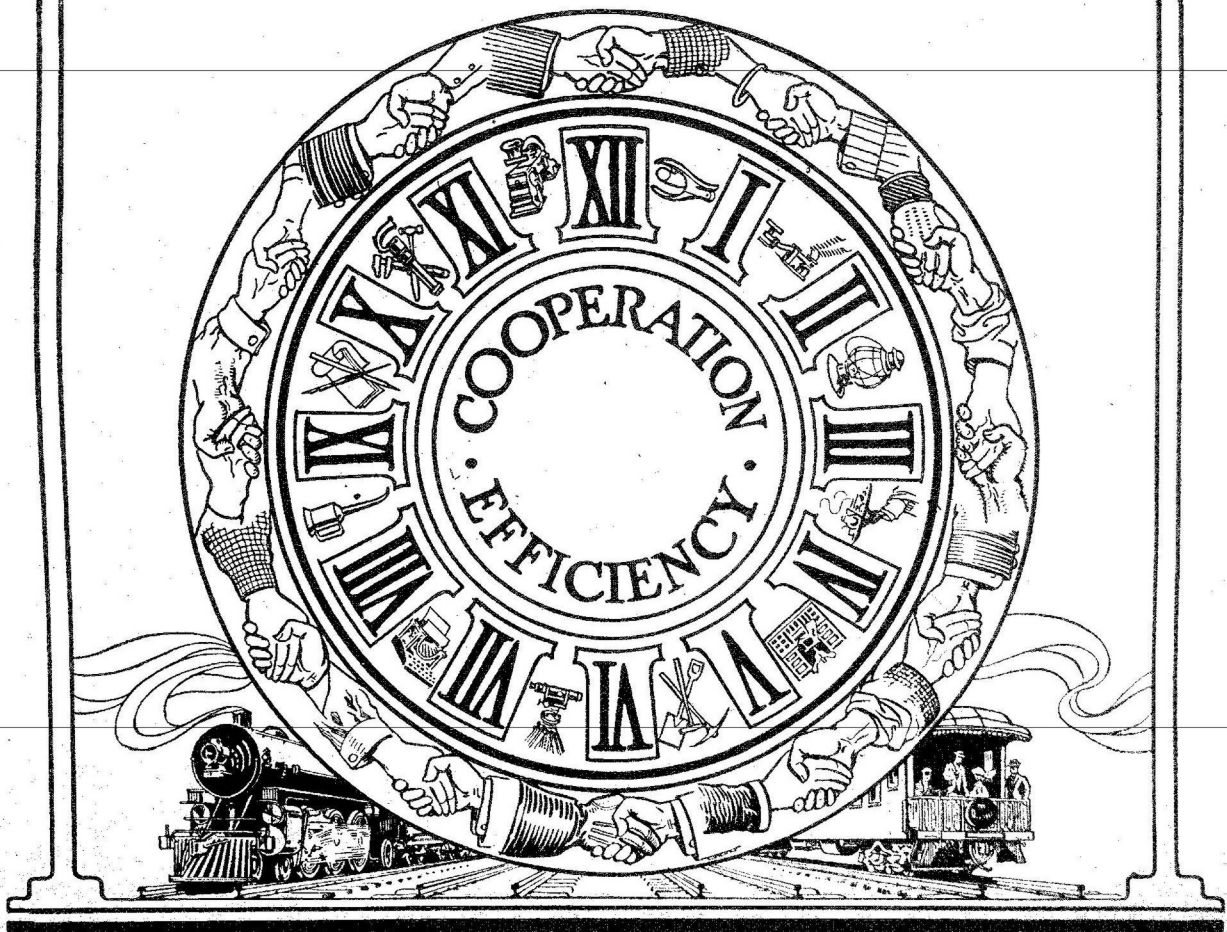


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

May

1913



VOLUME 1

No. 2

BEST TO THE
NORTH WEST

TACOMA

The OLYMPIAN

The COLUMBIAN

Chicago
Milwaukee & St. Paul
Railway

Thos. Cusack Company

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.
GENERAL PASSENGER DEPARTMENT

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Chicago, Ill., March 4, 1913

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Passenger Traffic Manager

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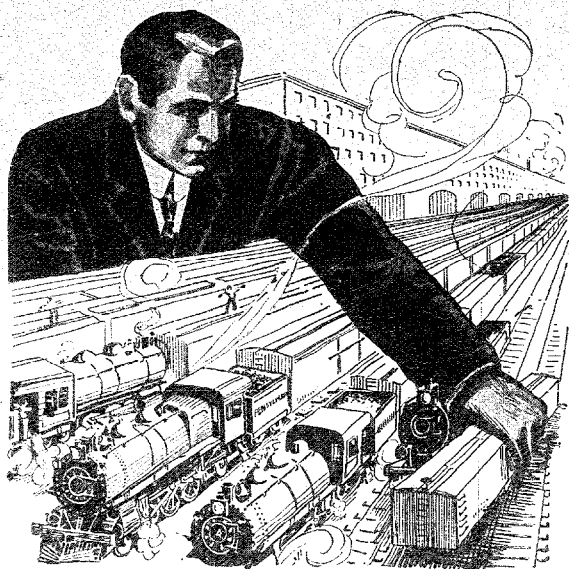
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INDEX TO ADVERTISERS

	PAGE
Adams, C. E.....	49
American Correspondence School of Law	63
Bolever & Brown.....	50
Central Trust Co.....	2d page cover
Clark & Bro., W. A.....	61
Citizens State Bank.....	56
Chicago Car Heating Co.....	54
Chicago Wilmington & Vermillion Coal Co.	49
Church, Rollin S.....	42
Consolidated Indiana Coal Co.....	50
Continental Casualty Co.....	46
Cook-Reynolds Co.....	51
Crescent Coal & Mining Co.....	52
Cropley, Phillip Company.....	36
Cusack & Co., Thos.....	1
Dakota National Bank.....	60
Danaher-Holton Co.....	32
Dearborn Chemical Co.....	36
Dexter Horton National Bank.....	64
Earling, S. M.....	Back cover
Elgin National Watch Co.....	2
Ellsworth & Thayer.....	41
Farmers-Merchants Bank.....	60
First National Bank of Harlowton.....	61
First National Bank of Hoquiam.....	60
First National Bank of Lewistown.....	61
First National Bank of Miles City.....	61
First National Bank of Missoula.....	60
Guilford Wood	42
Grand Pacific Hotel.....	36
Hamilton Watch Co.....	6
Haman, A. L.....	50
Hammersmith, H.....	42
Heaton Land Co., Geo.....	39
Hettinger State Bank.....	57
Hillison & Etten.....	46
Hotel Washington.....	35
Illinois Telephone Co.....	29

	PAGE
Illinois Watch Co.....	31
Knudsen, A. E.....	49
Larabie Bros.	61
La Salle Extension University.....	4
Magner, Winslow & Co.....	54
Miller & Holmes.....	58
Maendler Bros.	59
Merchants Nat'l Bank of St. Paul.....	59
Minnehaha State Bank.....	60
Midland Casualty Co.....	64
Murphy Varnish Co.....	36
Montgomery Ward & Co.....	45
Meredith Flower & Vegetable Co.....	29
Mattison Transfer Co.....	31
McDermott's Labor Agency.....	31
Northwestern National Bank.....	57
New Richmond Hotel.....	59
National Bank of Commerce.....	60
North Star Woolen Mill Co.....	59
National City Bank of Seattle.....	31
Osterlind-Ford Co.	58
Olympus Hotel	59
Pacific National Bank.....	58
Palace Hotel	58
Royal Typewriter Co.....	47
De Stefano, G. S.....	44
Sharp & Smith.....	52
So. Bend Watch Co.....	Inside back cover
Spiegel, May, Stern.....	38
Stone, W. M.....	44
Standard Truck Co.....	42
State National Bank.....	61
Tacoma Hotel.....	59
The Crossing Store.....	56
Typewriters Distributing Syndi- cate.....	64
U. S. National Bank.....	61
Union Savings & Trust Co.....	58
Ward-Owsley Co.....	44
White Enamel Refrigerator Co.....	52





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Contents

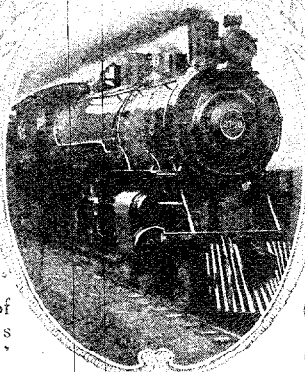
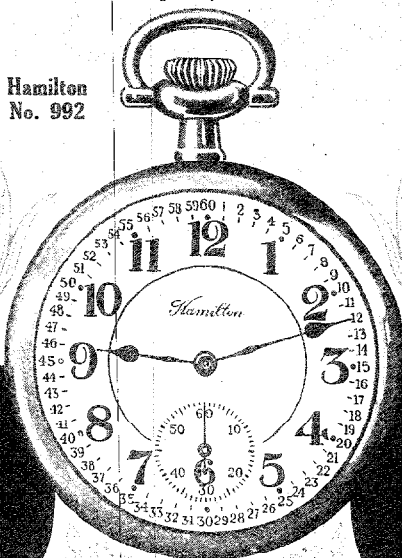
	Author	Page
The World's Creditor—Poem.....	S. E. Kiser.....	7
The Age of Concrete.....		8
From One of Our Patrons—Letter.....		10
Handling Trains by Wireless.....	L. S. Robinson.....	11
With a Kodak in the West Indies.....	Arthur Miller.....	13
Real Progress	James R. Porter.....	16
From an Old Friend—Letter.....	Outlander	17
Another Engineer of the '60s.....	O. P. Blanchard.....	18
Appreciation—Letters		19
The Spring Fever—Poem.....		20
Where Rail Meets Sail.....	Frank J. Calkins.....	20
New Passenger Tariffs on Puget Sound Lines	A. J. McCarthy.....	21
New Motor Cars for Branch Line Service.....	C. H. Bilty.....	22
Eastbound Excursion Rates.....	A. J. McCarthy.....	23
The Pacific Limited.....		24
The Friend Bill.....	Geo. E. McKay.....	25
Smiles		26
Safety First.....	A. W. Smallen.....	28
At Home		30
The Get Together Spirit.....		33
Shop Kinks.....		35
Special Commendation.....		40
On the Steel Trail.....		42

Four Reliable Men on Limited Trains and the
Reliable Watch They Carry

The Hamilton Watch

The Railroad Timekeeper of America

Hamilton
No. 992



(1) Engineer James Dempsey of the Chicago, Milwaukee & St. Paul Railway's fine train, the "Southwest Limited." Mr. Dempsey says he would not sell his Hamilton at any price if he could not buy another.

(2) Engineer C. S. Conklin of the Chicago & Alton Railroad's fast train, the "Red Hammer." At the time this picture was taken almost every man of this train's crew carried a Hamilton Watch.

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The Hamilton Watch is made in all Standard Sizes and sold by jewelers everywhere. Move-

HAMILTON WATCH COMPANY,

"MASTER BUILDERS OF ACCURATE TIMEPIECES"

(3) Conductor F. M. Kelley of the Chicago, Milwaukee & St. Paul Railway. His train is the "Southwest Limited." We thank Mr. Kelley both for his picture and some compliments he paid his watch.

(4) Conductor J. L. Servis of the "Golden State Limited" train of the Rock Island Lines. Mr. Servis says his Hamilton has kept *Perfect* time from the day of purchase—not requiring the slightest setting or readjustment.

ments only are \$12.25 upward. Hamilton No. 940 (18 size—21 jewels) and 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time inspection. Complete watches in certain sizes \$38.50 to \$150.

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Lancaster, Pennsylvania

The Milwaukee Railway System Employees' Magazine

HARRY BROWN, Manager

749 Railway Exchange Building, Chicago

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

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CARPENTER KENDALL, Editor-in-Chief

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

For the convenience of employes everywhere a list of special correspondents is given who will be glad to receive items of local and personal interest, of meritorious service and safety first.

VOLUME 1

MAY, 1913

NUMBER 2

The World's Creditor

S. E. Kiser in Chicago Record-Herald

There are few rewards remaining
For the man who doesn't care
And has no wish to be gaining
Skill or knowledge he may spare;
But the world becomes his debtor
Who is keen to find a way
To perform his task some better
Than he did it yesterday.

There are plodders, poor and humble,
Who approach their work with dread,
And they lag along and grumble
At the ones who pass ahead;
They consent to putter sadly
While their masters are in sight,
And, without delay, they gladly
Toss their tools aside at night.

There are men who must be driven
To the tasks they have to do;
Few the joys they shall be given
And their profits will be few;
But the world becomes his debtor
Who is keen to find a way
To perform his task some better
Than he did it yesterday.

The Age of Concrete

Because of the extensive use of concrete, the present time has been called the age of concrete. It can truly be said that this material is more and more being used for all building and constructive purposes.

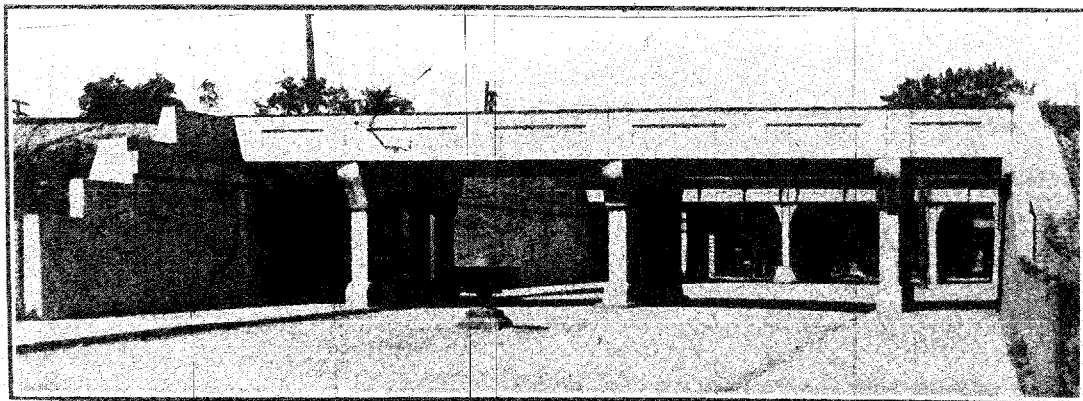
The Chicago, Milwaukee & St. Paul Railway was one of the first railroads to make an extensive use of concrete in bridge construction and long before other railroads had begun using it this road had developed standard plans for many types of construction in which concrete was economically and advantageously employed. It was first used for small culverts, then for larger ones and finally we have concrete structures of many kinds, including buildings and even large bridges. Ten or more years ago, when the art of using concrete was not as well developed as today, the Milwaukee Road had well designed standard plans for ordinary waterways, and had made some of the first experimental tests to determine the strength of concrete beams reinforced in various ways, the result of which demonstrated conclusively the correctness of the designs on which the work previously had been built. These investigations and plans were readily sought after by many other roads. The Milwaukee Road was thus a pioneer in the art of concrete construction as it has been likewise a pioneer in many other things pertaining to the construction and operation of a railroad.

The advance in the art of concrete construction in the last ten to fifteen years has been constantly progressive and the Engineering Department of the Milwaukee

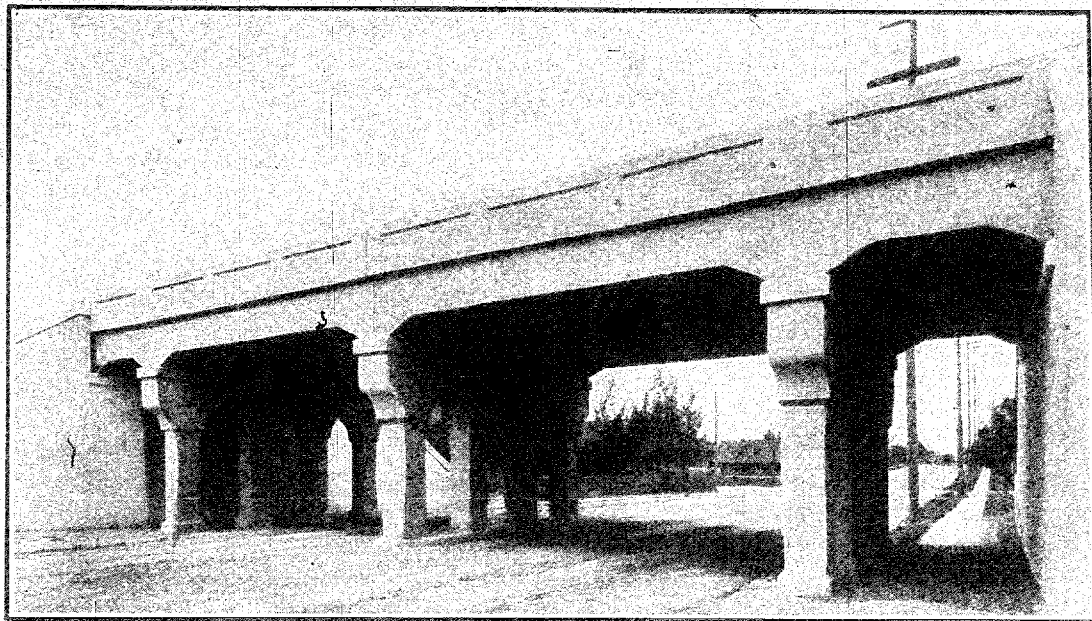
Road has done its share in contributing to the general advancement of the art, and from its first use in culverts and other small waterways, it has gone into buildings, including a large four story pattern storage building at the Milwaukee shops, and several concrete stations and other buildings, and large bridges. A few years since a type of track elevation structure was developed which was successfully used for the thirteen street subways required in the elevation of its tracks through Evanston, Ill.

Previously track elevation structures had been built of steel. It was thought, however, that there would be a material saving in first cost and in that of maintenance by the use of concrete, and investigation was begun and plans prepared, which proved that not only could a saving in first cost, and a considerable saving in maintenance, be obtained by making the subway structures of concrete, but that such structures would present a more attractive appearance and would be in other respects more desirable than steel structures.

Evanston is largely a city of homes of the first class; in fact, is one of the best suburban cities about Chicago, and it was of the utmost importance that the plans for the elevation of these tracks should have those qualifications which so far as practicable would present the best appearance, and be the most desirable from the municipal and esthetic standpoint. The plans for the work were subject to the approval of the city authorities of Evanston, but there was no difficulty experienced in securing this, and on completion the structures were a



WASHINGTON STREET SUBWAY, EVANSTON, ILL. BUILT 1909



CONCRETE VIADUCT, SPOKANE, WASH.

source of satisfaction to the city authorities and citizens generally, as well as to the railway company. This work was very generally illustrated in the technical and engineering journals, and always with favorable comment.

Two of these structures are illustrated. The Chicago, Milwaukee & St. Paul structures being shown in the foreground and in the background is shown a steel structure carrying the tracks of another railroad. A comparison of the two types of structure from the standpoint of the needs of the community for serviceability, light and general attractiveness of appearance would certainly indicate that the concrete structures are not lacking.

All of these structures were built by the company's own forces, as also was all of the other work in connection with track elevation, and during the construction of the work the traffic of the railroad was constantly maintained. This was no small task, in view of the fact that the Northwestern Elevated Railway was operating its electric trains over these tracks and trains were operated during busy hours of the day at intervals of ten minutes.

Because of the need of maintaining traffic at the time the work was under way, and because of the narrowness of the right of way, it was not deemed desirable to build the slabs or girders for these bridges in place; the track was therefore temporarily carried on false work across the streets while the concrete piers and abutments were built

up to grade. The slabs or girders spanning the walks and roadways were built in a central yard near the city limits, and as the work progressed they were handled by huge derrick cars and put into place with a very little delay to traffic, notwithstanding the fact that many of them weighed much in excess of 50 tons.

The spirit of reaching for larger and better things, so characteristic of the Milwaukee System has always prevailed in the Engineering Department, and later when some track elevation subways were required for the new line into Spokane it developed a better, newer and more economical type of concrete track elevation structure, several of which were successfully built and which have been very heartily approved of by the city authorities of Spokane and its citizens. Illustrations of these structures are shown. At the time the photographs were taken the embankments at each end of the structure and the track over them was not completed. These Spokane structures have all of the advantages of the Evanston type, and in addition present an even better appearance. To the casual observer they seem much alike, but they differ radically in design and in mode of construction and are a considerable advance in the art of construction over those built in Evanston.

