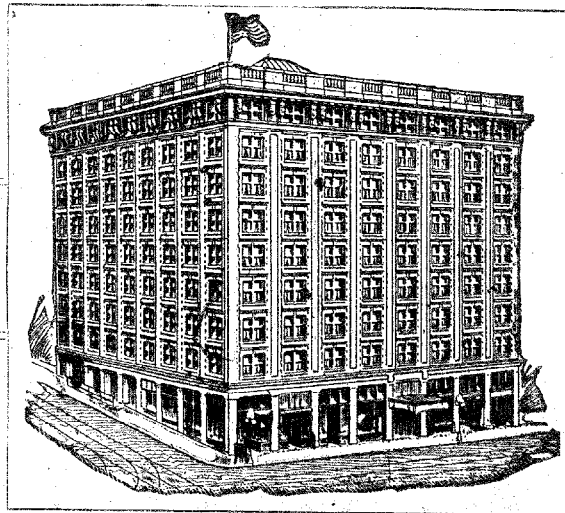
*Varnishes Colors
Enamels*

Black Engine Finishes
Front End Paints, etc.

"The Flint Line Means Quality"

New Richmond Hotel

SEATTLE, WASHINGTON



*Absolutely
Fireproof.*

*304 Rooms
All Outside*

Rates \$1.00 Up

OPPOSITE
DEPOTS

European Plan

W. S. BOGLE, President

C. W. GILMORE, Vice-President

H. A. STARK, Secretary

Crescent Coal & Mining Company

808 Fisher Building, Chicago

Telephone Harrison 988

Line Mountain Anthracite

Free burning, the best in the world
for Domestic Use

BLACK DIAMOND MINE

Auburn, Illinois

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

TELEPHONES:

Harrison 5504, 404, 405 and 406

Automatic 51526

Magner, Winslow & Co.

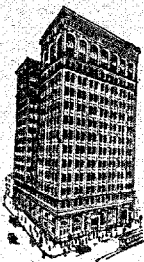
WHOLESALE AND RETAIL

PROVISION DEALERS

440 to 446 South Clark Street
Chicago, Ill.

ERNST HEG, Prop.

Established 1854



Your Bank

YOUR CHOICE OF A
bank is a matter for
your most careful con-
sideration.

Your savings can not be
too carefully guarded.

In ten years, the deposits of this bank
have grown from \$1,500,000 to \$10,200,000—
evidence of confidence on the part of an
increasing number of depositors.

On its record of satisfactory service, it
solicits your account.

The Old National Bank

Of Spokane

Capital, \$1,000,000

*Careful attention paid to out-of-town ac-
counts. Interest paid on saving accounts.*

Starting a Savings Account

is a serious matter and ought to be
done as the result of a careful con-
sideration of all the qualifications
of the bank seeking your business.

The record of consistent and con-
servative banking; the large capi-
tal and surplus, together with the
services and facilities afforded,
should materially aid you in
selecting

**Dexter Horton
Trust & Savings Bank**

**The Dexter Horton
National Bank**

Seattle, Washington

6%

That is the dividend we have paid on sav-
ings for twelve years.

This is a mutual savings society operating
under strict state supervision.

All of our net earnings are divided equit-
ably among our shareholders.

Dividends are declared July 1 and January 1
each year.

Write for a booklet explaining our plan

OFFICERS

J. H. BLOEDEL, President

A. F. LINDEN, Vice-Pres. & Treas.

R. CAMPBELL, Secretary

SCOTT CALHOUN, Counsel

Puget Sound Savings and Loan Association

"A Mutual Savings Society"

222 Pike Street Seattle, Wash.

Service & Quality

Count in the marketing
of Lumber as in every-
thing else

Whether it be the stringers under
your feet or the shingles over your
head, we furnish them and
furnish them complete

Pacific States Lumber Co. Mineral Lake Lumber Co.

TACOMA, WASH.

Farmers-Merchants State Bank

Malden, Wash.

A Strong Bank—A Booster for
the Milwaukee Road and
Milwaukee Men

Any Correspondence Cheerfully Answered

The State National Bank

Miles City, Montana

U. S. Depository

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

Interests: 4% in Savings Department
5% on Time Certificates

Pay day will soon be here

Let us cash your check
Your savings account or checking
account is welcome at this bank
4% interest on savings

*United States
National Bank*

Deer Lodge, Montana

UNION SAVINGS & TRUST COMPANY

Hoge Building Seattle, Washington

Capital and Surplus - \$ 800,000

Total Assets over - \$4,900,000

JAMES D. HOGE

President

N. B. SOLNER

Cashier

We solicit your Northwest business
We pay 4 per cent on saving accounts

Dakota National Bank

United States Depository

ABERDEEN, S. DAK.