The "Railway Engineering And Maintenance of Way" in its issue for January, 1913, illustrates and describes a very large number of concrete bridges throughout the

country, including two views of Spokane subways, and describing these structures at length. There are some complimentary expressions which we are very glad to quote. It says:

"The typical track elevation structures of the C. M. & St. P. Ry. at Spokane, Wash., illustrated here, are remarkable because of their departure from the main features of reinforced concrete slab bridges heretofore used.

The superstructure is a T-beam slab, with a large reduction in dead load moment and shear over the usual solid slab. The permanent load on the piers and foundations is greatly lessened in consequence thereof. These savings result in a decided reduction in cost, as well as a very desirable effect of lightness and artistic beauty.

"These T-beams spaced 2 ft. centers have a total depth of about 3 ft. 9 in. for a span of 25 ft. The stems are 10 in. thick and are crossed braced at various points. The flanges of the T's are 9 inches thick. The upper part of the parapet is paneled and projects over the lower part, which is, in fact, the face of the stem of the outside T-beam. This break in the fascia and the brackets at ends of T-stems gives a general appearance of lightness to the structures.

"The piers are of light construction of reinforced concrete posts on a continuous footing, connected at the top by a series of small circular arches reinforced as a continuous girder! The detail of tops of piers is very well worked out, the top being given a bevel toward sides, so as to protect the edges from excessive pressure caused by slight deflections of slab under load. Failure to provide for this excess pressure has caused unsightly cracks and otherwise damaged many concrete piers on other track elevation projects. A plain coping around tops of piers gives them a finished appearance. The straight abutments are buttressed walls of reinforced concrete of light section, which preserves the general appearance of lightness so characteristic of these structures.

"These bridges demonstrate that reinforced concrete structures can be built without a costly or elaborate scheme of decoration and still preserve a utilitarian and pleasing architectural appearance. The attractive and graceful lines of these bridges are the result of a combination of best engi-

neering practice, with experience gained from the behavior of similar structures in service.

"The Spokane bridges are without doubt the most advanced type of reinforced track elevation structures, and are also without doubt artistic enough for any residence district.

These structures were designed by the Engineering Department, under the immediate direction of Mr. J. H. Prior, Engineer of Design, and their construction was directed by Mr. A. G. Holt, then Division Engineer in charge of the company's improvements at Spokane.

Seattle, Wash, April 7, 1913.

L. W. Van Patten, C. P. & T. A., C. M. & St. P. Ry.
Dubuque, Iowa.

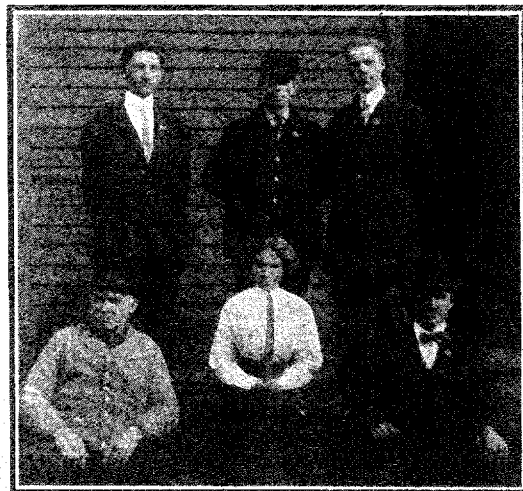
I should have written you before but have been so very busy sightseeing since my arrival that I have not taken the time.

Had a very fine trip; the employees of the Milwaukee are certainly entitled to great credit as they make every one feel as though they were being personally conducted and from the porter up were the best lot of fellows I ever met and the road bed and scenery are surely a revelation to one who has never taken the trip.

The Milwaukee can justly be proud of the Puget Sound division, and any one who has traveled over it will surely recommend it "The" road to take.

Truly yours,

H. M. SELBY.



ROUNDHOUSE FOREMAN, CHAS. LUNDBERG, HIS ASSISTANT AND OFFICE FORCE, SAVANNA, ILL.

Handling Trains by Wireless

Another Story of Snow Blockades in the Cascades

By L. S. Robinson, Wireless Operator

That last winter was "some" winter in the mountains, no one who took part in the attempt to operate trains will deny. The April magazine gave us Trainmaster Ennis' splendid story of the work of the rotary plows and their crews, and I would like now, to give you a little account of how we set up a Wireless after the big storm of January, 1913.

On January 12th, Mr. J. W. Fry, chief lineman; Frank Meade, telephone maintainer and myself left Seattle about 2:00 P. M. on the Renton Interurban to join Superintendent Foster who was on his way up to the mountains to "dig out" Ennis if it were necessary, and at any rate, find out what was doing up there, as they had been "lost" four days, account of the wires being all down. At Renton we boarded Mr. Foster's special, following the rotaries from Cedar Falls to Rockdale, arriving at the latter place about ten o'clock the next morning.

I left Seattle with the idea of only helping Mr. Fry carry some portable wireless equipment to the depot. This equipment consisted of a high frequency interrupter, a coil of wire and twenty cells of dry battery. Upon arriving at Renton, Mr. Fry suggested that I accompany them to the summit, as I had had previous experience in O-S-ing steamboats by wireless. I was dressed in ordinary Seattle winter outfit, which in the mild climate of the Sound country, is generally light weight clothing, cotton hose and low shoes. It was snowing hard on the mountains and at the summit we found the snow twenty-two feet deep on the level, and you can easily imagine that low shoes were decidedly uncomfortable. As soon as I could I "impressed" a pair of rubber boots, which helped the situation some, and with some other borrowed things, I was ready for the mountain weather whatever it might be.

At Rockdale, we set up our wireless equipment—the depot grounds and the camp around the new tunnel work were cleared a little, but even so, about all you could see of the buildings were the doorways at the end of tunnels dug through

the drifts, the high gables of the roofs and the tops of the signal towers. The wires were all down, most of the entire distance on the mountain and the snow and ice on everything was fourteen inches thick. This made slow and difficult work getting into communication with Seattle office after we had gotten the wireless equipment in position. We finally got a signal through to them and gave them the situation. Then with Wire Chief O. O. Mercer's assistance, we got into communication with the dispatcher at Tacoma and he at once adjusted his instruments to read our signals from Rockdale. The snow kept up a steady fall, coming down at the rate of a foot an hour, and the rotaries were tearing up the drifts and slides all the while; everybody was working, and in spite of the hardships, no one complained, the one idea being to get the road open. It was fine to have Superintendent Foster with us, and he worked harder than anyone else. Night and day he was out wherever the work was heaviest, giving every man the force of his example in good nature and determination.

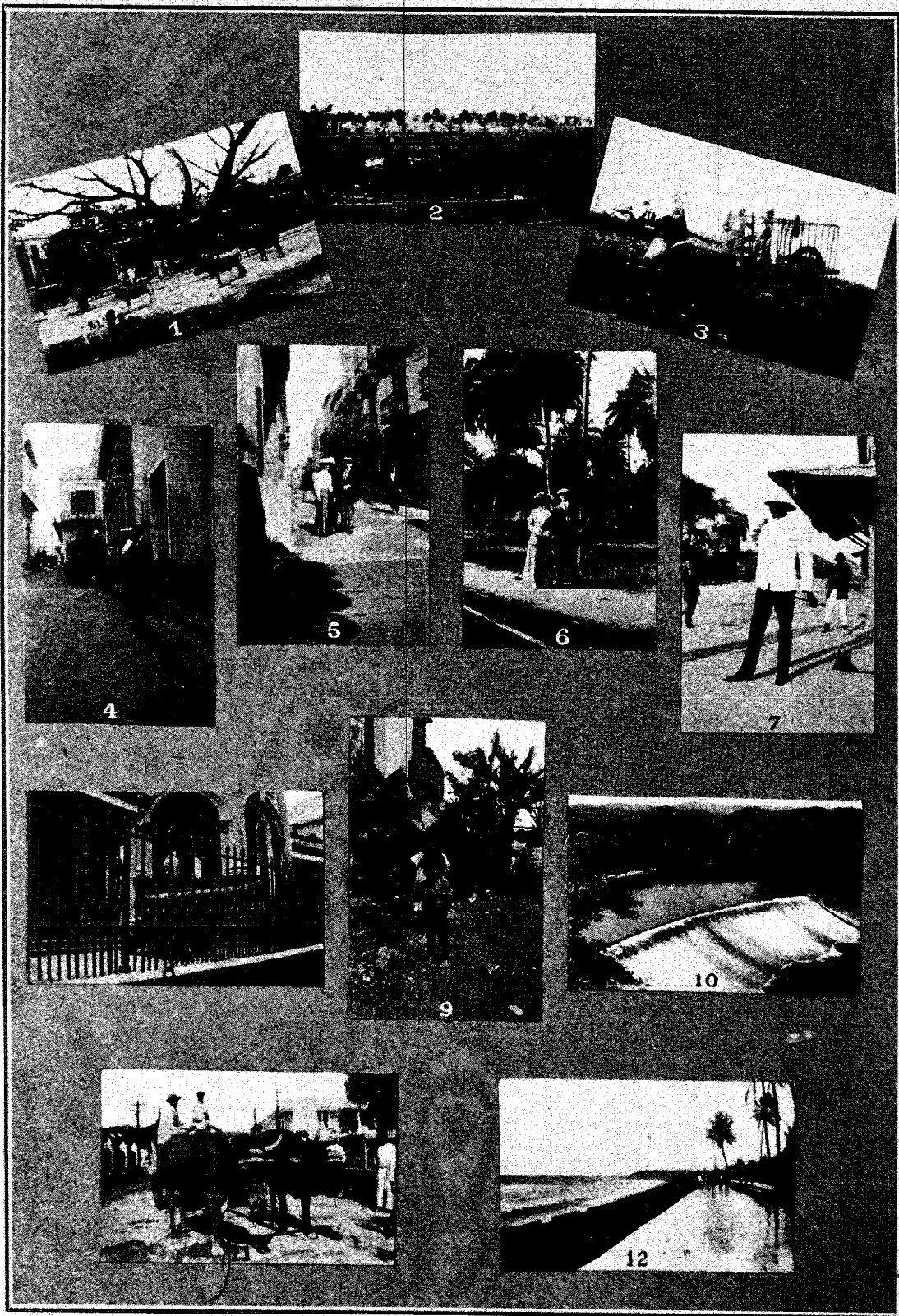
To show you that every man was "on the job" during all that time, it happened that Tacoma had no communication with Cedar Falls, although in communication with us at Rockdale. Trains and one of the plows were at Cedar Falls, and Superintendent Foster wanted a full crew sent to him on the mountain to relieve an exhausted crew, but the dispatcher was unable to get word through to Cedar Falls. We suggested to him that he send his orders over the wireless, because we thought that D. B. Walker, the operator there, would probably pick up the signals. And we were not disappointed, for he soon answered and took the orders through his ordinary telephone receiver connected up to the dispatcher's equipment. The arrangement for the relief crew was made in that way and the men came on to Rockdale as fast as they could get through.

The linemen under Foreman Persons and Olson had a difficult time restoring telegraph service, account of the heavy snow, it being necessary to do all the work on snowshoes.

While I remained on the mountain, I thought often of the old rhyme,

"When you are shipwrecked at sea, you are 'whar,'"

But when you're shipwrecked on land, you are 'thar.'"



1. Cuba (Cattle Market at Jesu del Monte.) 2. A Line of Royal Palms between Havana and Matanzas. 3. Between Havana and Matanzas. One of our Party Rides an Ox. 4. A Narrow Street of Havana. 5. O'Reilly Street, Havana. 6. Under the Palms. 7. Native Policeman, Kingston, Jamaica. 8. Rodsen, Memorial. 9. In Porto Rico. 10. Dam on the Rio Cobre River, Porto Rico. 11. A Pair of Patient Oxen is a Familiar Sight in San Juan. 12. Sea Beach near San Juan, Porto Rico.

With a Kodak in the West Indies

Arthur Miller

New York in the latter part of January, on the eve of our departure for the West Indies, was misty and gray, but to four hundred eager, happy cruisers, hurrying up the gangway of "The Moltke," even the chill of the raw winter day had but little depressing effect. As we sailed down the harbor and out into the open, gray trailing veils of mist hung off the stern, and as the ship rose and fell on the long swell and the twin lights of Navesink faded in the west, we steamed steadily through a leaden sea; but contentedly we dreamed of sunny days to come.

The next morning we were in the gulf stream, with warm breezes coming up from the south and telling us that winter was a memory. The day was clear and the ship's company all on deck—a contrast to the evening before, when in spite of an elaborate dinner and all the ceremonial that usually attends "dining" on a great liner, few had courage to brave the rough sea and appear at table.

Two days of delightful sailing, before the first landfall,—Havana. Schools of fish played about the ship, great silver and black fellows who leaped out of the waters as we passed; and as usual, the sea-gulls trailed along, intent on their rations from the cook's galleys.

When I went on deck, the morning of the third day, my eyes were gladdened with the deep, indescribable blue color peculiar to the southern seas, for we were in the Straits of Florida, and soon after breakfast we sighted the low, palm-fringed coast of the Flower State,—a belt of golden-yellow sand topped by the dainty plumage of the royal palm, etched against the sky. The steady trade-winds having set in from the southeast the air was fresh and cool, something more and more appreciated as one approaches the tropics.

Gradually as the day wore on, the Florida coast sank from sight, and with evening tide, we saw the first crimson splendor of a southern sun going down behind the Florida Keys. Then with the suddenness of the night in southern climes, darkness fell and out of the purpling sky flamed the Southern

Cross and its brilliant companion constellations.

The next morning we were all on deck at 5:30 to watch the Cuban shores come up out of the sea and out of the night. The day was just breaking in the east and the dawn was dimly yellow behind great, moving banks of clouds. To the south, the rugged outline of the Cuban coast loomed vaguely, the friendly "trades" blew directly off shore and brought spicy odors and the fragrance of many blossoms. The breath of the tropics was at last in the air, and we were on the edge of an unfamiliar world.

At eight a. m., the gayly colored buildings of Havana, the Beautiful, and the glittering white of Morrow Castle towered above the sea. At 8:30 we cast anchor, the Moltke all dressed out in flags, in honor of the Kaiser's birthday. There is something inspiring about the landing of a great ship, but what can be more inspiring than to come to anchor, with bunting flung out to the breeze and the entire craft in gala dress? The landing at Machina Wharf is the usual introduction to Havana. The ship cannot make the pier and landing is by small boats and is somewhat tedious,—but after it is accomplished and one is free to walk about in the quaint and narrow streets of the city the spell of the old world and the traditions of a historic past are like stepping back into the centuries when Christopher Columbus and the long line of discoverers who followed after him, sailed the Spanish Main and ran up the colors of Castile and Aragon on the islands of the Caribbean Sea.

Whether you drive or walk about the city, it is all quaint and full of interest.

We drove out to Jesu del Monte, a suburb on a high hill overlooking the city and the bay and had lunch on the terrace of a Spanish restaurant. At one side was a sort of market where excited natives were bartering geese, chickens, ducks, cows, calves, etc., with here and there a goat or two.

Havana lies on the west side of a large oval bay and the rare natural beauty of its location is accentuated by the gay colors of its houses, the dazzling whiteness of its big buildings and the brilliance of its floral em-

bellishment. The material of which the buildings are constructed is stucco, and the natural bent of the natives toward high col-



PATIO, PANAMA RESIDENCE

oring leads them to gorgeous hues in painting, which is admirably set off by the deep green of the foliage.

Houses of yellow, blue, pink and pale green are not uncommon, and gay stripings on white walls are seen everywhere. The streets of old Havana are extremely narrow, and even on O'Reilly and Obispo, the main business thoroughfares, carriages may not pass, thus compelling traffic to move only in one direction, returning on another street. All of the streets are crowded with a motley throng of humanity, from all countries, and of all the colors of the human race,—chattering and laughing continually—are these children of the Land of Manyana. Negroes, large and small, tall, thin Cubans, picturesquely draped in rebozo or serapi and hidden away under the broad brim of the universal sombrero; imperious Spaniards with clanking spurs on their heels—apparently whether they ride or no,—even Japanese, are among the crowds on the street. Then add the donkeys, goats, oxen dragging the creaking old high-wheeled carts and the smart caballeros on horseback,—the little old rickety cabs, and you have the picture of Havana life. And should you cast your eyes toward an overhanging balcony, or look furtively behind the barred gratings which do in place of windows, you may see a pair of laughing, dark eyes flashing at you over the top of a waving fan. But be advised,

and do not turn into the paths of dalliance, for a Spanish lover is quite sure to be spying on you, and the jealous rage of southern blood is a thing to be reckoned with.

Everyone goes to the cathedral, a splendid old pile, begun in 1656 and completed in the next century. It once contained the remains of Christopher Columbus, and Americans are taken there to weep over his tomb if they are so inclined. There are several fine paintings in this cathedral, including one reputed to be by Murillo, depicting the Pope celebrating mass before the sailing of Columbus.

In architecture, Havana is thoroughly Spanish; the houses are in the style bequeathed to Spain by the Moors,—that is, built around a patio or open court, which is generally adorned with plants, flowers and fountains. Public squares,—plazas, they are called,—are everywhere, charming little resting places, where under the shade of waving palm trees you may sit and watch the motley life of the strange old city in its endless gay procession.

We sailed away from Havana on January 29th, at noon, sad to say good-bye, but eager for Porto Rico, and its principal city of San Juan. The steady, cool East Trade was blowing a strong head wind and we sat about the decks just glad to be alive, and caring nothing for the letters we ought to send home, or the diaries which really should be written up.

If anything exceeds the brilliance of the days in these latitudes it is the wonderful sunsets, and one needs must have the pen of a poet to write about them at all. They are a blaze of glory while the great, red disc hovers over the ocean then drops in a flash into the liquid horizon. The high mountains of Hayti loomed away on the rim of the sea, to the south, the outlines showing rugged and gray in the distance, and as we left it behind us, the skies that had smiled all day, suddenly grew leaden and dark and it began to rain. This was the track of the West Indian typhoon, and some of the company were a bit disquieted, but happily the storm was not severe, the wind died away and like a flash of lightning out of a clear sky the great southern constellations blazed out in the heavens.

It is a romantic entry into the lagoon-like harbor of San Juan. Here I might say that in these southern seas are many San Juans, but this is San Juan Bautiste, the capital of Porto Rico,—the "Rich Port."

San Juan is a walled town, massively fortified and hoary with age. It has passed through many hard years of fighting and much adventure. The city will always be associated with that most romantic adventurer, Ponce de Leon. In 1509 he was appointed governor of Porto Rico, and about ten years later, founded the city of San Juan Bautiste and built for himself the Casa Blanca, or White House, on the margin of the harbor. The old house may be seen today, a great, white, rambling structure, deserted and asleep. Within its drowsy portals, one is carried back to the sixteenth century and the stirring life of the Spanish explorers. But the garden is awake and fresh with its steep slopes, nodding palms and its glorious outlook across the shining bay.

This island is peculiarly interesting to Americans, and we drove out some distance into the country, seeing many sights unfamiliar to the modern civilized eye; negro women striding swiftly down the white roadway, carrying and balancing beautifully their immense baskets on their heads; slow, patient oxen dragging heavy carts, piled high with island produce. At La Carolina, in the mountains, we stopped and had luncheon, consisting of fish, bananas, little ones, big ones and red ones; then oranges, pineapples and,—prosaic fact, Milwaukee beer. After that we walked about the rambling old town tossing pennies to a scrambling mass of native boys, many of them clad au naturel.

After an exciting interview with a fat negro woman who refused to be photographed, we started back, reaching the ship in time for dinner.

San Juan impresses one as typically Spanish. It is a city of gay colorings, the narrow, paved streets are as clean as a floor, and at every turn, there comes a charming glimpse of the shimmering sea and a breath of the salt sea wind.

The houses are lavish in balconies and shutters and every window is barred. Through half open portals we saw lovely patios and sleepy senoras smoking or taking the afternoon siesta. The ox-carts, that universal feature of Spanish-American life, crawl creaking beside electric tram cars; white mules covered with the dust of far-off country roads plodding through the city gates. In spite of 1898, San Juan is still Spanish to the core.

From San Juan to Jamaica over a glassy sea. Going ashore at Kingston the first thing seems to be a drive to Castleton Gardens. The road led us by many turns and steep grades over the mountains amid a perfect riot of tropical flora,—sago palms, royal palms, cotton trees, acacias, bamboo trees and scores of other varieties. The gardens are splendidly kept up and here grow ginger, pepper, cocoa, and many a spice familiar to the northern palate; and everywhere ferns, ferns as tall as trees and ferns feathery and lacelike, no variety is missing.

The natives of Jamaica are very poor, and yet are extremely gentle and seem happy. They come into Kingston in the morning carrying great burdens upon their heads, and they peddle their fruits and flowers all along the road to the Gardens. They smile serenely whether you buy or not. I sat, one afternoon, watching a group of negroes loading a banana ship. Men, women and boys, most of them with scarcely any clothing on, and with perspiration rolling down their naked, shining limbs, carried bunch after bunch into the hold, and when each one had taken his load in, he was given a brass check. When he had accumulated one hundred checks, he received the munificent sum of one shilling. Yet, the blacks appeared happy and contented, and they all walked with an erect and superb poise acquired from the character and severity of their work. It was surely the Epic of Labor.



CULEBRA CUT

Next was Panama, and this is to be the only account of a visit to Panama in recent years, which does not contain at least an attempted story of the great Canal. Everything worth being said of it has been said over and over again, and the work is too vast in extent and construction for the amateur to describe adequately. I retain a

vivid impression of the Gatun Locks with their enormous sheer height of concrete wall. And until one sees it, no one can realize what it means to open a tremendous ditch through a great mountain—and so the Culebra Cut will not suffer at my hands in the attempt to tell about it. You have to stand in its mighty depth and look up at the monster cliffs towering above you and before you and back for miles.



CATHEDRAL, PANAMA

Panama City is more amenable to kodak and pencil. Here are the same narrow thoroughfares crowded with humanity. People of all nations are on the streets and in the native and oriental shops and bazaars. Quaint Spanish architecture prevails, and with the newer buildings of the Canal Commission all screened and cool, under the glaring sun, it is novel and wonderful to northern eyes. We motored out over a shell road to the ruins of Old Panama, founded in 1519, and since then, subject to the varying fortunes and vicissitudes of the Isthmus. A typical jungle lines the way—hot and dank and heavy with tropical perfume.

At old Panama, it is hard to realize that the crumbling arches and one slender tower are all that remain of what was once the busiest, proudest city of Spanish America. It was, in its prime, the stronghold for much of the gold for which the Conquistadores risked life and honor, and lost everything, save the gold, which eventually found its way into the coffers of the Crown. From this place, Pizarro set forth to conquer Peru, sailing away over the blue, calm Pacific that glitters in the sun off to the

south; and before that eventful day, hither came Balboa, struggling up to the heights where he discovered the western ocean, and set up his standard and right of domain.

The old city has seen and endured much and still lamenting its fall, in what a stillness and stagnance it sleeps now.

Real Progress

James R. Porter, C. & M. Div.

The St. Paul road has taken a step in the right direction for the promotion of real progress in the publication of an *Employee's Magazine*. This is a move that is destined to become a potent instrument productive of much good. It gives every employe an opportunity to express his views upon topics of interest to other employes. The average railway employe has a bright mind replete with varied experience. He also has keen wit and good understanding from his lifelong association with the public. This will render the prospect of success for such a magazine far more promising.

One of the great advantages to be derived from the publication of the new magazine is that it will bring the lay employes in closer touch with the officers of the road and promote good fellowship not only between the officers and men but between the employes themselves. This is very desirable indeed for it will serve to promote active co-operation and efficiency in the operation of the road.

This new departure will attract the attention of the public who will be just as eager to read the new magazine as the employes are.

Aside from the promotion of good fellowship and efficiency the policy of the magazine should be imbued with a high and noble purpose and manifold ambition.

Such praiseworthy policy will lay the foundation for immediate success and the magazine will serve to enrich the moral tone, enlighten the minds and signally entertain its readers while promoting the primary object of real progress for which it was founded.

There is so much to be said and so many topics of interest to be discussed that the magazine should never be lacking for good subject matter.

Let every employe who has something of interest to say give the best there is in him and if by reason of numerous contributions his little effort is crowded out, be not discouraged but come again.

From an Old Friend

DEAR EDITOR:

Thank you for sending me, an ex-employee, "The Milwaukee Railway System Employees' Magazine" No. 1.

Aside from the creditable make-up of the magazine it brought back to me many recollections of past and happy days. In my younger days, it was my fortune to serve on the Northern, Prairie du Chien, Chicago and LaCrosse Divisions. For this reason it can readily be seen that I knew more of the rank and file, by which is meant agents, conductors, engineers and trainmen, than any other man during my time. George Campbell taught me how to do a superficial job of running engine 104, a 15x22 "B. K."

I was a brakeman on trains hauled by "Sol" Tuttle, "Jim" Mills and G. W. Campbell and I was conductor on trains hauled by "Bob" Grace, "Oh My" Tom Carroll, "Pete" McCabe, "Smoky" Wilson, August Rusch and "Ol" Blanchard.

While the bounds of letters and the limits of your magazine will not permit going into past history you will indulge me in saying that the engineers whom I shall name were somewhat in advance in years of the men shown in the picture. They were men of character. Henry Gage, "Jim" Anderson, Steven Pratt, "Pete" Sendt, Henry Moore, "Pat" Lyons, John Melvin, W. H. Chatterton, D. Hedding and George Gould. True men, good soldiers, citizens and good railroad men.

West of the river we had Jim Brown of the S. M., Frank Dun and "Sim" Heading. "Bob" Grace was a mighty hunter.

It seems fitting that he should be spending the afternoon of his service near his hunting grounds. "Jim" Mills could tell an interesting story about the Sunday he was run into (about the eight mile post) by a Western Union train. Jim was running an engine just out of the shop called the "J. M. Lowry." I do not know whether he really saw the collision but I am sure he heard it. He was justly indignant as he was in the right. I do not remember who the conductor was but I think it was "Daisy" Dean. John Fox or "Sol" Tuttle could each write a treatise on the old steam brake. It always started fair but generally failed about the second station when, of course, it had to be superseded by the "Armstrong."

All the pioneering written of by my old comrades was not done on the Prairie du Chien, LaCrosse or Northern Divisions. For some unaccountable reason the Chicago Division in 1873 was a pioneer railroad in that it had no fuel and water or eating stations. I really suffered the pangs of hunger to a greater extent between Chicago and Milwaukee than in a subsequent experience on the frontier.

I greatly appreciate the look-in on my old comrades. Perhaps you will give me another one. I think no man who ever worked on the "Milwaukee" but carries with him an affection for it, and although it is many years since I signed its payroll my affection is still warm. Its men and officers are of the best and I earnestly commend to all the employees the perusal of the foreword by the President, who, as you all know, has spent a lifetime in your Company.

OUTLANDER.



CAR DEPARTMENT, MITCHELL, S. DAK.



Another Engineer of the 60's

Dear Sir:—

At your request, I will give you, as well as I am able to remember, a statement in regard to my services on the C. M. & St. P. Ry.

I first entered railroad service as fireman on what was then called the La Crosse and Milwaukee road in 1862. My first trip as fireman was on engine No. 15 from North Milwaukee to Portage with Mr. James Little as engineer. The size of cylinders of No. 6 was 14x22 with a five foot wheel, wood burner. During this period of my service as fireman, Mr. C. L. Rice was the master-mechanic and Mr. John Holbrook the

round-house foreman, stationed at Milwaukee.

I then fired from Milwaukee to Portage under Mr. E. M. Hall, who sent me to North La Crosse to take switch-engine. I afterward took engine named Gen. Sheridan, running from South Milwaukee to Portage for three years. Later I took an engine of the same size and run from Portage to La Crosse on freight.

My regular passenger service began in the year 1874 running a "Tweed" engine No. 191. At this time Mr. James Lowry was the master-mechanic. It might be well to mention that when I first began passenger service, there was no such thing as air brakes. You may be interested to know that it required eleven hours and thirty minutes to make the run from Milwaukee to La Crosse. Some contrast from the present, isn't it?

As to the length of my service, will say I have been employed by the same road for a period of 51 years, commencing as a fireman at the age of 17, and am working at the present time.

During the time that I was first in the service as fireman, I received a salary of about \$35.00 per month. The engineer's salary averaged perhaps \$2.50 per day. But things have shown a decided change. Men receive more money for their work, the hours are shorter, and conditions in general are more pleasant. When we think of former railroad days with its slow trains, wood consuming engines, in contrast with the present day mammoth engines equipped with all the modern improvements and conveniences, we can rightfully say that we are working in a "Land of Paradise."

O. P. BLANCHARD, Engineer, LaCrosse.



A VIEW OF ROUND HOUSE, MILES CITY, MONT.



LESLIE HAYES AND HIS YAKIMA INDIANS GOING TO WASHINGTON ON THE OLYMPIAN

Appreciation

DEAR EDITOR:

The first number of the Milwaukee Railway System Employees' Magazine reached me today. I wish to congratulate the management and editors on the excellence of their work. The Magazine is attractive and interesting, especially to the "Old Timers." I believe it will result in greater unity of purpose, and more systematic and effective work by employees, and is a movement with which I am heartily in accord.

Yours respectfully,

F. S. POOLER,
Tie Agent.

DEAR EDITOR:

Copies of the first issue of the Magazine have just reached us. It's simply great—a "Humdinger." We congratulate you most

heartily. We had not expected anything nearly its equal, and yet we might have known.

It is interesting from cover to cover, and cannot fail to be so to the employees of every department.

If it is kept up to its present standard there is no question but what it will fully serve the purpose for which it is intended—*i. e.* the promotion of co-operation.

We are all with you all of the time, and will do our best to help the game along.

Sincerely,

GEO. W. HIBBARD,
A. J. MCCARTHY,
J. F. BAHL,
J. H. GINET, JR.,
A. P. CHAPMAN, JR.

The Spring Fever?

Ain't felt right pert fer a week er two
 Been sorter cranky an' restless an' blue;
 No p'tickler reason, es I kin see;
 Can't find anythin' specially wrong wi' me;
 Jes' don't feel frisky and don't want'er do
 A goldarn thing that I don't hev to;
 Food don't taste jes' 'zackly right;
 Sleep is kinder broken up at night;
 Don't want'er set still, an' don't want'er
 walk;
 Don't want'er keep quiet, an' don't want'er
 talk;
 Nothin' t' hinder me from doin' jes
 Th' very thing thet 'll suit me bes';
 Yet when I'm doin' jes' what I want'er do
 I find its jes' what I don't want'er do.

Now I wonder
 What's th' matter
 Wi' me, by thunder?

Tain't fever, sure—fer my heat ain't riz;
 Tain't biliousness, ner rheumatiz;
 Tain't my head, fer I think right smart;
 Tain't my liver, ner yet my heart;
 Tain't stomach, ner gout—then goldarn me
 Tain't nothin' at all es I kin see,
 En yet it's somethin'; guess I'll go
 An' see th' doctor, he'll sure know.
 Gosh! what's th' use of seein' th' doc,
 He ain't got nothin' et all thet'll knock
 This here trouble thet allus comes
 When th' birds all sing an' th' honey bee
 hums.
 When th' ice breaks up, an' th' streams all
 roar;
 An' th' soft air blows through th' open
 door;
 When th' vi'lets come, an' th' grass blades
 sprout,
 An' th' sun gits warm, an' th' buds break
 out;
 Lemme tell you this; when th' world gits
 green
 An' a feller gets cranky, restless, an' mean
 Thar ain't no doctor in any place
 Es kin properly diagnose his case.
 The only cûre fer a man I know
 Is t' get right out o' th' town an' go
 Where th' wil' ducks swim, an' th' geese
 go by,
 An' th' trout an' bass are a-jumping high;
 Th' on'y thing thet'll cure him then
 Is t' get away from his feller men,
 An' loaf all day by some laffin' stream
 An' fish an' whistle, an' sing an' dream.

Author Unknown.

Where Rail Meets Sail

Frank J. Calkins

How few of the vast army of "Milwaukee" employes realize to what proportions our Pacific Export and Import trade has grown, and the enormous volume of tonnage being handled through the ports of Tacoma and Seattle. When the Puget Sound Line was completed to the Pacific Coast, they established in connection with the Osaka Shosen Kaisha S. S. Co. a new Trans-Pacific service to and from the Orient. The first boat to arrive was the modern twin-screw steamer "Tacoma Maru," on her maiden voyage, August 4th, 1909, followed later by the chartered steamer "Fitzpatrick," and then, at various intervals, by the "Seattle Maru," "Chicago Maru," "Panama Maru," "Mexico Maru," and "Canada Maru," which comprises six of the most modern and fastest vessels on the Pacific, each and every one of which carry the "Milwaukee's" famous trade mark to all of the principal ports of the Orient.

The new service has been a success from the start. In fact, notwithstanding the efficient service rendered by the Osaka Co., with two sailings each month, the business has grown to such proportions that it was found necessary to secure space on steamers operated by outside companies. Even with this additional service they were unable to accept all tonnage offered by us. As an illustration, we have, at the present time stored in our docks at Tacoma and Seattle an immense amount of export cargo, which consists, principally, of tobacco, automobiles, machinery, agricultural implements, binding twine, structural iron, sewing machines, and various other commodities too numerous to mention, all of which is destined to the Orient and is now awaiting steamers.

While the export business at this season of the year is far in excess of the import trade, each steamer arriving from the Orient brings a cargo aggregating 65 to 100 carloads, consisting principally of silk, hemp, tea, matting, curios, porcelain, bamboo poles, fire-crackers, grass, furniture, wood, oil, etc., destined to nearly every city in the United States and Canada.

When we realize that each of these boats has a carrying capacity of 150 to 225 carloads, we can readily understand what an enormous tonnage is being handled.

New Passenger Tariffs on the Puget Sound Lines

A. J. McCarthy

As a rule one-way first-class passenger fares are based on mileage and usually the line having the shortest mileage, from starting point to destination, establishes the fare. When the fare per mile in different states varies, interstate fares are based on a combination of the state fares. The Interstate Commerce Law provides that it shall be unlawful for any carrier to charge greater compensation as a through route, than the sum of the intermediate fares, and first-class one-way fares are, therefore, in the majority of cases, made on the combination of the intermediate fares. This means that unless relief has been granted by the Interstate Commerce Commission, the first-class fare from "A" to "C," for example, must not exceed the sum of the fares from "A" to "B" and "B" to "C."

When the "Milwaukee's" new line through Spokane is completed, the short line mileage will be reduced and the application of the law in actual practice is illustrated by the reductions which will be made in first-class fares as shown in the following table:

Between	PRESENT SHORT LINE		
Spokane and	Via Miles Fare		
Butte, Mont.	N. P. Ry. 378	\$11.50	
Seattle, Wash.	G. N. Ry. 340	10.20	

Between	NEW SHORT LINE		
Spokane and	Via Miles Fare		
Butte, Mont.	C.M.&StP. 357	\$10.70	
Seattle, Wash.	C.M.&StP. 315	9.45	

In meeting the "Milwaukee" fare between Spokane and Butte, the Northern Pacific Ry. must, in accordance with the Interstate Commerce Law, make a reduction of approximately eighty cents in fares between stations west of Spokane and stations east of Butte on business routed through Spokane and Butte. Likewise the Northern Pacific Ry. and Great Northern Ry. in meeting the "Milwaukee's" proposed fares between Spokane and Seattle, will be forced to make a reduction of approximately sev-

enty-five cents in their fares between stations east of Spokane and stations west of Seattle on business carried through Spokane and Seattle.

To make the changes in fares required, when the construction of the "Milwaukee" Line into Spokane is completed, it will be necessary for the Northern Pacific Ry. and Great Northern Ry. to reissue all their local, inter-division, and joint passenger tariffs which apply to, from, or through the Spokane territory. The volume of tariff involved in this change will be appreciated when it is considered that the majority of stations on the Northern Pacific Ry. and Great Northern Ry. will be affected.

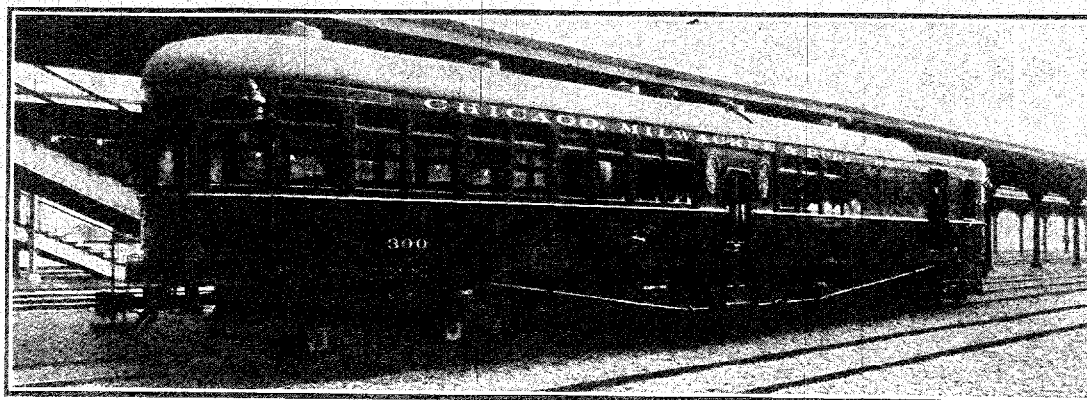
The fares of the C. M. & St. P. Ry., Canadian Pacific Ry., Great Northern Ry., Northern Pacific Ry., Oregon-Washington Railroad & Navigation Co., Spokane, Portland & Seattle Ry., and Southern Pacific Co., will be included in joint tariffs. The work of compiling the first of these tariffs was commenced in July, 1912, and continued without interruption until March of this year when copy was forwarded to the printers. The form of these tariffs will be of the standard prescribed by the Interstate Commerce Commission; and simplicity in construction, to make them readily handled by agents, has been the underlying principle of the work. It was the intention at first to include all joint fares in one tariff for the convenience of agents and the public, but as the work progressed the volume of tariff matter grew to such an extent that this plan was not found feasible, and as an alternative it was determined to publish the fares in three tariffs. These tariffs will be known as

Pacific Northwest Joint Passenger Tariff "E."

Pacific Northwest Joint Passenger Tariff "C."

Pacific Northwest Joint Passenger Tariff "W."

Tariff "E" will apply via all routes, except via California, to Duluth, St. Paul, Minneapolis, Sioux City, Omaha, Kansas City, St. Louis, Memphis, New Orleans



New Motor Cars for Branch Line Service

C. H. Bilty

Seven General Electric Company gas-electric motor cars have recently been received, and most of them put into branch line service. Two of these cars are of the side entrance type, and are now in service in the State of Washington, one running from Seattle via Cedar Falls to Enumclaw, a distance of 62 miles, and making a round trip each day of 124 miles; while the other is operating between Everett and Monroe, a distance of 14 miles and making five single trips each day, totaling 70 miles.

Of the inauguration of this service, the Seattle Railway and Marine News, says: "No better illustration of the evolution in transportation could be given than the trial trip of The Milwaukee's new gasoline car from Seattle to Tacoma recently. This car embodies all the latest and most ingenious ideas for interurban or suburban travel and is the outgrowth of years of study in perfecting an ideal car for short runs where frequent, fast and economical service is required. The new car is primarily a gasoline car, the fuel being used to generate the electricity."

The other five cars are of the rear entrance type, one of which is fitted up with a ten-foot mail apartment, and they will probably be assigned to service on some of the branch lines in Wisconsin, Illinois, Iowa and Minnesota.

These cars are a combination type, of passenger, smoking and baggage compartments. They are 70 feet 11 $\frac{3}{8}$ inches long, 10 feet 4 $\frac{3}{4}$ inches wide, weigh 50 tons, and have a seating capacity of 80

people. The engine room is 11 feet 11 inches long, the baggage compartment 15 feet long, the smoking compartment 11 feet long and the passenger compartment 27 feet 11 $\frac{3}{8}$ inches long.