GEO. G. MASON, President

S. H. COLLINS, Cashier

R. P. ROBERTS, Asst. Cash.

Responsibility of Stockholders

\$15,000,000.00

First National Bank

HARLOWTON, MONTANA

Capital, Surplus and
Undivided Profits
\$62,000.00

We Do a General Banking Business
Pay Interest on Time Deposits
Your Accounts Solicited
Especially Interested in Railroad Men

Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

General Banking Business

CHARLES J. KELLY, President

JOHN D. RYAN, Vice-President

C. C. SWINBORNE, Cashier

R. A. KUNKEL, Assistant Cashier

R. W. PLACE, Assistant Cashier

Larabie Bros.

Bankers

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana
Every banking facility extended to
our customers
Safety Deposit Boxes For Rent
Depository for C. M. & St. P. Ry. Co.

Spokane & Eastern Trust Company

SPOKANE, WASHINGTON

THE RAILWAY MEN'S BANK

Depository for the

Chicago, Milwaukee & St. Paul
Northern Pacific Great Northern
Idaho & Washington Northern
Chicago, Burlington & Quincy Trains
Washington Water Power Co.

We Pay 4 Per Cent on Savings Deposits

CITIZENS STATE

Mobridge

BANK

S. Dakota

5%

Interest Paid on Savings Accounts

S. H. COLLINS, Pres. W. F. MAILAND, Vice-Pres.
OSCAR A. OLSON, Cashier

W. A. CLARE Established 1877 J. ROSS CLARK

W. A. Clark & Brother Bankers

Alex. J. Johnston, Cashier J. K. Heslet, Ass't Cashier

Butte, Montana

Transacts a General Banking Business. Accounts of Banks, Corporations and Firms will receive best terms consistent with good banking methods. Individual accounts, subject to check, solicited. Boxes in Safety Deposit Vault.

The First National Bank of Missoula, Montana

ASSETS \$2,000,000

Oldest National Bank in Montana

3% Interest on Time Deposits—Depository of the United States, State of Montana and City and County of Missoula

Correspondence Solicited

First National Bank of Miles City

Organized 1887

Capital, Surplus and Profits . . .	\$ 375,000.00
Loans	\$2,000,000.00
Deposits	\$2,300,000.00

Open Your Account With Us

H. B. Wiley, Cashier

A Friend of the Workingman

—IS THE—

National City Bank

—OF—

Seattle, Washington

We pay 4% interest on saving accounts. We also offer our services in making investments which bear a higher rate of interest.

W. L. ADAMS, Pres. G. H. EMERSON, Vice-Pres.
A. G. ROCKWELL, Cashier
A. M. CAMPBELL—Ass't Cashiers—F. H. SHAINHOLTS

The First National Bank

OF HOQUIAM

Capital and Surplus \$200,000

Directors

Geo. H. Emerson W. L. Adams Harry C. Heermans
O. M. Kellogg P. Autzen N. J. Blagen
Fred. G. Foster

Durand Steel Lockers

*For Railroad Men in All Positions
A Necessity in Shops and Offices*

Durand Steel Locker Co.

76 W. Monroe St., CHICAGO

First National Bank

OF LEWISTOWN, MONTANA

RESOURCES
\$2,000,000.00

*The Big Bank of the Judith
Basin Territory*

Northwestern National Bank

MINNEAPOLIS

WM. H. DUNWOODY,
Chairman of the Board

E. W. DECKER, President

JOSEPH CHAPMAN, Vice-President

J. A. LATTA, Vice-President

A. V. OSTROM, Cashier

R. E. MACCREGOR, Asst. Cash.

H. P. NEWCOMB, Asst. Cash.

W. M. KOON, Asst. Cash.

S. H. PLUMMER, Asst. Cash.

H. J. RILEY, Asst. Cash.

Affiliated with the
Minnesota Loan and Trust Co.

Combined Resources
\$40,000,000

DEPOSITING REGULARLY

in a Savings Account in the
Merchants National Bank
is a convenient way to save
for the future.

It has the added advantage
of being both safe and al-
ways available when needed.

Any small amount will start
you on the straight path of
Savings which leads to Success.

MERCHANTS NATIONAL BANK

Capital, Surplus & Profits \$4,000,000

ST. PAUL, MINN.