All-steel construction is used throughout the frame, consisting of steel I beams and channels strongly braced, and outside sheathing of flat steel. The interior finish, however, is of mahogany. The lighting throughout is by electricity.

The generating unit consists of an eight-cylinder, four cycle, gasoline engine of the "V" type, having cylinders of 8-inch diameter and 10-inch stroke and directly connected to a 600-volt multipolar commutating type electric generator. This power unit is mounted on the floor in forward part of car, away from the dirt and dust, and under the immediate observation of the operator, where it may be readily oiled and adjusted, as well as being accessible for repairs.

The main engine can rotate at a normal speed irrespective of the speed of car, and is started by compressed air taken from main reservoirs of brake system. The main air compressor is driven from the crank shaft of main engine, is fitted with an automatic governor to maintain constant pressure and has a capacity of 22.5 cu. ft. of air per minute. An auxiliary gas engine set is also provided, which consists of a two-cylinder, four-cycle, gasoline engine with integral air pump and direct connecting lighting gener-

ator. The cylinders are $4\frac{3}{4}$ -inch bore and 6-inch stroke. This engine is started by hand, and its function is to provide power for lighting, and to furnish an initial charge of air for starting the main engine.

The control is similar to that of an electric trolley car. Mounted on the axles of the forward truck are two General Electric 205, 600-volt series commutating pole, oil lubricated, box frame railway motors of 100 H. P. each.

Energy is transmitted directly to the motors without the intervention of mechanical change of speed gearing. Separate handles are provided for throttling the engine and for reversing the car, the latter being accomplished by changing the motor connections in the usual manner without stopping the engine, which always rotates in the same direction.

The radiators are placed on the roof and circulation for cooling the engine is maintained by the thermo-siphon system. The car is heated by a hot water heater, coal fired.

The two cars in service in Washington made the trip across the continent under their own power, making the run by daylight only, and covered the distance from Chicago to Tacoma, Wash., 2,201.2 miles, in ten days.



ENGINEER ED. MARSHALL. COLUMBIA DIVISION

Eastbound Excursion Rates

A. J. McCarthy

The Milwaukee has announced special round-trip excursion fares from points in Idaho, Oregon, Washington, and British Columbia to numerous destinations in the Middle West and the territory east of Chicago for the summer season of 1913. The tickets will be on sale every day from May 28 to September 30 inclusive. They will permit stop-overs on the east bound trip within transit limit of fifteen days from date of sale, and on the return trip within final limit of October 31, 1913.

The fares from points in Idaho, Oregon, Washington and British Columbia to some of the principal destinations will be as follows:

Baltimore, Md.	\$107.50
Boston, Mass.	110.00
Buffalo, N. Y.	92.00
Chicago, Ill.	72.50
Council Bluffs, Ia.	60.00
Davenport, Ia.	70.00
Des Moines, Ia.	65.70
Detroit, Mich.	83.50
Duluth, Minn.	60.00
Kansas City, Mo.	60.00
Milwaukee, Wis.	72.50
Minneapolis, Minn.	60.00
Montreal, Que.	105.00
New York, N. Y.	108.50



HOMER SNOW, TICKET AGENT, AND HIS BODY GUARD MITCHEL, SO. DAKOTA

Omaha, Neb.....	60.00
Pittsburg, Pa.....	91.50
Philadelphia, Pa.....	108.50
Sioux City, Ia.....	60.00
St. Louis, Mo.....	70.00
St. Paul, Minn.....	60.00
Toronto, Ont.....	92.00
Washington, D. C.....	107.50

Special round-trip excursion tickets will also be on sale from points in Montana to many destinations in the East and Middle West on special dates during the months of May to September, inclusive. These tickets will provide liberal stop-over arrangements on the eastbound trip within transit limit of ten days, and on the return trip within final limit of October 31, 1913.

The round-trip fares from Butte and points east to some of the principal destinations will be as follows:

Chicago, Ill.....	\$61.00
Council Bluffs, Ia.....	45.00
Davenport, Ia.....	55.00
Des Moines, Ia.....	48.00
Duluth, Minn.....	45.00
Kansas City, Mo.....	45.00
Milwaukee, Wis.....	58.00
Minneapolis, Minn.....	45.00
Omaha, Neb.....	45.00
St. Joseph, Mo.....	45.00
St. Louis, Mo.....	57.00
St. Paul, Minn.....	45.00
Sioux City, Ia.....	45.00

The round-trip fares from points in Montana west of Butte will be proportionately higher according to starting point.

The Pacific Limited

The new transcontinental train operating between Chicago, San Francisco and Los Angeles went into service April 1st. The new equipment of the "Pacific Limited" bespeaks the science and skill of the modern car builder.

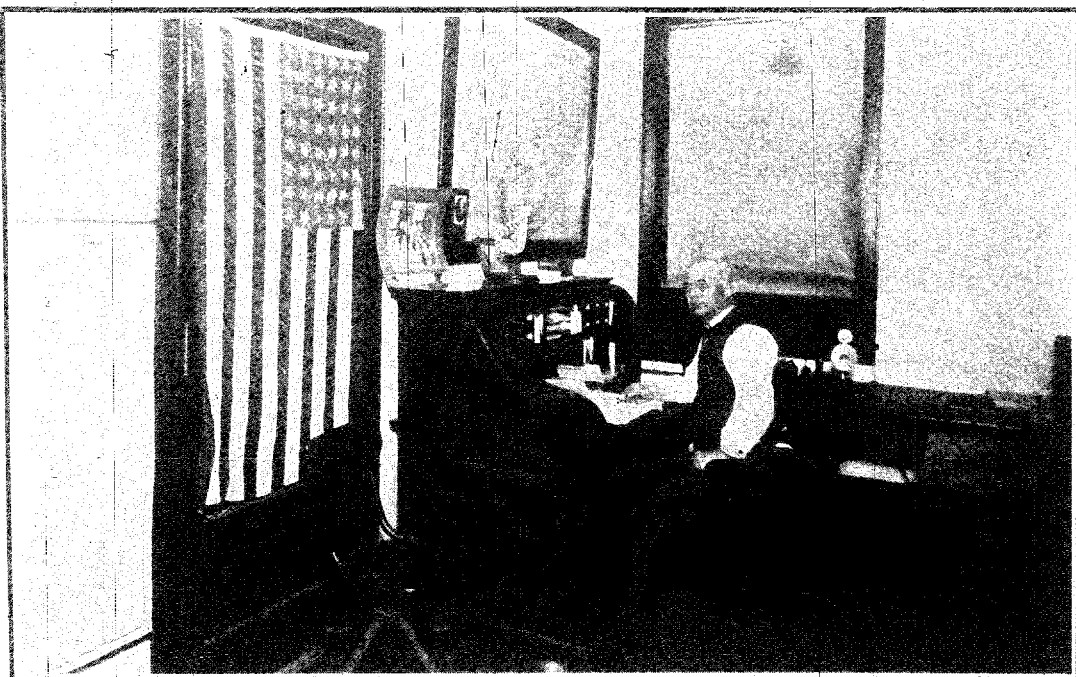
The novel and keenly appreciated feature attending the inauguration of the "Pacific Limited" was the banquet given the members of the press on the eve of the train's departure. Fifty members of the press were the guests of F. A. Miller, passenger traffic manager, and George B. Haynes, general passenger agent. From the city ticket office the party left in autos for the Chicago Union Depot, where they were escorted to the train.

After inspection of the equipment, dinner was served in two dining cars, presided over by Supt. F. W. Getty. The best dining car service in the world, justified and strengthened its reputation.

A. C. Saida, who is chief clerk to John W. Taylor, had his quartette, who furnished the music. They were assisted by Johnnie Hand's band.

The train ran to Elgin, Illinois, where nearly two thousand citizens of the famous watch town viewed every car, inside and out. Their endorsement of the "Pacific Limited" was apparent in both look and action. The train returned to Chicago at 10:30 p. m.

The Milwaukee road was glad of this opportunity of entertaining the members of the press and they were all unanimous in their opinion that it was a most pleasurable, well-spent evening.



WASHINGTON'S BIRTHDAY IN THE OFFICE OF O. F. WALLER, ABERDEEN, S. D.

The Friend Bill

By Geo. E. McKay, C. & C. B., Ill.

Considerable publicity was recently given the fact that Representative Ray Dickinson, a locomotive engineer and member of the Indiana legislature, was one of the leading opponents of the Friend Bill which aims to limit the length of railroad trains to eighty-five cars. The conclusion many people, railroad employees in particular, are apt to reach is that as a locomotive engineer, Mr. Dickinson would hardly be expected to oppose such a measure. A more careful consideration of this bill shows numerous valid reasons why a railroad man of sound judgment would vigorously oppose such a measure as this.

Any man actively engaged in the railroad business knows that there are several measures of extreme importance from a safety point of view which should be adopted by all railroads. Measures which any legislature may be justified in forcing upon the railroads if they can be brought about in no other way. The most important of these is the adoption of any device which will make railroading a safer proposition both for those engaged in it and the traveling public. The automatic stop indorsed by the Interstate Commerce Commission in their report of the Westport wreck on the N. Y. N. H. & H. Railroad, electric headlight for fast trains, and the employment of a third trained engine man on the largest and fastest locomotives are all measures which have a justification in the safety value they possess.

But no such plea can be made for the Friend Bill before the Indiana legislature which arbitrarily limits all trains to a maximum of eighty-five cars. This bill has supposedly been advanced in the interest of railroad employees. But above any advantages it may possess for any class of railroad employees, it has so many bad features for both railroad men and the public that both should join in defeating it.

There can be no question but that to force a railroad to limit its trains to eighty-five cars when the power is capable of hauling one hundred, not only seriously interferes with the earning power of the road, but also in times of car shortage will inflict suffering upon the shipping public by curtailing the ability of the railroads to supply cars.

When from time to time the various organizations of railroad employees have occasion to make demands which involve either increase in wages or change in working conditions entailing additional operating expense upon the railroads, the most effective argument the railroads can advance before an arbitrating board is if they can prove the earning capacity of the road does not justify such demands.

Thus it may be apparent how such bills, supposedly an advantage to railroad employees will but act as a boomerang doing them an ultimate injury. However it is the general public rather than either railroads or railroad men which suffers most from impractical interference with the railroad business.

A general increase in rates as asked by the railroads in 1910 and refused by the Interstate Commerce Commission was only denied on the grounds that the conditions at that time did not warrant such increase. This denial was in no sense a final decision, and at any time the railroads can present a stronger case proving that nothing but an increase in rates will ward off bankruptcy, the Interstate Commerce Commission will doubtless grant such increases as are necessary. Nothing will bring about such a situation as surely as will the multiplication of such impractical restrictions upon the railroad business as the Friend Bill now before the Indiana legislature is a fair sample. Not only has this bill no element of safety warranting its enactment into law, but it positively increases the dangers of railroading as it necessitates the movement of more trains to handle the same volume of business.

What this country needs most is a strong, able transportation service, and railroad men and the public alike should raise their voices in protest against the placing upon the statute books of the numerous states, well meaning, perhaps, but impractical laws which will render impossible such service as this country must have from its railroads if prosperity is to be permanent.

Indiana is fortunate in having in her legislature such a man as Representative Ray Dickinson of Huntington County who brings to her service a rare combination of practical knowledge of railroad affairs with a high sense of his duties as a representative of all the people.

Smiles

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

"MAUD AND THE EASTER HAT"

Dominick, Marion, Ia.

Maud Muller on a summer day—
Well, no, she wasn't makin' hay,
She wasn't waitin' to meef the judge,
Nor was she making some walnut fudge.
The hum of the mower to her fell flat
Compared with the "noise" of her Easter Hat.
But how could she have that hat in view
When on Sabbath morn there was work to do?
She buried her face in her hands, and then
She was just as mad as an old wet hen.
She knew not where she could find relief
From the rising flood of her pent up grief.
On her Sunday work she would fain stand pat,
And she wanted to show that Easter Hat,
To accomplish both she was sore perplexed
And in consequence she was somewhat vexed.
She was heard to say as she mourned her fate,
"Confound that Seven-Twenty-Eight!
If Easter morning is bright and fair,
I'll scheme some way to get off, so there!
I'll show my hat in the same old way
And leave that report for another day."
She almost wished she were never born,
As she thought of that glorious Easter Morn
When Orchard Heights with its grown-up kids
Would be on deck with their Easter "lids."
For her there was nothing to do but work,
For Maud, you see, was a railroad clerk.
But instead of Easter dawning bright
It rained from early morn till night.
So while Maud's hopes went up in smoke
There were many others whose hearts were broke.
She didn't break down and weep and sob,
But took right hold of her Sunday job,
And just one week from that fateful day
She donned that hat with its colors gay.
The rubber necks pronounced it a "beaut"
And all declared that it looked real "cute."
She has learned this lesson and learned it well,
That tomorrow's weather no one can tell.
To such base fears she is now alert
And she never hollers until she's hurt.
But she looks as trim as a maltese cat
Whenever she dons that Easter Hat.

Pat was just over from the old country and had secured a job of braking on a mountain run of a railroad. One day control was lost, and the train went thundering down the mountain at a tremendous speed. Pat, though intensely frightened, clung on. Fortunately the train was brought to a stop at the foot of the grade without accident. "Why didn't you jump?" demanded a friend, to whom Pat was relating his experience. "Jump!" exclaimed Pat, "an' Oiy makin' money thot fust!"

A REALLY BIG ENGINE

At last the real biggest engine in the world has been found, and quite appropriately by a resident of Chicago. We have heard of the Sinclair articulated compounds, of Mallett compounds, and other giants of the rail. Listen to the tale of the man from Chicago.

I am inspector of foreign boilers at the locomotive works. I was traveling through Africa sometime ago and saw the most wonderful and powerful locomotive in the world, I want to tell you about it, so you can know that they have larger engines there than they have here.

This engine has five acres of grate bars, four acres of netting in the smoke box, and it took a man a day and a half to walk through the cylinders. Every time the engine exhausts it rains for twenty minutes afterwards. There is an elevator that goes to the headlight to hoist the oil, as it requires five barrels to fill it. It takes two men forty-five minutes to light one single lamp.

The engineer has the X-Ray to watch for signals, and after running for six months he goes blind. It takes two astronomers with a powerful telescope to see her going, and the glare of the headlight can be seen through a hill a half mile thick. It took nine carpenters four months to build the pilot.

They use a steam shovel to give her coal. The tank holds 27 carloads and every time they wash the boiler it is necessary to drain the Suez canal. The pony wheels are as large as an ordinary turn-table. The round house force holds a picnic in the fire-box every summer.

She carries 860 pounds of steam and 360 pounds of air on the train line. She can haul 720 loads and in good weather she might walk away with 722. She runs from Kimberly to Johannesburg, a distance of 900 miles, the wind from the train has been known to knock down monster trees of the forest, as she makes the run in three hours and eleven minutes.

When she leaves the track there is an earthquake in China four days later. The throttle is pulled by a stationary engine in the cab. The lubricator holds four barrels of oil. The train goes so fast that when she is stopped she is going ten miles an hour. This is a true story and I can vouch for it.—Exchange.

VERY NICE ABOUT IT

At a gathering of railroad employes a discussion was started regarding a traffic manager who has the reputation for hard bargaining.

"Oh, well," said one man, "he isn't so bad. I went to see him to get a good job and he treated me very courteously."

"Did he give you the job?" was asked.
 "No," was the reply, "he didn't. But he hesitated a minute before he refused."—E. P. T.

THE SONG OF THE FREIGHT CAR

I am a bumped and battered freight car on a side track in the yard. I am resting, resting gladly, for my life is cruel hard; and I seldom find an hour when I'm idle or at home. For I'm usually loaded and am out upon the roam. I've been shunted in Seattle. I've been switched in Boston town. I've been stranded in St. Louis, where I saw the train crew drown. I've been snowed in up by Denver, I was wrecked at Council Bluffs. When the strike was in Chicago I was stoned by savage toughs. I have hauled lumber in Wisconsin; I have helped move Kansas wheat. I have camped within the stock yards till they filled me up with meat. I have brought green watermelons from the sunny, sunny South while the darkies, gazing at me, "gan to water at the mouth." I have rumbled on the coast lines on the California shore; I have hauled the compor mustard crop and Santa Ana ore. I have been from Manitoba down to Matagorda Bay. While on every trip I've traveled the longest, slowest way. I have hauled the toil-scared hobo by the dozen and by one; I have carried honest, poor men on my longer westward run; I have carried fleeing criminals deep buried 'neath the corn that from off the rustling ranches to the greedy mills has borne. I've carried knaves from justice; I've carried fools to wealth. Hauled the hopeless home to perish, hauled the invalid to health. I have often lost an axle when the train was wrecked and stood for weeks until the workman found time to make it good. I've been everywhere, seen all things, been in sunshine, rain and snow. I've been idle for a fortnight and then for months upon the go. I'm a bumped and battered freight car on a side track in the yard. There are chalk marks on my body—they're my calling cards, but I see the pony engine coming for me on the fly. No idea where I'm going or what for, but—bump—good-bye.—Selected.

A TELEGRAPHIC DIALOGUE

Two telegraph operators were seated in a downtown cafe recently when an athletic young man and an exceedingly pretty girl entered. They were placed at a table opposite the "key" men, who were sitting side by side in a position facing the girl. As is the custom of the craft when wishing to discuss some one in a public place, they telegraphed to each other, using their knives on the plate.

"Peacherino, isn't she?" one ticked to the other.

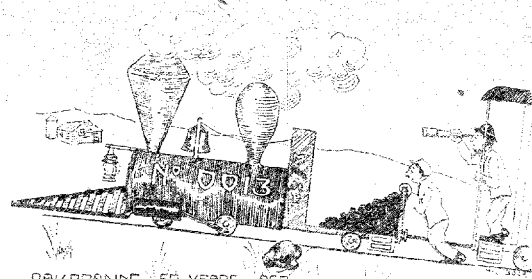
"A tree full," came back the tapping reply.

"Wonder who the sack is with her?"

"Search me—looks like a boob tied up with a wren like her."

"Bet they aren't married. If they are, all she needs to do to get a divorce is to exhibit that map of his in court."

While the two men were enjoying a laugh over their silent joking they were surprised and somewhat alarmed to hear some more "table knife telegraphy." The "peacherino" was doing it, and she did not look at all pleased, either.



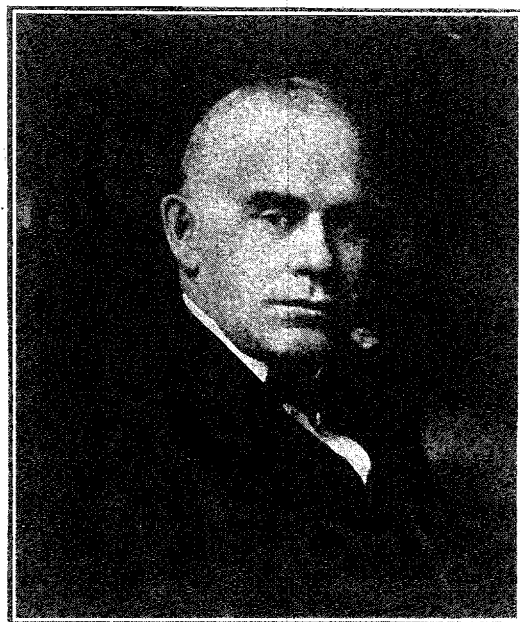
RAILROADING 50 YEARS AGO.
 OLD MAN "GOOD WORK BOY, I CAN SEE THE STATION" BARLEY, SPOES, HART

"You two had better look out while you are all together," carelessly ticked her knife blade while she listened to something her companion was saying. "This sack and boob, as you called him, with the divorce map, is my husband—safe mover by trade. He eats fresh little boys."

Something happened to the "wires" about that time, and all communication ceased.—*Kansas City Journal.*

A story is told of a recent arrival in this country, who went one evening to call on a fellow-countryman who lived in the country. Fearing he could not find his way at night, he brought a lantern with him. In the course of the visit, the two drank each other's health a number of times and, when it was time to leave, the caller was somewhat the worse for wear. Next day he received from his host of the evening the following note: "Herewith your lantern; please return my parrot and cage."

There were two section men riding along on a hand car. One was heard to remark, "I don't like to mention any names, but there's some one on this hand car that ain't pushin'."



MR. C. L. SHERWOOD, City Passenger Agent, Cedar Rapids Iowa, who will celebrate his fortieth year in the service of the company June 1st 1913.

Safety First

A. W. Smullen

Safety first and all the time is the slogan on the C. M. & St. P. Ry. Safety First has always been the motto of both officials and employes but we believe we will be better prepared to work together along this line if we have a better idea as to the large number of employes injured on railroads of this country and no doubt it will be surprising to a great many to learn that a great majority of accidents are caused by the little things, just the little things that we pass every day until someone is injured.

For the year ending June 30th, 1912, 180,123 persons were injured and 10,585 were killed on the railroads of the United States. The Interstate Commerce Commission reports show most of the accidents are caused by the carelessness or thoughtlessness of the employe or some fellow worker.

Let us stop and think it over—go back in your mind and see if you cannot recall someone that has gone—some widow, mother or fatherless child that is left to struggle just because he took a chance or just because some fellow worker did not think that the removing of a plank with a rusty up-turned spike or a broken draw bar or brakebeam left along side of a track was of great enough importance to remove or report. Remember a second of good judgment is sometimes worth a day of energy. We know that the majority of our employes always have and always will follow the careful and thoughtful and safe side, but there are a few, one here and one there that are making this long list of cripples, widows and orphans.

Let me suggest that when we hold meetings, we make the meeting a meeting of minds, so that each one will have a fixed purpose to perform that which will be the cause of preventing at least one injury each month. You are the men who are making this tremendous accident list grow each time you take a chance. Do your work as the rule says and if it is a bad rule, the men who made it will soon discover and change it, but don't take chances, as you are responsible for the safety of others as well as yourself.

Today is the best day in the year to stop taking chances—not tomorrow or the next day for that may be too late—start today the best day in the year.

Let me show you the spirit shown by the men in the Kansas City Terminals from the superintendent, W. L. Richards, who writes: "I want to say for our Terminal as a starter and to show attentiveness and loyalty, that when Mr. Smullen called to order our first general meeting to organize a body to carry on Safety First work, many expressed doubt as to the sincerity of the move. Some thought it was going to cost money or jobs, etc., and made it a hard job of getting a good representation of all crafts.

After election of Committeemen by the local

employes, we found we had an attendance of 87,—our first rally after the general rally held in Convention Hall, Kansas City, Oct. 19th, 1912. We then begun our local Committee Meeting semi-monthly with good attendance and all crafts represented, which have continued without interruption to date. We have held General Meetings monthly, they being attended by wives and members of the family. Addresses have been made by both officials and visiting railroad employes; also by various employes on the terminals. Entertainment at these meetings consists of vocal and instrumental music furnished free by female and male members of the choir of St. George's Church, Mrs. Guettler Choirmistress, of which four of the office clerks, H. Zane, H. Bell, J. Plotner and Howard Richard are members and also organized as C. M. & St. P. quartette; declamation by the bright little 11 year old daughter of Chief Clerk H. J. Vail that brings always a second and third encore. We are getting better attendance each successive meeting. Our next meeting will be held in May in the Kansas City Railroad Club Auditorium with a seating capacity of 500, with good stage, piano, and light all donated by the Railroad Club of Kansas City.

Since the first meeting was held, the interest has become so keen that the office clerks rented a piano at their own expense of \$5.00 per month and had it installed in our freight office where at noon time after their lunch is eaten, 34 clerks, with the assistance of the stenographer, Miss Barnett, practice singing new songs for the Safety First meeting. They also find recreation, all joining in singing popular songs, pass away the noon hour, heretofore used in hanging around a warm restaurant or corner, without any benefits and now stay in the office, and as soon as free from lunch enjoy good wholesome exercise and rest, with music. None seem to want to miss any of it nor inclined to loaf at places on the street.

The Yardmen and Warehouse men try to beat each other in reporting needing attentions, showing what they personally accomplish to improve conditions and I am proud of the organization.

Our men in the terminals have stopped boarding of engines approaching and standing in track until engine reaches them, coupling with feet, going in between moving cars in motion, to open a knuckle or pick up pieces of wood with nails protruding, loose coal or article that might turn an ankle, filling up depressions into which a man might fall, gathering up at once any couplers or car doors found along side of track in the yard, using great care in blowing off engines, as well as showing in their every act a thought for someone else and how to work safely.

A meeting was held in the office of Supt. P. L. Rupp for the roadmaster and section foreman and the importance of their work was discussed in regard to Safety First.

Mr. W. O. Hiddleston, of Minneapolis, reports the backing of the step on the tenders of the modern power in service. When these engines were built, there was no backing to these steps and it would have been an easy matter for a person in boarding one of these engines while in motion, to put his foot through the opening and cause serious injury. Instructions have since been issued to cover this opening up and all new steps that are made in the future are to be solid casting.

Every employe in the Chicago, Milwaukee & St. Paul Railway is urged to help eliminate and report anything that may seem dangerous, to the proper authorities. Let us be honest with ourselves and quit trying to blame the other fellow. We cannot prevent injury or improve conditions in the Safety First work until we do.

Officials of thirty-four railroads met at the LaSalle Hotel Monday, April 21st, to consider the "Safety First" movement which has been started among the railroads of the country. The organization will be a national one. Representatives of the following roads met with the Chicago Committee and discussed largely from the technical viewpoint the situation: New York Central and Lackawanna from New York; Baltimore & Ohio from Baltimore; Oregon Short Line from Salt Lake City; Union Pacific from Omaha; El Paso Southwestern from El Paso; Missouri, Kansas & Texas, Wabash and Frisco Lines from St. Louis; and Northern Pacific from St. Paul.

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The C. M. & St. P. Railway
has lately installed **Automatic Private
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Exchange Building offices.

This better telephone service insures this great railroad system—

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Unlimited Service, without Extra Cost
No False, Busy Signals
No Disconnection, until conversation is ended,
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The Investment for the Men of the Rail.

Founded and Controlled by Railroad Men

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

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

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

J. E. MEREDITH, Pres.

The Meredith Flower and Vegetable Co.
Libertyville, Illinois.

I HEREBY SUBSCRIBE for shares of THE MEREDITH FLOWER AND VEGETABLE COMPANY stock, par value \$10.00, non-assessable, and agree to pay for the same as follows: \$..... on the day of and \$..... on the day of each succeeding month until paid.

I subscribe for this stock with the understanding that I am to draw 7 per cent while my investment is used by The Meredith Flower and Vegetable Co. and that I can withdraw at any time by giving The Meredith Flower and Vegetable Co. 30 days' notice.

Signature

Address

City State.....

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

The Meredith Flower & Vegetable Co.

J. E. MEREDITH, Pres.

Cheerfulness

Is the title of a card issued by The Milwaukee Its bright, wholesome philosophy has been commented on by the newspapers and magazines from coast to coast as a doctrine that can be applied by any man and increase his efficiency. Cheerfulness to the individual is the same as a lubricant to a machine. It minimizes friction.

The text of the card is well worth while. It is quoted below:

CHEERFULNESS.

Learn to laugh. A good laugh is better than medicine. Learn how to tell a good story. A well-told story is as welcome as a sunbeam in a sick-room. Learn to keep your own troubles to yourself. The world is too busy to care for your ills and sorrows.

Learn to stop croaking. If you cannot see any good in the world, keep the bad to yourself. Learn to hide your pains and aches under pleasant smiles. No one cares to hear whether you have the earache, headache or rheumatism.

Don't cry. Tears do well enough in novels, but are out of place in real life. Learn to meet your friends with a smile. A good-humored man or woman is always welcome, but the dyspeptic or hypochondriac is not wanted anywhere, and is a nuisance as well.

Above all, give pleasure. Lose no chance of giving pleasure. You will pass through this world but once. Any good thing, therefore, that you can do, or any kindness that you can show to any human being, you had better do it now; do not defer or neglect it, for you will not pass this way again.

At Home

Anna M. Scott, Editor

BEAUTIFUL SPRING DAYS

On State Street you begin to realize that spring has arrived, when you see the crowd of well-dressed women, arrayed in the smartest of spring clothes. For a number of years we have had white serge as the leader for spring wear, but this spring the darker shades seem to predominate. Some of the most beautiful shades of red and blue are being used. The tailored suit is more in demand this spring than for several seasons in the past. Soft draped skirts and fancy coats render this style of gown as suitable for formal, as for street wear.

Every woman who desires to be well gowned should pay particular attention to the material and making of the gown. Designs this year demand soft weaves as they are better adapted to draping. Very pretty materials are bordered ratiné, voile, cotton crepe, batiste and silk. These make pretty and serviceable summer dresses.

JUNE BRIDES.

The brides of 1913 are particularly fortunate, for gowns were never more elegant in outline and required less material to make them than this year. Crepe Meteor, Crepe de Chine and Charmeuse are the fabrics which custom sanctions as the correct material for brides. The bridal veil is usually of net, edged with very fine lace, and fastened to the head with orange blossoms.

THE HATS WE WILL WEAR.

The small hat is very much in demand this spring, the latest have a crown of black satin and a straw brim or chiffon crown lined with changeable taffeta. This is to be worn with thin gowns at all kinds of social afternoon affairs.

A great many of the small hats have a band of ostrich feathers around the crown with two or three shaded tips at the side or back.

FOR THE BABY'S BONNET.

If tiny eyelets are embroidered in either side of baby's bonnet, fresh ribbons or bows may be put on at a moment's notice. Instead of having to stop to rip them off and stitch others on the ribbons are slipped through the eyelets and tied.

CRETONNE UNDER GLASS.

No daintier, cleaner or better covering for a dressing table or other similar bedroom furniture can be secured than flowered cretonne under a heavy glass plate. These plates may be secured from a hardware dealer at a reasonable price. They should be about a quarter of an inch thick and have edges ground so as not to cut. The cretonne beneath never gets soiled and the glass is easily cleaned with a moist cloth.

M. S. H.

A few drops of oil of lavender scattered through a bookcase is said to preserve the books from mold in damp weather.

When furniture does not actually need polish-

ing it is a good idea to wipe off thoroughly with a cloth dipped in linseed oil.

BEDROOM COMFORT

By Frances Marshall

Is there anything more cheerless in the world than a badly cared for bedroom? It is cold in winter, hot in summer, cheerless, close, untidy and altogether inhospitable. It is an unpardonable evidence of neglect on the part of the housewife.

On the other hand, a well cared for bedroom can be made the pleasantest room in the house. More and more the bedroom has come to be regarded as a place for sleeping and resting only. Many very simple houses are equipped with an upstairs sitting room, where the women of the household talk and read and write and sew. All of which results from the lately awakened sense of the importance of fresh air to the sleeper.

The bedroom should be thoroughly aired every day. One physician points attention to the fact that some persons who keep their windows generously open at night close them in the morning when they get up, in order to warm the room, and do not open them again until night. This method of ventilation is doubtless better than that of excluding all air at night, but even the night aired room ought to have free gusts of sun warmed air admitted every day. There are few bedrooms that can be treated as this doctor suggests, excepting in warm weather; he says that the bedroom window should never be closed—one in each room should be left open at the top from one year's end to the next.

If possible all bedding should be given an occasional sun bath. Once a week it should be put out of doors, in the sunshine, and allowed to stay there several hours. The increase in vigor and health felt by the sleepers will make this trouble worth while.—McClure's Newspaper Syndicate.

Velvet Bows may be freshened after they have been crushed, by heating a curling iron, covering it with a damp cloth and inserting it in the loops, open the curler wide. The steam will cause the nap to rise and after a good brushing the bows will look fresh without the necessity of untying them.—Oregon.

The secret of keeping a veil in good condition is to take care of it when it is not in use. Put it on a flat surface and lay on top of it a piece of stiff paper as wide as the veil and about eighteen inches long. Roll the veil and paper together and fasten with one of the little wire clips used in offices for keeping papers together. Smooth the veil out as you roll it. You will be surprised to see how long a veil will last and look all right if such care is taken of it.—E. H. M.

STARTING A HARDY GARDEN

There seems to be a general idea among the gardenless that starting a garden is a tremendous undertaking. "I should love to have a garden," they say, "but I don't know how to begin it," or, "It would be such an expense at the outset." I know the feeling—I have had it myself; but I determined to have a try at a garden, and, as I succeeded beyond my expectations, I want to say a word, out of my own experience, to other would-be venturers. This is distinctly to the beginner, and to the beginner who must start modestly. In the first place, plan your garden. If you can afford to have a landscape architect, so much the better,—but if not, do it yourself. Then don't try to plant it all at once—let it grow. Unless your heart is set on a formal garden, begin with a long bed of perennials. Next year you will want to add other beds, and gradually your garden will evolve itself. My garden started with a long bed, forty feet long and from two to ten feet wide, placed to screen the vegetable garden. Make your plan with due regard to color harmony, but don't let it worry you too much; for, if you avoid the magenta shades and use plenty of white between the other colors, the result will be harmonious. There are some combinations that are particularly lovely, such as blue, yellow, and white, say, delphinium, coreopsis, and white poppies, or phlox—and there are others which are especially painful—keep the nasturtiums away from the bright pink phlox. Let the colors run from crimson, through pink and white to lavender, white to blue, yellow to white, orange, and scarlet; but try to have the two red blooms at different times. Some flowers do not do well in a mixed bed, notably roses, which thrive best in a bed by themselves, where the ground can be frequently stirred, and where they get plenty of sun. Peonies, too, need plenty of room, and, although they can be grown in a border, they make a very beautiful corner combined with fox-gloves and sweet william. As to the first cost of a hardy bed, that depends largely on what you want to spend. If you buy plants of all the perennials, particularly if you select choice or rare varieties and get a large number of each, the start will be expensive. On the other hand, most of the perennials are easily raised from seed, and one can raise hundreds of little plants from a few ten-cent packets. The seedlings will not blossom the first year, in some cases, but the delight of seeing one's own baby plantlets bloom is well worth the waiting.—Suburban Life.

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

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

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

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306-311 PLYMOUTH BUILDING

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Several members of our company were formerly Railroad Employees and we especially cater to Railroad Men. Enclose this ad. giving name _____ and address _____ for information or booklet and get reply by return mail.

SUGGESTIONS FOR COOKING VEGETABLES

(*From the Woman's World*)

All green vegetables, roots, and tubers should be crisp and firm and thoroughly clean when put on to cook.

Soak wilted vegetables in cold water to freshen them.

Put salt in cooking vegetables when half done.

A dash of soda helps green vegetables to keep their color.

Peas and spinach are much better color if cooked uncovered.

Cook delicately flavored vegetables in a small amount of water.

Cook vegetables which have a strong odor or taste in a large amount of water.

Cook young carrots and beets whole, then skin and slice.

Clean vegetables with a brush.

Salt tends to darken cabbage, cauliflower, or brussels sprouts.

Tie cauliflower and cabbage in a piece of cheesecloth. It is easy to handle and keeps its shape.

Always wash a dozen pea pods to cook with the peas. This gives them a better flavor.

Peas are delicious when cooked in the pod. The pods burst open and rise to the top, the peas settle to the bottom.

Vegetables thoroughly ventilated while cooking are thought to be more wholesome and of better flavor.

Vegetables should not be cooked in an iron kettle.

Careful trimming and thorough washing are essential.

Cook vegetables as soon after gathering as possible.

Cook uncovered: Dandelions, spinach, green peas, cauliflower, cabbage and brussels sprouts.

If you would have light dumpling leave the cover off for about ten minutes after you have put them in.

Baked potatoes will become mealy if the ends are nipped off and rubbed with fat before placing them in oven.

RECIPE FOR A NUMBER ONE LEMON PIE.

The grated rind of two lemons, one and one-half cups of sugar, two tablespoonfuls of flour or one heaping tablespoonful of cornstarch, the yolks of three eggs well beaten, the juice of the

lemons, two cups of water, butter the size of a walnut. Put in a double boiler and cook until about as thick as cold honey, stir well while cooking. Have your crust baked and add the above mixture when cooled; bake in a moderate oven 20 minutes, beat the whites of the eggs to a stiff froth, add one teaspoonful of sugar, place on top of the pie and brown in a quick oven. This makes a very large pie.—A. Williams.

DAVID'S TEA BISCUITS.

One quart of flour, two heaping teaspoons of baking powder, one tablespoon of lard and one of butter, work into the flour, use milk enough to moisten, rub melted butter on top before baking.

VEAL LOAF.

Three and a half pounds of veal, half pound of salt pork, three eggs well beaten, one tablespoon pepper, and one of salt, grated nutmeg to taste, four rolled crackers, one tablespoon cream, butter size of an egg (very good).—A. W. H.

CHERRY WHIP.

One jelly glass of cherry preserves, half cup sugar, whites of six eggs, beat whites very stiff, then add the preserves and sugar, put in buttered pan and set in pan of boiling water, bake forty-five minutes. For the custard take the yolks of the eggs, beat light, add sugar enough to sweeten, use one quart of milk, be careful not to cook custard too long. When whip is baked pour custard on top and serve (delicious).—M. S. A.

GINGER BREAD THAT WILL MELT IN YOUR MOUTH.

Half cup sugar, one cup molasses, half cup lard, one teaspoon of ginger, one of cinnamon, two teaspoons of soda in cup of boiling water, two and a half cups of flour, two eggs well beaten.—M. W. W., Libertyville.

Dear Editor:—Will you please tell me the correct way of using calling cards.—Country Bride.

Leave two of your husband's cards and one of your own when calling upon married people, one of each for each woman, and one of your husband's for each man of the household.

Dear Editor:—Will you kindly inform me how long guests remain at an afternoon reception.—Grays Lake.

Guests do not as a rule remain less than fifteen minutes, or longer than three-quarters of an hour.

The Get Together Spirit

The most important thing in a big business, is small details, and this applied to a railroad, means that its success is spread out over every mile of its lines. It means that success is dependent, not upon one man nor upon a few men, —it is dependent upon every employe, and the man who saves or wastes five cents a day contributes his share to a gain or loss that would, in a year, amount to nearly one million dollars if every other employe did the same thing. Take the value of wasted lead pencils, for instance, on a great railroad. This item alone, in dollars and cents, would support a family a year. And there is no way to stop these small wastes of the individual employe except through the loyal interest of that employe himself, because small wastes are so widely scattered that competent supervision to prevent them would cost more than the loss amounts to.

And yet if we consider the question, it is apparent that every employe is or should be directly and personally interested in stopping them, for every man needs a prosperous company to work for, and a prosperous company depends absolutely upon the quality and loyalty of its employes.

If the equipment is kept up as it should be, the roadbed kept safe and comfortable, the offices provided with the conveniences they should have, and the whole plant kept up in proper shape money must be spent for which no direct return is in sight. When supplies in the offices and materials on the road are wilfully or carelessly wasted it not only uses up the money that should go to improve conditions, but it goes a long way toward removing the incentive to improve them.

The well kept section is always an argument for allowing more expenditure; the clean and orderly shop always get more facilities, and the man who looks after these details is qualifying himself for advancement.

It is more true in business than it is anywhere else, that to him that hath, more is given. The reason is, that he who shows a capacity to have, is worth while giving to.

But beyond all that, there is a unity of spirit through such an organization as this railroad, and there must be, else it can not stand. It must be an all for one, and one for all spirit, or all will miss the best there is in it. The machinery and facilities of the company and the machinery and facilities with which we carry out our work. The farmer takes the product of his work and gets his money for it; we take the product of our work to the market and get our money for it. The farmer's money comes by sale, ours by the pay-roll, but it is none the less our work because the commodity is another's. Thus should we regard the tools and machinery and facilities committed to our care as the implements of our own work instead of the company's work, and then care in their use becomes a matter of personal interest.

The personal interest of the employes of this company in preventing the small losses and waste which can not be prevented by supervision and which rest wholly on the personal loyalty of the individual, might easily reach a figure in excess of a million dollars a year. And this saving could be accomplished in pickhandles, lantern globes, lead pencils and trifles like that. And the price of a million dollars a year is the daily, watchful care of fifty thousand employes. It is cheap and it ought to be certain.

Isn't that worth the serious consideration of us all? Isn't it worth getting together, talking over among ourselves, and remembering as we are about our daily tasks?