YOU CAN BANK BY MAIL

The National Bank of Tacoma

Tacoma's Oldest and Largest Bank

Capital . . . \$ 1,000,000.00

Assets over \$10,000,000.00

Officers

CHESTER THORNE, Chairman of the Board

RALPH S. STACY, President

W. M. LADD

GEO. S. LONG

E. T. WILSON

Vice-Presidents

STEPHEN APPLEBY, Cashier

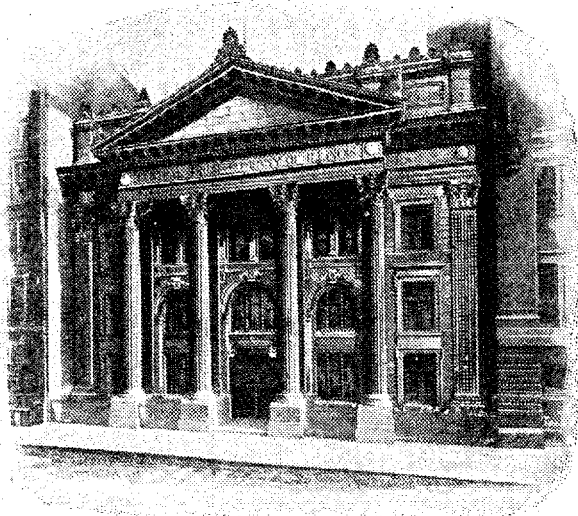
D. A. YOUNG, Assistant Cashier

R. R. MATTISON, Assistant Cashier

Central Trust Company of Illinois

125 WEST MONROE STREET, CHICAGO

Capital, Surplus and Profits \$6,000,000
Deposits 40,000,000



A state bank subject to State and Clearing House examination.

SAVINGS DEPARTMENT.

Savings deposits made during the first ten business days of a month draw 3 per cent interest from the first of same month.

Open all day Mondays until 8 p. m. to accommodate patrons. One dollar will start an account.

BANKING DEPARTMENT.

Every facility for handling the checking accounts of individuals, firms and corporations. Interest allowed on satisfactory balances. Demand and time certificates of deposit.

BOND DEPARTMENT.

Buys and sells U. S. Government, foreign government, state, municipal, railroad, public service, corporation and building bonds. List of investments yielding 4 to 6 per cent on application.

REAL ESTATE LOAN DEPARTMENT.

High grade real estate bonds and mortgages, netting 5 to 6 per cent, for sale. Building loans a specialty. Reasonable rates.

WOMEN'S DEPARTMENT.

For the convenience of women customers of the bank a room is provided with a woman manager in charge who will assist and advise them in their business and banking matters.

DIRECTORS

A. J. EARLING

Pres't Chicago, Milwaukee & St. Paul R'y Company

P. A. VALENTINE

Capitalist

ARTHUR DIXON

President Arthur Dixon Transfer Company

CHARLES T. BOYNTON

Pickands, Brown & Company

ALEXANDER H. REVELL

President Alexander H. Revell & Company

S. M. FELTON

President Chicago Great Western Railroad Company

T. W. ROBINSON

Vice-President Illinois Steel Company

CHANDLER B. BEACH

C. B. Beach & Company

GEORGE F. STEELE

President Brunet Falls Manufacturing Company

MAX PAM

Pam & Hurd

Z. G. SIMMONS

President Simmons Manufacturing Company, Kenosha

H. A. LANGHORST

President Albert Schwill & Company

A. UHRLAUB

Vice-President Central Trust Company of Illinois

WILLIAM T. ABBOTT

Vice-President Central Trust Company of Illinois

HOWARD G. HETZLER

President Chicago & Western Indiana Railroad

WALTER H. WILSON

Vice-President Central Trust Company of Illinois

JOSEPH E. OTIS

Vice-President Central Trust Company of Illinois

GEORGE WOODLAND

Chairman Advisory Committee Central Trust Company of Illinois

BURTON F. PEEK

Vice-President Deere & Company, Moline

JAMES W. STEVENS

President Illinois Life Insurance Company

W. O. JOHNSON

General Counsel and Director Chicago & Erie Railroad

R. FLOYD CLINCH

Crerar, Clinch & Company

WILLIAM C. BOYDEN

Matz, Fisher & Boyden, Attorneys

C. B. SCOVILLE

Real Estate, Oak Park and Chicago

CHARLES G. DAWES

Ex-Comptroller of Currency

Central Trust Company of Illinois
CHICAGO, ILLINOIS