D. L. BUSH, Vice-President.

Good Fellowship Club

On Saturday evening, April 5, a meeting was held at 180 Washington St. of the employes of the C. M. & St. P. Ry. who are members of the Masonic fraternity, to perfect an organization for the purpose of promoting good fellowship among the employes and perfecting the brethren in the Masonic work.

The object of the club is to bring the employes closer together, thereby increasing our fraternal bond, which will necessarily increase the efficiency of the employes and be a benefit to the public in general as well as to the C. M. & St. P. Ry.

It is the purpose of the club to hold two meetings a month, one for instruction in Masonic work and one for the study of the principles of Free Masonry and the practice of the same in every day life.

Any member of the Masonic fraternity in good standing who is an employe of the C. M. & St. P. Ry. system, no matter in what capacity, is eligible for membership.

The name selected for the club is "The Pioneer Railway Craftsmens Club," and judging from the enthusiasm shown at the first meeting it will soon have a very large membership. Seventy-seven brethren have already signified their willingness to join, which is very gratifying.

It is the intention of the club to form a choir and orchestra to assist in entertaining the members at the meetings and give two receptions a year for the benefit of the members and their families.

The officers elected for the ensuing year are:

Albert J. Bernhard, President.

Ira Markwell, First Vice-President.

Edwin G. Hale, Second Vice-President.

Jas. Nagle, Treasurer.

A. H. Nelson, Secretary.

Wm. H. Whitmore, Chaplain.

R. L. Holland, Tyler.

A. E. Hacker, Assistant Tyler.

Chicago, April 30, 1913.

To the Editor:

Our new magazine certainly appeals to me as being one of the best possible ways for us all to attain the highest efficiency in our work; and with the co-operation of all, we should soon see a great improvement in railroad service. It will also effectually assist the Safety First movement, recently established.

I hope to see the time when we will have club rooms at all of our large terminals, where lectures can be given and where employees will feel free to congregate and talk over experiences, exchange ideas, etc. Some of the older employees have had many interesting experiences, some narrow escapes, and some wrecks, and the younger men could benefit materially by hearing of these and discussing the ways of avoiding accidents, etc. The average old employee has had many a close call, and I imagine many of our officials, most of whom have in early days been in the ranks, have had like experiences, and perhaps could give us the benefit of a talk now and then.

We could also take up different lines of work, for instance, the care of hot boxes, taking the slack off long trains on hills, handling of air and steam, duties required of passenger men, and a general discussion of train rights. Orders which now seem complicated to some, could be made clear in such meetings, and I feel sure that all of us would be glad to have the officials talk to us and instruct us, in some such way as this, and it all would result in a closer relationship between all concerned.

In conversation with the trainmaster of a foreign road, not long ago, I asked what discipline he used on his men for certain offences. His reply was: "I am one of the men and they all like to see me come around. They know I have been through the mill and know what they should do, and that I take a brotherly interest in them; and when I talk to them, they feel that I am trying to strengthen them where they fail. If they are ambitious and want to do right, I seldom have to go farther with them. If this fails, I turn them over to the superintendent, who does the disciplining."

This seems to me to be the right spirit, and if it were generally practiced, it would bring men and officers closer together, and the company would feel the benefit in more efficient service.

Thanking you for this space in our magazine, I am,

Yours truly,

W. B. CARR,
Conductor, C. & M. Div.

C. M. & P. S. Pioneers

Deer Lodge, Mont., April 11, 1913.

Attention to C. M. & P. S. Ry. Pioneers:

At a meeting of the officials and employees of the Chicago, Milwaukee & St. Paul Railway Company, held in this city April 7th, plans were formulated for the organization of a club to be composed of railway officials and employees identified with the actual construction and other work in connection with the building of the Puget Sound Lines of the Chicago, Milwaukee & St. Paul Railway.

April 29th, 1913, at two o'clock p. m. has been decided upon as the date and time for a meeting to be held in Deer Lodge, Montana, for the purpose of final formation and organization of such a club.

The purpose of the club is to arrange yearly meetings to be held in the different cities along the line, of the Pioneers of the Railroad, to renew old acquaintances and keep in closer touch with each other.

All identified with the "Blazing of the C. M. & P. S. Trail," are earnestly requested to attend this meeting or arrange to have representatives from the different localities. If unable to attend in person, any suggestions that would help in the organization, would be greatly appreciated. It is the desire to have one delegate from each division from the enginemen, trainmen, etc., also one delegate to represent the officials from each division, attend this meeting.

All communications should be addressed to Mr. C. F. Wilder, temporary chairman, or Mr. E. H. Foster, temporary secretary, Deer Lodge, Montana.

E. H. FOSTER,
Temporary Secretary.

The above circular speaks for itself, and is another gratifying evidence of the "Get Together Spirit." The Pioneers of the C. M. & P. S. will have a strong bond of interest, and their club should be productive of much pleasure to themselves and much good to all concerned. There was a lot "doing" out on "The New Steel Trail," and men had the opportunity there to show the stuff they were made of. It is to our credit as a family that most of the men who went out there pioneering, have made good and are in every way entitled to honored membership in the Pioneers' Association. The Magazine hopes that employees on the Lines East may have an opportunity to enjoy, through the medium of good and full reports of the meetings, the events and incidents of the building of the Puget Sound Line and the part the "Pioneers" played in it.

The Olympian Club

The Olympian Club of The Milwaukee Railway Auditing Office, gave its first dance at the Hamlin Park Hall on Tuesday evening, April 22nd.

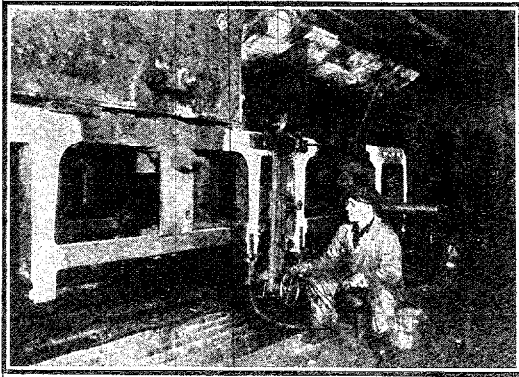
The club was organized a short time ago, its purpose being to promote good fellowship among the employees of the Auditing Department, and so far it has been very successful. It has even been rumored lately, that several of the young women are wearing solitaires, which argues well for the "teamwork" spirit.

The club will give a number of entertainments the coming year, and asks the hearty co-operation of the Magazine to assist in making them as successful as the first one.

The Magazine's influence is directed toward bringing all departments and all employees together in a closer bond of friendship and a stronger unity of purpose, and the editor welcomes all news items of this character. It is to be hoped that the Club movement will develop so that there may be a "Milwaukee Club" wherever a number of employees are gathered into a neighborhood, a terminal, a department, a division or an office. (Editor's Note.)

Shop Kinks

Some very practical railroad devices which were designed by Assistant Machine Foreman C. W. Danglemeyer and are in use at Dubuque shops:

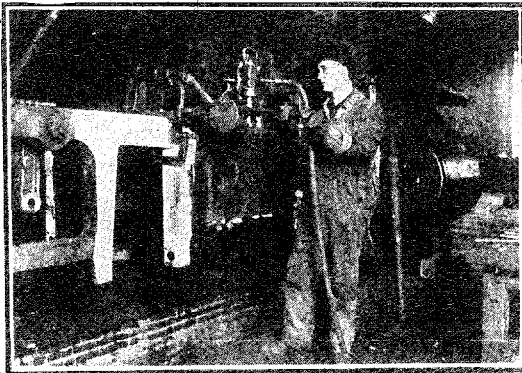


The above cut illustrates a portable locomotive frame jaw grinder attached to engine 2431, which is used for truing up the frame jaws of a locomotive in a much more expeditious and mechanical manner than that heretofore employed.

The principal advantages of this machine are that it does in a few minutes, repair work which heretofore has taken hours to accomplish and the work when done is as mechanically accurate as it was when new.

That it can readily be attached to any locomotive frame in a very short space of time.

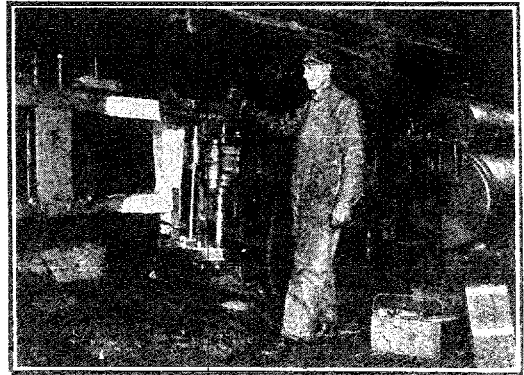
That its form of construction and the means adopted for attaching the machine are of such a character as to obtain great rigidity and thus enable the operator to do more and better work and in a shorter time than by any other means.



That by the employment of two grinding wheels on one arbor, both jaws can be trued up without reversing the machine as would be the case were one wheel only used.

That the machine is so light and simple in its construction that it can easily be handled and adjusted by one man.

The above cut illustrates a portable hack saw machine attached to the frame of engine 2174, used for sawing the space to insert the welding block, reducing the cost to a minimum and eliminating the hard task of sawing by hand frames under an engine.



The above cut illustrates a portable locomotive frame jaw milling machine attached to the frame of engine 3106, which is milling the surplus stock after the frame was welded with crude oil.

This machine has proven to be a great labor saver and has aided in making frame welding a success at Dubuque shops.

The method of attaching this machine to a locomotive frame gives it a rigidity that allows the cutters to be worked to their full capacity and permits the removal of a large amount of stock in a short space of time—a great desideratum where the jaws are badly worn or a weld has been made in same.

FROM THE CAR SHOPS AT MASON CITY

D. H. Cross, Car Foreman

We have dining cars, sleeping cars, mail cars and all kinds of passenger cars to care for here, and are inspecting about 500 cars per day. Mason City has 9 brick and tile factories, 2 large

HOTEL WASHINGTON

Griffin & Mork. Proprietors

ABERDEEN, WASH.

The only Hotel on the Pacific Coast equipped with Automatic Sprinkler System insuring absolute fire protection

cement plants, an auto factory, a packing house and other industries, and the cars going to and from them have to have close attention. The industries are growing so, it keeps the car men busy at Mason City. We have stationed here a steam derrick, tool car, blocking car and truck car to take care of all derailments and wrecks, which I think is a very great improvement over what we had in the old days.

I remember an instance in the fall of 1882, when there was a derailment at Otranto, Ia., which is a little station about 25 miles north of Mason City, where there was an engine tipped over in the ditch and 13 cars derailed. We arrived on the scene at the break of day on a Sunday morning with wrecking outfit consisting of a switch rope, snatch-block, a common screw jack and a pony jack. We started at once to rerail the wreckage, but we had no breakfast at 8:30 in the morning. We took turns going to breakfast in order not to delay the work; we did the same at the noon hour. With the equipment we had, we had the wreck all picked up at 4:00 p. m. the same day and home for supper. Now do you think this very slow, all things considered? Mr. A. E. Manchester was our round house foreman at that time, and he was captain at the scene of the wreck, as he also helped to eat the fat hog which the farmer killed and cooked for our dinner, for we had eaten all his meat supply for breakfast. This is not the only instance that I can recall, as we had several such cases since I started to work for the company which was in the year 1870, when we had to do work with this kind of equipment. But thank Providence we have a steam derrick, and better facilities to do all of our work. Our present Superintendent of Motive Power Mr. A. E. Manchester witnessed several such scenes in the early days.

Improvements tending to facilitate the work of the Mechanical Department at Jackson, Minn., are nearly completed. These include a large addition to the round house, consisting of five stalls, and also an extension to the stalls of the old house to make room for larger power so the work can be handled more easily. A new and larger turntable and cinder-pit have also been added to the equipment.

This building, now nearing completion, is of modern type and is certainly a credit to the company. The building when completed will have thirteen stalls and in addition to the round house there will be a boiler house and machine shop so that all necessary repairs can be done here.

Some of the machinery has already been received here and is of new and modern type. A 14-inch swing 15 foot bed Maxwell, Manning & Moore lathe, an 8-inch swing, 4 foot bed Harrington lathe, a 34-inch Barnes drill press, a 6-in. by 3-in. by 6-in. Duplex Fairbanks-Morse feed pump and a No. 2 Garden City forge fan with forge are the machines which have already been received. A large planer and bolt cutter have been ordered but have not as yet been received.

A new large stationary boiler and the one with which we are running now will be placed permanently in the near future. A 7x12 Gray dou-

Kirkman's Science of Railways

Invaluable Text
Books for Enginemen, Shopmen, Trainmen and other Railway Employees. For Particulars Write

Cropley, Phillips Company
TRIBUNE BUILDING, CHICAGO

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 fire-boxes and flues, reduces repair expense, increases mileage and hauling capacity and improves traffic conditions generally.

DEARBORN CHEMICAL COMPANY
McCORMICK BUILDING, CHICAGO

The Varnish that lasts longest

Made by
Murphy Varnish Company

GRAND PACIFIC HOTEL **CHICAGO**

Homelike Comfortable

All Rooms large and Airy, Redecorated and Newly Equipped.

Superb Restaurant Service
Reasonable Rates

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

J. T. TOWNSEND, Mgr.

ble action stationary engine will furnish the power and also run a large air compressor.

In addition to these we have here a large duplex Knowles pump for boiler washing purposes, a No. 3 Knowles boiler feed pump, a No. 6 New York air pump with reservoir furnishing air for pneumatic hammers and air drills.

Our water supply is taken from the Des Moines River and pumped to our tanks with a 12-horse power gasoline engine located at the river.

When fully completed we will be able to do all necessary repairs except general overhauling.

Our force consists of 22 men, consisting of 2 machinists and helpers, 2 boiler makers, truck man, engine handlers, boiler washing crews, wipers and engine and pit cleaners.

OLIVER BROWN, Foreman.

Manilla, Iowa, is one of the promising railway terminals on the Council Bluffs Line, and is coming to the front in the amount and quality of the work of its branch of the Mechanical Department. The Car Department alone has nineteen men steadily employed, and with an average of twenty-five trains each way, every day, there is plenty of work on hand all the time. A picture of the Manilla Car Department has been taken and will soon appear in the Magazine.

Editor, M. R. W. System Magazine:

As round house foreman at Council Bluffs, I hope I may congratulate you on the hopeful prospect of our new Railway Magazine. We have been looking forward with great interest to the publication of this first number, and realize how badly we were in need of this effort.

It compares very favorably with any magazine of its class now published. With the splendid articles on the Safety First movement and the other articles of general interest, it is certain to be popular with Milwaukee employes and indeed would prove good reading to all railroad men and their wives.

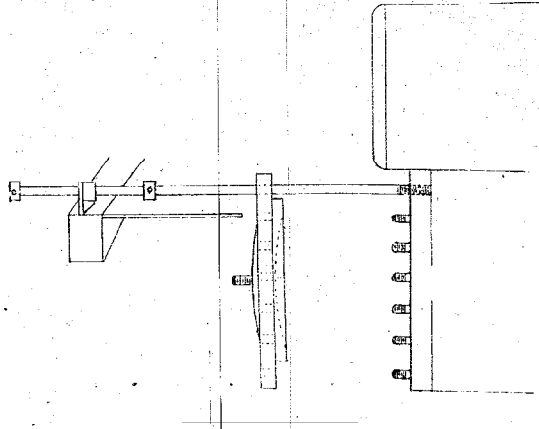
Perhaps a few words in regard to just what this great system is accomplishing out here on the tail end of their lines in Western Iowa, may be of interest.

In the past eight months the round house has been remodeled, making seven pits suitable for the heaviest power, and the remaining stalls remodeled and put up in good shape for lighter power. When complete this round house will be as up-to-date and fully equipped as any of its size in the state. We will have a driving wheel, engine trucks and tender truck drop pits of the latest design; a sanitary wash room will be installed for the comfort and convenience of the engine men and round house force.

In addition a 90-foot electric driven turntable has been installed, a modern 120-ft. cinder pit and the loftiest and no doubt the most up-to-date coal chute in the city fast nearing completion. Also, I may mention a power plant, which bids fair to eclipse any other in the city, a machine shop having machinery of the latest improved types. These features together with a perfect blowl-off system, lighting and ventilation makes this one of the best round houses in this part of the country.

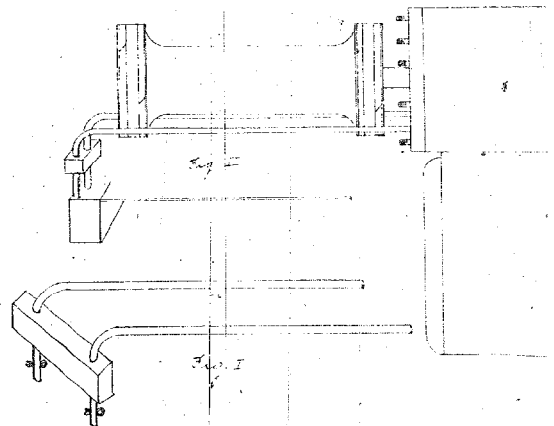
This is only a small part of the vast work under process of construction at this point, and it seems obvious that a railroad so keenly alive to the spirit of progress must have a brilliant future before it.

J. H. BELL, R. H. F.,



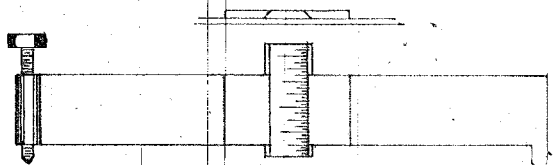
Sketch D is a device which originated in Perry, and is used there every day. It consists of a one and one-eighth inch round iron bar with thread on one end, to screw into a cylinder, and a sliding foot on the other end.

This device saves the work of taking a cylinder head off and putting it on the floor, when examining the packing.



Sketch E attached is a sketch of a device for sliding piston valves on when examining the packing rings. This was originated in Perry, Iowa, and is used at that place every day. It is made of two pieces of one-inch pipe, as shown in figure 1.

Figure 2 shows it in position with valve on it.



Sketch F is a device originated in Perry, Iowa, and is used every day. It is used in measuring flat spots on driving tires. It can readily be seen how this device is used.

SAVANA CAR DEPT.

C. W. Cramer

We find that a little chart which has been devised here is a great help in keeping track of men sent out to do car repairing on the road.

The chart is simply a map of the district with holes bored representing each station.

When a man is sent out on the road a small nail with a tag bearing the man's name is placed in the hole which represents the station to which he has gone. In case he expects to make two points, nails are put in both places and a rubber band connects the two showing that this one man does work at both places.

In case two men do work at one place two tags are put on one nail.

This enables us by a simple glance at the chart to see just where all the men are working.

PERRY SHOP NEWS.

Fireman E. Elsasser has gone to Excelsior Springs for treatment.

Engineer J. Donahue has just returned from a visit to the Springs. He reports a fine time and that he is feeling much better.

Machinist H. E. Spalding is back to work again after being in the south for his wife's health.

Engineer Bortholf and Fireman Ed. Ryan have been having a siege of the measles.

Machinist John Eisle has gone to Elkhart, Ind., to visit his son.

We have had a great many compliments on our new through trains Nos. 19 and 20 and everyone thinks they are the finest in the state of Iowa, or running to the Union Depot at Omaha.

Foreman A. M. Lawrence says he is getting to be quite a pedestrian in walking back and forth between the Old and New Roundhouse looking after the work at both places. They being about a mile and a half apart it keeps him more than busy in seeing that everything is moving as it should.

Engineer Jones has been laid up for the last month with a bad attack of rheumatism. At the present writing is better but unable for work.

The indications are that we will move to the new plant about June 1st. This plant will cost the company something like \$250,000 when completed and is a modern plant in every way. When we get moved will give the readers of the Magazine a full description with some views of the plant.

We have 12 small engines tied up in the new roundhouse, strengthening boilers in compliance with the new Federal law. Boilermaker Pohl, of Dubuque, is in charge of the boilermakers, and looking after the work. F. Mullen, with 2 or 3 machinist helpers, is looking after the machinery, this being the first work being done at the new plant.

A Genuine

Illinois
Watch\$1⁰⁰
Cash\$13⁷⁵

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

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

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. 17-jewel movement, 20-year gold-filled case, and only \$13.75, on easy credit terms of \$1 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.

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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.

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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.

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The Geo. Heaton Land Companies

ARE offering to the officials and employes of the Chicago, Milwaukee and St. Paul Railway Company an opportunity to invest in the stock of one of their well-known land companies. This company known as **The Yellowstone Valley Colonization and Irrigation Company**, owns and controls 23,000 acres of land in

Rosebud County, Montana

Adjoining the town of Forsyth on the trunk lines of the Chicago, Milwaukee and St. Paul and Northern Pacific Railroads.

List of officials and employes of the Chicago, Milwaukee and St. Paul Railway Systems interested in this company furnished on application. For further information address

The Yellowstone Valley Colonization and Irrigation Company

Metropolitan Building, ST. PAUL, MINN.

Special Commendation

Engineer Henry Clark, C. & C. B. Ia. Division, discovered a broken wheel on his engine while making inspection of same at Manilla March 18th. This engine was handling train 26, the through passenger, and might have caused a serious accident had it not been discovered when it was.

Engineer F. L. Hanner, C. & C. B. Ia. Division, received the commendation of his officials for the discovery of a broken flange at Dedham in March.

On the afternoon of April 15th Engineer Ardery, T. M. Division, on pusher engine, discovered bridge 224, three-quarters of a mile east of Berger, on fire. He managed to hold the fire in abeyance until word was despatched by phone to Marmarth when a water car, engine and crew was hastily sent to the scene. By heroic work on the part of Engineer Keeler, Yardmaster Rehbock and the crew the fire was extinguished with almost no loss whatever. We understand Mr. Keeler and Mr. Rehbock have been given a merit letter for their loyal work.

This is the time of the year when fires are most liable to do great damage, both to property and lives. Are you doing all possible to prevent fires? Conductor Tuttle extinguished a fire in a burning car at Bucyrus by the engine and hose. On the night of April 26, P. S. car 101837, loaded with posts for Gladstone, Iowa, caught fire presumably from a spark from the locomotives in yard at Marmarth. As soon as it was known, the car was switched out and by prompt action on the part of the employes, about one-half of the posts were saved and no damage was done to the track.

DOES COURTESY PAY?

READ THIS

Madison, Wis., July 23, 1912

Gen. Baggage Agt.,
C. M. & St. P. Ry.

Dear Sir:

I trust you will pardon the liberty I take in addressing you, but I feel moved to comment upon the kindness, consideration and courtesy of your day ticket agent at East Madison.

Just recently I lost my sample trunk and will confess that I put your agent to a great deal of, what proved to be, needless trouble, and through it all his attitude was so unselfish and considerate I cannot help but praise it.

I travel for the largest glass-ware factories in the United States; my territory is from Lake Michigan to Spokane. Often the routing of the cars, and L. C. L. shipments are left to me.

Does it pay for employes to be courteous? It will here—that's a cinch.

D. P. ELLIS.

During the hurricane of March 23, Car In-

spector Matthew Quinlan of Ottumwa Junction repair force, prevented what might have been a very serious accident by quick and decisive action. The wind caught a car and started it out on the lead at a moment when a freight train was backing into the yard. Inspector Quinlan, realizing that a collision was about to occur, quickly secured a track tie, threw it under the approaching runaway, and stopped the car before serious damage could be done.

Agent H. T. Gilland of Foster, Iowa, discovered and extinguished a fire on the high trestle across Kinzie Creek night of April 2nd.

On Monday, April 23rd, one of the workmen engaged in installing the new pump at Kittredge, Ill., was saved from being run down by passenger train No. 27, through the presence of mind and prompt action of Operator Harry Switzer. Extra east, Beck, conductor, was leaving town, obscuring the view of No. 27 approaching on west bound track, and Switzer seeing the danger to the workman who was walking on the track with his back to No. 27, left his tower and got the man off the track just as 27 came around the curve, both men clearing the engine by but a few seconds. Such courage and presence of mind is worthy of the highest commendation, for Switzer risked his own life to save a fellow being.

On March 23rd, an attempt was made by a "gun man" to hold up Agent Farnsworth at Chatsworth, Iowa. The attempt was made about 8 p. m., just after 103 had gone, and the passengers had left the station. Farnsworth was about to close up, and returning toward the office from the waiting room where he had gone to shut off the stove, he was met by a tall man who hurried in from the outside. His face was partially covered by a "bandanna" and he was holding a huge revolver at his hip, pointed toward the agent. He motioned Farnsworth to go into the office, and the bandit's revolver had not then been seen by the agent, who thought the man's face had been hurt and he was probably unable to speak, he asked him what the trouble was. The bandit then said "Get in there," and made some demonstration with the revolver at his hip and repeated his order with an oath. Farnsworth was quick witted enough to reach forward and seize the open outside door and jam it against the man's gun hand before the intent of the act could be realized. This disconcerted the robber so that he did not shoot and Farnsworth sprang out of the door, pulling it after him. He ran as fast as he could to the town hall where a meeting was in progress and inside of five minutes was back to the station leading fifteen to twenty men, most of them armed. Of course the robber had disappeared, but the quick action of the agent prevented a robbery, although he is still mourning over the fact that he might have done better and "got" the man himself if he had had his own revolver, as he thinks he should have had at the station after nightfall, and alone, with cash in the drawer.

The business of Commercial Agent C. H. Mitchell's office at Buffalo for April, included a solid train of beaver board from the Beaver Company, Buffalo, for points on the Pacific Coast from Seattle south to San Francisco. The train attracted a great deal of favorable notice on its transcontinental journey and it was photographed several times before it was broken up for distribution to the various destinations of the cars.

Section Foreman O. F. Browder, by his prompt action, saved the life of one of his laborers at Glenview a few days ago by pulling him from in front of an approaching train. The man was working with his back to the train and did not hear the foreman call to him. After he saw what a close call he had, he wanted to say "farewell" to his job on the railroad, but Mr. Browder persuaded him that life as a section laborer wasn't always so strenuous and he is still on the job.

We have always felt that we had reason to be proud of the service furnished passengers on the daylight express trains 5 and 6 between Chicago and Minneapolis, but it does us good to hear the favorable comment of passengers occasionally. The recent "feather in our cap" is due to Porter Ben F. Day, who has been on this run for a number of years.

A gentleman traveling from Minneapolis to Chicago recently expressed to Conductor Bas-senger his pleasure in the trip, saying, "I want you to know that you have the most wonderful porter I have ever traveled with; he fully understands his business and is a gentleman—pleasant to everyone; it is certainly a pleasure to ride on your road. I cannot help but let you know that I appreciate his courtesies."

It is this cheerful spirit and attention to duty on the part of employees which has won the Milwaukee the enviable reputation it now bears.

To Father

We sing of home and childhood days,
Of love and lovers true;
We praise in many pretty lays,
Bright eyes—brown, gray and blue.

We sing of mother's love, of spring,
Of skies and stars above,
But rarely do we ever sing
Of our dear father's love.

To father love, I sing this song,
For ever since I was a child
I've known my father's love, as strong
As my dear mother's, sweet and mild.

He's worked for us from morn 'til night
To help us on our way,
He's been my friend and led me right
Through many a stormy day.

So when poets sing of Home, Sweet Home,
And of mother love so true,
Then gladly to my heart there comes
These thoughts, Father dear, of you,
Otto Hoppe, Milwaukee Shops.



Extra wear and perfect fit—

At no greater cost than common gloves, you can secure the best wearing quality in **Great Western Gloves**. Made especially for the railroad service. Seamless palms, reinforced thumbs, seams away from the points of wear and sewed with waxed linen thread.

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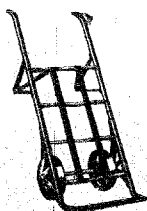
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Manufacturers of a complete
line of all steel warehouse and
store Hand Trucks, of every
description. Special designs
to order. For Domestic Use.**CORRESPONDENCE
SOLICITED****On The Steel Trail****THE SAVANNA TERMINALS**

By A. J.

For the benefit of those who are interested in the volume of business handled through Savanna terminals for the month of February, 1913, as compared with the same month of 1912, I herewith submit the following figures of the number of trains and cars handled during that period. I believe this showing will demonstrate the economy of having a terminal where business can be handled through, and where the switching can be done in the yard instead of out on the road.

FEBRUARY, 1913.

Trains received	923
Trains forwarded	856
Cars received	31,801
Cars forwarded	30,580

FEBRUARY, 1912.

Trains received	959
Trains forwarded	974
Cars received	26,726
Cars forwarded	21,321
Decrease in trains handled	154
Increase in cars handled	14,434

The tonnage in trains is also heavier than in 1912, account of having larger engines; and the decrease in number of trains is due to the increased facilities at Savanna Terminals. Formerly trains had to be side-tracked and the crews brought into Savanna, and then when there was room in the yards, other crews had to go after the trains and switch them for prompt movement through Savanna. Since enlarging the yards, no trains have been held out and the switching has all been done after said trains have arrived in the terminals.

When the Savanna terminals are completed according to the plans, Savanna will have one of the finest and best yards west of Chicago.

We have also, here, one of the largest plants west of Chicago for icing cars, with facilities for icing 22 cars at one spotting, when required.

The engine and trainmen running in and out of Savanna terminals are all interested in their work and I am sure we have some of the best and most loyal employees, and engine foremen here that can be found anywhere.

In handling terminals, the writer endeavors to treat the patrons of the company courteously and to have all the employees do the same. In speaking over the telephone, or in person, it is always the rule to speak pleasantly and politely and the employee is expected to treat the public as if the business were his own and upon his own individual treatment of patrons, depended its success. We also try to keep the feeling alive that the company we are working for is the best one there is, and to carry that idea in dealing with customers. This is easy if employees are really interested in their work, and I believe the employees at the Savanna terminals are all interested, and I think the record of our work will prove the truth of this statement.

CHICAGO GENERAL OFFICE NEWS

Accounting Department Changes

The death of Mr. W. N. D. Winne, former comptroller of the Milwaukee System, whose long, faithful service with the company extended over a period of fifty years, has occasioned the reorganizing of the accounting department and has advanced many able men long in the service of the company.

Mr. John W. Taylor was advanced from position of assistant comptroller to that of assistant to the President.

Mr. Benjamin A. Dousman was appointed general auditor of the system. The rise of Mr. Dousman to his high official position should be an inspiration to every young man in the service. Mr. Dousman entered the service of the road April 19th, 1879, as a junior clerk in the car accountant's office in Milwaukee. Close, intelligent application to every detail won Mr. Dousman's numerous promotions. The additional appointments made in the Accounting Department were made from the ranks. The men are old in the service and experts in their respective lines. The appointees are:

W. F. Dudley, Auditor of Traffic.
G. J. Bunting, Assistant General Auditor.
J. Welch, Assistant General Auditor.
R. N. Dudley, Ticket Auditor.
W. M. Harvey, Auditor Material Accounts.
W. T. Carroll, Assistant Freight Auditor.
August Jacobs, Assistant Ticket Auditor.
J. A. Mulhall, Assistant Auditor of Expenditure.
J. S. Butler, Assistant Auditor Material Accounts.
John Williams, Assistant Car Accountant.

GENERAL OFFICES—SEATTLE

The employees of the Traffic Department of the Puget Sound Lines at Seattle have just completed an amateur billiard tournament, which was watched with considerable interest by the folks on the Coast. Messrs. Hyett, Kellogg, Soergel and McAvoy, playing from scratch, gave the following handicaps in 50-point, straight rail, games.

Benyon	10	Nelson	15
Scott	15	Allen	20
Hubel	15	Taylor	20

The games were played in Brown and Hulén's Billiard Palace, one of the best equipped billiard rooms west of New York. Suitable prizes being donated by the management of the billiard room. The following is a list of the prize winners:

J. J. Hubel—1st prize.
A. J. Scott—2nd prize.
E. W. Soergel—3rd prize.
C. F. Beynon—4th prize.

The wives and sweethearts of the players attended several of the contests, adding considerable interest to the contests. All in all the tournament was so successful that another one will be played off in the near future.

The many friends of Mr. F. M. Biggs, formerly chief clerk in the Freight Claim Depart-

ment at Seattle, will be glad to know of his promotion, effective April 1st, to the position of traveling freight agent with headquarters at Seattle.

Mr. Biggs, having been with the company for several years in Chicago prior to the completion of the Puget Sound Lines, his many friends all over the system will take pleasure in reading this announcement.

T. M. DIVISION

I. B. Duvall

The smoke jackets for the new addition to our round house have arrived and were installed in place by B. & B. Foreman Herman Stock and crew. This allows us the use of 12 well equipped stalls, ample to care for the increasing business at this point. The new dynamo for the electric light plant has been ordered for some time and should reach us within the next few weeks. It will be placed in the round house, and a complete lighting system will be furnished to all buildings at this terminal.

Foreman Stock's crew are now engaged digging the ditches necessary to lay the pipe for the new water tank under construction near the east end of yard, and which has been somewhat delayed on account of the delay in receiving the material. With the completion of this additional water tank and with the new turn table and new mechanical coal docks constructed within the last year, we are quite up-to-date in our facilities to handle the large and increasing business.

Round House Foreman W. A. Bender has been away for the past two weeks during which time L. Casteel has been acting foreman. Mr. Bender was called to Spokane on account of the death of his father. Mr. Bender, returning home to McIntosh, was apprised of the death of his father-in-law at Glendive, N. D. The various employes extend to Mr. and Mrs. Bender their heartfelt sympathy.

Conductor E. W. Ogden has been assigned to this yard and is acting in the capacity of yard master, being assisted by Brakemen Roy Park and Wayne Pullen, while Engineer Avery Gibson and Fireman C. F. Goblentz constitute the engine force. At the repair yard is Foreman Chas. Ziehl and his force of men. Charley never loses that smile even if the bad orders do pile up on him occasionally. In the yard we find H. A. Olsen as section or yard foreman, and at the coal docks and pumping station, Thomas Collins in charge. Passing to the depot we find Agent Duvall, assisted by Operators Fuller, Odell and Smith, and Clerks Green and Hagenbuch.

WEST END NEWS

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

Supt. J. F. Richards, who was promoted April 1 to division superintendent of the Coast Division at Tacoma, is succeeded by former Train Master F. G. Hill, whose promotion is a recognition of his long and faithful service with the C. M. & St. P. S. Lines. Mr. Hill is succeeded by W. C. Ennis from the West End.

Announcement of the approaching visit to this part of North Dakota by the Twin City Jobbers' special in May includes a visit to Marmarth and on to Miles City, thence returning via Northern Pacific. We welcome the Jobbers out this way and hope the trip will prove valuable in every way.

Owing to high water on the Missouri River bridge at Mandan, N. D., the Northern Pacific Ry. detoured its trains 1 and 2 over the P. S. Lines April 8 to 10. A close inspection of the N. P.'s North Coast Limited shows that our "Olympian" still ranks as best, safest and most comfortable.

Frank Sowerby, who has held the position of round house foreman at Marmarth for a year, is succeeded by Walter A. Bender of McIntosh. Mr. Sowerby has been promoted to machine shop foreman at Miles City, and all the boys are glad to hear that Frank is making good. As a slight token of appreciation of his good qualities, the round house force presented Mr. Sowerby on his departure with a 21 jeweled gold watch.

BLACK HILLS DIVISION

M. C. Corbitt Mitchell

I send herewith a post-card showing rotary snow plow at work on March 27th near O'Katon on Black Hills division. The worst storm in the Black Hills section of So. Dak. since 1888 occurred March 13th and 14th. It snowed from 18 to 20 inches with a terrific northwest wind, filling all cuts 12 to 20 feet with wet, heavy snow which later formed a solid mass of ice. It was nearly impossible to clear the line. 5 wedge plows and one rotary plow were disabled.

The April edition of the magazine just received, and distributed among the various departments at this station and terminal; and from the interest displayed among the various employees, it would seem that the Magazine is bound to be a grand success, and will be a welcome guest to all concerned.

Foreman H. J. Stock and crew of the B. & B. Department, have returned from Walker, where they have been for the past week putting up a section house to replace the one burned down a few weeks ago. He will now resume work on the new water tank here.

Yard Master E. W. Ogden left yesterday to visit friends in the east. It has been hinted that he will not return alone. Conductor Bert King is handling the yard during Mr. Ogden's absence.

Mr. W. A. Bender, round house foreman here for the past six months, has been transferred to a like position at Marmarth. Mr. Bender made a host of friends during his stay here, and we are all sorry to lose him. Mr. W. M. Anderson of Miles City, has succeeded him as foreman here.

L. Casteel, former round house foreman, has gone to Panora Pit on the M. S. division, to take charge of a Lidgerwood there.

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Guaranteed to be fresh and as represented no matter where or when purchased. Each box contains an assortment of fruit, nut and cream centers coated with the finest chocolate possible. **Chocolates Supreme are made for those who appreciate the very best.** If not on sale in your city, send one dollar in stamps and we will send you, parcel post prepaid, one full dollar box

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Dreams of more comforts, more luxuries!
Dreams of more of those things that make life worth living!
Dreams of—
But Why Dream?

Why not put Montgomery Ward & Co.'s new 1000 page catalogue back of your dreams and turn dreams into realities?

Why not harness every one of your hard earned dollars and make them yield for you more value in the future than in the past--and *then* your dreams will come true.

The conversation of the dollar is a vital issue in these days of high cost of living.

And the Montgomery Ward & Co.'s catalogue is the great text book that will help more than any other book to solve that problem. It tells how to purchase your foods, furniture, clothing, farm implements, luxuries, everything for the home, farm or field at the lowest prices, with all the useless middleman's profit left out. It has a thousand pages, with a hundred thousand opportunities for saving.

This great text book is free for the asking. All you need do is to write us a note today saying: "Send your new 1000 page book without cost or obligation to me"--and it will come by return mail. You have had the dream of better living, of getting more comfort for all the family than you have had in the past, why not let this dream come true? Why not send for the book to-day--Now while you think of it!

MONTGOMERY WARD & Co.

Chicago

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Ft. Worth, Texas

CHICAGO TERMINALS

J. L. Brown, Chief Clerk

Mr. F. J. Corcoran, chief clerk and operator, Deering, has been appointed agent at Edgewater. J. H. Oldham, formerly relief agent, has been appointed to succeed Mr. Corcoran. Good luck and best wishes to both.

Agent Fesler, at Division Street, has adopted the following motto: "Safety first and safety last, makes The Milwaukee service unsurpassed."

NORTH LA CROSSE, WIS.

H. J. Bullock

High praise is frequently bestowed by passengers from Seattle and Tacoma, on the fine service of the Olympian and Columbian.

General Car Foreman A. Z. Taylor is keeping up the work and getting cars repaired for prompt movement, which is efficiency.

Our genial freight agent, F. L. Shumway, reports business brisk and few complaints from shippers.

Switch Foreman J. T. Carey, one of the old reliables, is back on the job after a few days' absence.

Morgan Evans, the great trout fisherman and baseball player, is holding the second trick temporarily here.

Chief Train Dispatcher E. E. Peters called on us recently, on an inspection trip with Superintendent J. A. MacDonald and Train Master D. E. Rossiter. Ed is all business and we would like to see him oftener.

LA CROSSE DIVISION NOTES

The Milwaukee handled the Chicago Grand Opera Company on April 22nd from Chicago to Minneapolis, for two nights' performances.

Something of the enormous amount of scenery necessary for the presentation of the opera, can be understood when it is said that ten baggage cars were required to transport the scenery. There were 200 people in the cast, for whom the Pullman Company furnished twelve sleepers, and The Milwaukee two dining cars.

The Opera Company's train was handled in two sections and made fine time. The first section left Milwaukee at 3:55 a. m., arriving North La Crosse, 8:47 a. m. Second section, out of Milwaukee 4:37 a. m., arrived North La Crosse 9:36 a. m., making the run of 197 miles in four hours and fifty-two minutes, and four hours and fifty-nine minutes, respectively.

The first section was handled by engine 6300, Engineer C. Teasdale, on east end, Engineer C. Dullea on west end; conductor, R. C. Curtis. Second section, engine 6316, Engineer M. Whooley on east and Engineer Jno. Grady on west end; E. B. Woolcott, conductor.

The return trip was made from Minneapolis April 25th, stopping at Milwaukee for an afternoon performance, on the 25th. First section of the return train, engine 6309; Engineer E. Schneider, west, and Engineer C. Dunn, east end, left North La Crosse 5:27 a. m. and arrived Milwaukee 11:10 a. m. Second section, engine 6316, Engineer E. Bloomfield, west, and Engineer J. Sherman on east end, left North La Crosse 6:03 a. m. and arrived Milwaukee, 11:43 a. m. Conductors, R. C. Curtis and E. B. Woolcott.

On April 21st, the Lax Division had a "Silk Special" of six cars, bound for New York, from the Pacific Coast. It made the run from La Crosse to Milwaukee, 197 miles, in five hours and seven minutes. The train was handled by engine 6509, Engineer J. S. Dunn and Conductor B. Carleton on west division, and Engineer R. S. Woodman and Conductor T. Killear on east end.

ITEMS OF INTEREST AT EVERETT, WASH.

The latest compliment paid our gas-electric motor car was by the Mountaineers Club on their last hike from Monroe to High Rock, 35 strong. The chief, Dr. Hinman, says that the 300 is some classy car and that he congratulates The Milwaukee on having such a courteous crew. The Mountaineers have expressed the wish to charter the car for a trip to Snoqualmie Falls during April.

It was certainly a great treat for employees of the Milwaukee and others in attendance at the recent lecture of Dr. W. H. W. Rees. He placed seventy beautiful slides of scenes along the Milwaukee upon the screen and then in his descriptive and entertaining manner told of his trip via "The New Steel Trail," Seattle to Chicago. Mr. Geo. W. Hibbard came over with a party from Seattle to hear the lecture and returned on the interurban that evening.

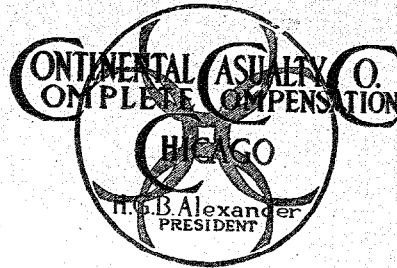
Fate must have been following that Mirror Screen for the New Princess Theater. Loaded upon the car at Crystal City, Mo., by the manufacturer and hauled to Everett, a distance of 2,500 miles without a crack. It was used as a pistol target by someone while enroute or standing in the local yard. This large mirror is about 9 feet by 13 feet and 1½ inches thick and weighing 1,800 pounds. It was to be used as a glass curtain to throw motion pictures upon. It is ground in such a manner that the reflection does not hurt the eyes as do some of the other curtains. It was supposed to cost \$1,000 and would be the only one in the city. Another has been ordered by wire to replace the broken one.

C. & C. B. IA. WESTERN

Ruby Eckman

Right of Way Agent W. H. Mahaffie who has purchased the right of way for the new track on the middle and western division tells a story of one man with whom he had to deal near Woodward. Mr. Mahaffie had established a price which he was paying for land in the vicinity and when he called on one man who happened to be a German, the German said in answer to his query as to what he wanted for the land, "Well my land is assessed at \$65.00 per acre, but I think I ought to have \$130.00." Mr. Mahaffie said, I am paying \$250.00 per acre. Without any hesitancy the German said, "Vell, I took it," and the deal was made.

Mr. Mahaffie however thinks the most conscientious man he knows lives near Madrid, Iowa. The right of way agent had purchased some land of the Madrid farmer, paying the same price as he had paid for other land in the same section. After the deed had been made, and the money paid to the farmer, Mr. Mahaffie received a letter in which the farmer wanted to



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Address.....
Age.....Occupation.....

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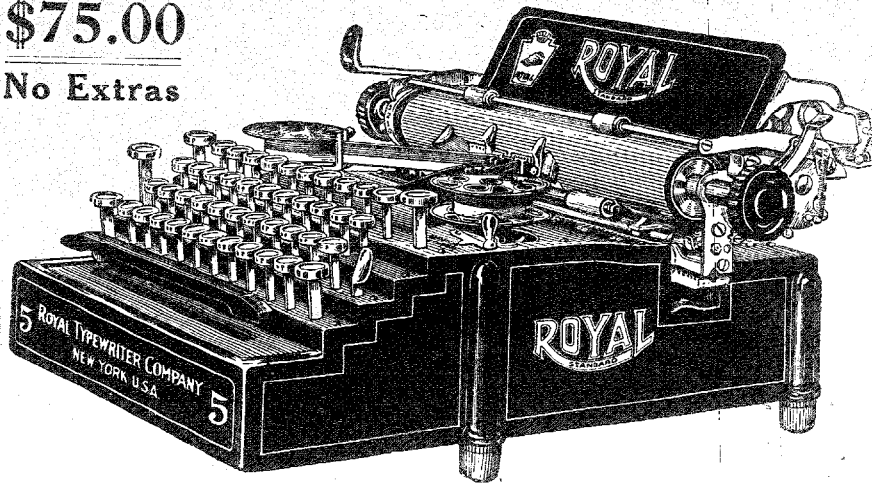
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ROYAL TYPEWRITER BLDG., 336 BROADWAY, N. Y.

BRANCHES AND
AGENCIES THE
WORLD OVER

refund some of the purchase price of the land, as he had been paid the same price his neighbor received, they did not take the money back.

Willard Kettering, an engineer in the surveying gang at Perry, welcomed a baby girl into his home in March.

Brakeman Edward Green of the western division, welcomed a son into his home the fore part of March. This is the first boy in the family and has been named for his father.

DeWitt Maxey, a middle division brakeman, deserted the ranks of the bachelors and was married in Perry the middle of March to Miss Milred Dignan of Perry. They will make their home in Perry.

Lloyd Kennison, a middle division brakeman, was married in Omaha the fore part of March to Miss Fay Hildrith from Maxwell. They will reside in Perry.

Mr. M. Murphy, who has been acting as road master at Soo City, has been transferred to the middle division as general road master and has opened an office in Perry, his jurisdiction extending east to Marion. Mr. Murphy's office force will consist of M. Mullen, chief clerk; Lewis Murphy, assistant clerk, and Miss Marie Donovan, stenographer. The moving of the office to Perry makes a promotion for Mr. Mullen who was acting as one of the sub-clerks in the office of the road master at Marion.

Mr. John Flanagan, who has been in charge of an extra gang on the middle division for some time, has been made assistant road master with jurisdiction between Perry and Ferguson, headquarters at Perry. The change means the removal of Mr. Flanagan's family to their old home in Perry, where they will be warmly welcomed.

Mr. O. E. Torrence has been spending a few weeks in Florida, looking after some land interests he has there.

Mr. F. L. Richards, chief dispatcher at Perry, has resumed work after a month's enforced vacation, during which time he tussled with a siege of pneumonia. J. M. Losey, night chief dispatcher at Perry, had charge of the middle and western division during Mr. Richards' sickness.

Chester E. Evitts, a brakeman on the middle division, had the misfortune to meet with a serious accident the fore part of March. While making a cut of cars on his train at Madrid, he fell, the forward trucks of one car passing over him, severing his left arm and breaking the bones in his right foot. Mr. Evitts was taken to the hospital at Boone where he was confined for a number of weeks. He was a popular boy with the railroad people and has the sympathy of a host of friends.

C. & C. B. EASTERN IOWA

Hazel M. Merrill

Engineer J. J. Benson died at his home in Savanna April 8, 1913. Engineer Benson was born in England, and started his railroad career as fireman in that country. He entered the employ of this company on the C. & C. B. Eastern Iowa Division in June, 1882.

Miss Sabra E. Clark has left the employ of the company, Miss Nell Hazen being appointed in her place. We were all glad to see Miss Clark get a better position, better salary, shorter

hours, and a chance of advancement, but to merely say we miss her is stating it mildly.

Brakemen Ralph J. Kendall and Ralph Seager left several days ago for an extended trip over the Puget Sound Lines.

Vice-President D. L. Bush and General Manager P. C. Hart recently made a trip over the C. & C. B. Iowa Division.

The construction work is in rapid progress on the Eastern Division, and the double track between Oxford Jct. and Martelle will be the first to be put in operation.

A press telegram from Washington says that Congressman Good has introduced a bill asking for an "appropriation of \$100,000 for the purchase of a site and the erection of a post office building in Marion, Ia.—*Marion Register*."

NOTES FROM COUNCIL BLUFFS, IOWA

The improvements at this station are now progressing nicely; the new coaling station, it is said, will be in operation by May 1st. Machinery for power plant is also at hand and being set up, we will now soon be out of the hole.

The great Easter tornado passed on both sides of us and left Council Bluffs intact.

Our civil engineer, Mr. W. E. Webster, was working east of town when the tornado struck. He was given a few lessons in aviation but he does not seem to take very kindly to it and would prefer to travel along in the same old way.

We understand General Foreman Hennessey has invested in a brand new baby boy. Here's to his welfare, George.

The only mishap we have had here of late is that our agent, Mr. W. L. Butler, had his fall tapped a few nights ago by burglars. The watchman somehow failed to notice the culprits.

H. & D. DIVISION

S. E. Keane

The Employee's Magazine reached us today and everyone seems highly pleased with it.

The official family of the H. & D. division has recently undergone quite a number of changes, Mr. F. M. Melin succeeding Mr. J. T. Gillick as superintendent; Mr. W. J. Thiele, formerly trainmaster on the East division, has been promoted to superintendent of the River division at Minneapolis, Mr. P. H. Nee, formerly chief dispatcher on the Middle division, was promoted to trainmaster, succeeding Mr. Thiele; Mr. E. W. Lollis was transferred from chief dispatcher, East division, Montevideo, to chief dispatcher, Middle division, Aberdeen, succeeding Mr. Nee. Mr. J. E. Andrus, trick dispatcher Montevideo, promoted to chief dispatcher, succeeding Mr. E. W. Lollis. All of the promotions have taken effect and each man is busy getting acquainted with his new duties, and everyone on the division is anxious to see them succeed and go higher.

Work is progressing rapidly on the double track work on the H. & D. division. At the present time there are four steam shovels loading ballast and about 1,000 men putting it under the track. In addition to the track men, the grading on the balance of the line is being completed and the Engineering Department have a large force constructing bridges and concrete culverts.

The new gasoline electric motor car has been put in service between Hastings and Cologne

C. E. ADAMS LAND

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Money to Loan on Farm Lands

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The best domestic coal produc-
ed in Illinois.

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via Farmington. The car is in charge of Conductor Thos. E. Curtin and Engineer O. E. Dermidy.

COLUMBIA DIVISION

C. E. Molander

Conductor O. B. Felton has purchased the Clemons home. This gives Mr. Felton one of the most up-to-date homes in Malden.

Conductor and Mrs. N. H. Lombard returned to Malden April 10th from a month's visit in Wisconsin.

Mr. G. A. Rossbach, train dispatcher, arrived in Malden April 18th to relieve dispatchers while taking their vacations.

Mrs. E. D. Parks, wife of our popular agent, returned from Minneapolis April 18th where she had taken their little daughter Edna for treatment.

The division correspondent is sorry to announce that he has not received any news items this month. Don't forget that all items, large or small, will be gladly received. Let's all get busy and get a good bunch of news next month.

C. & M. DIVISION

Mary C. Sullivan

A meeting of the Division Safety Committee was held in the superintendent's office at 1:30 p. m. Monday, April 14th, Superintendent Morrison, as Chairman, presiding. Many good suggestions were offered by the members.

It is the intention to hold monthly meetings hereafter, the next one being called for May 14th.

E. J. Tobias, conductor Libertyville switch run, is confined to the hospital, but is reported as doing nicely under the care of D. J. Burlingame. James Kennedy is doing the relief work. He also was called home on account of the death of his uncle at Janesville, Wis.

The ice train between Chicago and Fox Lake has been put in service for the season. Henry Bond, conductor, and Wm. Dwyer, engineer, furnish the brains for this run, Brakemen Harney and Costello doing the work.

Mr. J. E. Meredith, agent Libertyville, is off duty for a few weeks, Frank Appley doing the relief work. Frank arrives at his place of operation each morning in his newly painted noise wagon.

Brakeman "Bob" Walker had the misfortune of being "nearly" arrested as a suspicious character on his arrival at Milwaukee the other day. Having helped the fireman shovel down coal most of the way to Milwaukee, "Bob" looked the part. He got his check and entered a bank to have it cashed. Not being known in that particular bank, they called in the police. On the way to the station, they were met by some of the boys just in off the road, who came to "Bob's" rescue.

Earlier reports were to the effect that the gentleman under arrest was our esteemed Milk Agent "Bob" Walker, but a canvass along the division resulted in his being located with his feet under a farmer's table calmly partaking of his mid-day bite (?).

K. C. DIVISION

F. H. Moore

Mr. L. W. Knight, who has been agent at Hayesville for several years past, left for Miles City, Mont., April 15th, where he contemplates entering the services of the Puget Sound line.

The C. M. & St. P. Railway had the distinction of furnishing Ottumwa's first mayor under the commission form of government.

Patrick Leeny entered the employ of the C. M. & St. P. Railway as switchman at Ottumwa in 1904, and was at the time of his election to this position, extra foreman.

Engineers James Gordon and James B. Smith of the Southwest Limited, accompanied by their wives, have left on a month's tour of the Southwest, including a trip to Cuba.

Southwest Limited Engineer D. C. Walters, of the Middle Kansas City Division, has returned much improved in health after a winter spent in Texas and Oklahoma.

T. W. Jones, agent at Braymer, Missouri since 1906, and agent and telegrapher at various other points on the Kansas City Division since May 1891, died at his home in Braymer, April 20, 1913; interment at Dodgeville, Wisconsin.

Round House Foreman Davies and Chas. Halcer prepared a hot house last fall, starting bulbs, slips, etc., for the year's decoration and will transplant some 200 plants, etc., in flower beds arranged in lawn around round house, greatly beautifying the surroundings and changing the black desert of cinders into gardens of beauty.

Our Warehouse Foreman Robert R. McDaniels died April 20th after an illness of several weeks. His loss will be keenly felt by his co-laborers.

The Local Agents of Kansas City, fifteen in number, organized an O. S. & D. Bureau Jan. 1st, 1913, a representative of each line meeting with others 1:30 P. M. every two weeks at which time all over items are called and the shorts checked and matched up to a large extent reducing much of the old trouble and saving payment of many a claim. They are also taking snap-shot views of broken or damaged shipments at same time showing how cars are received, well or poorly loaded, and using them to show bad marking, packing or containers. This costs nothing and will save many stations payment of claims, location of goods and getting attention of the largest shippers—Try it.

Kansas City Per Diem and Switch Clerks have organized a car Interchange Clearing House that bids fair to stop loss of per diem switching charges and save our Car Accountants much grief and correspondence. Each clerk goes to meeting at Chief Car Inspector's office, taking with him his yard report taken at 7 a. m., also Interchange Slips from Yard Clerks and switchmen; they then check received with delivery records of other lines, adding to or deducting account error or omission, then correcting and signing report to be mailed to Chief Car Accountant of each line. The reports checked daily at 1:30 p. m. are usually finished at 3 p. m. and reports for previous 24 hours interchange ready to mail on evening trains. Many cars in switch service are picked up and revenue saved in this cross check system.

A. L. Haman**RAILWAY TIME
SERVICE****St. Paul Minn.**

General Inspector

Northern Pacific Railway**Great Northern Railway****C. B. & Q. Railway****CONSOLIDATED INDIANA COAL CO.****Miners and Shippers, Sullivan County Coals****Highest Grade Domestic Coals produced at
St. Clair Mine, Glendora Mine, Union Mine****High Grade Steam Coals produced at
HYMERA MINES, No. 32 & 33**

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

FOR SALE BY DEALERS**139 W. Van Buren Street, Chicago, Ill.****Montana
Land**

Are you interested in "Montana Land? If so why not write us stating about what you want and how much you want to pay, we will be pleased to quote you prices and terms on improved and unimproved ranches from 80 to 12000 acres, from \$16.00 per acre up, according to location and improvements, Montana has been considered a cattle country for a great many years, but bumper crops have been raised for the past two years on soil that a few years ago was considered valueless, cattle and sheep raising will always be carried on at a good profit with plenty of open range accessible where they will feed most of the year, we need the practical farmer to show what this wonderful soil will produce, we can substantiate all of our statements and can give good bank reference.

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Isn't it true that you have always had a desire to some day own a farm in a progressive, prosperous farming community, a happy home, where you were assured ample returns for honest labor?

The Judith Basin The Land of Opportunity

is one of the richest portions of the Northwest. It is the kind of a country men have been dreaming about and the place where dreams come true. For full information relative to the Judith Basin, its farms, prices of lands and exceptional advantages for the man of moderate means, write

THE COOK-REYNOLDS COMPANY
LEWISTOWN, MONTANA
OWNERS OF JUDITH BASIN FARMS

NEWS FROM DUBUQUE DIVISION

C. E. Mutochler

M. J. Brennan, the well-known roadmaster located at McGregor, has completely recovered from a bad attack of pneumonia. His many friends are glad to see him around again.

R. H. Kearney, passenger conductor running between Dubuque and Waukon Jct., has returned after a ten days' stay at Excelsior Springs, and thanks to the wonderful curative qualities of the water of that place, has recovered from a bad attack of rheumatism.

The many friends of D. H. Laury, passenger conductor running between Dubuque and Davenport, will be pleased to hear that he is slowly recovering from his late illness.

Conductor O. E. Dana departed for Excelsior Springs Monday, April 21st, where he will spend a few weeks and try and regain his health.

Passenger Engineer J. W. McKown and family have returned after an extended trip through the west.

E. W. Beerman, the genial agent at Spring Grove, Minn., has returned to work after a two weeks' trip through the west.

A brand new baby boy arrived at the home of V. G. Drum, agent Clayton, Iowa, April 17th.

The first issue of the employee's magazine has arrived. It is small in size but large in spirit and is certainly a good beginning. It was well received by all employees and no doubt will be made a great success.

Michael Kieffer, section foreman, who was badly injured at South Jct., Dubuque, on March 19th, and who is at Mercy Hospital, is getting

along very well considering the seriousness of the accident. His many friends will be pleased to hear this.

C. A. Boehmler, district adjuster, who has been attending to company business at Des Moines for the past three months, is amongst us once more. His smiling face was missed by all.

Work is progressing very rapidly on the grading for the extension of the passing track at Cameron. It is also expected that work will soon be started on extensions of other passing tracks that have been authorized.

WHAT one of the Papers on Dubuque Division Says About the New Magazine

"The first edition of The Milwaukee Railway System Employees' Magazine was distributed Friday morning, every employee on the system receiving a copy. It is a magazine devoted to work and improvements on the road as well as the doings of the men. It is a sixty-five page book with articles by men connected with the company and illustrations of certain shops with crews as well as pictures of men connected with the working of the great railroad. It is the intention of the company to issue this magazine every month and distribute it among the employees so as to keep them in touch with the work that is being done in other places so that they may profit by the examples of others, and the men are invited to send articles to the editor relative to any improvement that they think would benefit any of the other employees. Pictures were taken of the local shops, but they will not appear until a month later."

DEVELOPMENT OF SOUTH DAKOTA SINCE 1906

Mobridge, S. Dak., March 22, 1913.

In 1906, as one traveled through this section of the Dakotas now traversed by the Chicago, Milwaukee & St. Paul Ry., one would not see any building in miles of travel, but would see rolling prairie as far as eye could range, covered with large herds of cattle and horses, some antelope and plenty of coyote.

Now one can travel through this same section in one of the most modern up-to-date trains and in the place of large herds of horses and cattle there are numerous villages with modern churches, school houses and good residences, and all kinds of mercantile business houses.

One who has not been over the Puget Sound Line since the early days of construction, can hardly believe his own eyes, and the homesteaders and business men deserve unlimited credit for the way they have stayed by their farms and business in the face of some bad years, but by their perseverance they have won out and their prosperity will continue.

As all the above improvements have taken place in the last six years the people are naturally anxiously waiting to see what developments and improvements will be made in the next five years.

At Mobridge, South Dakota, the Company is just completing their New Passenger and Office Building, which when done will be a credit to the prosperous city. In a very short time all departments will be comfortably housed in their new home, and it is a real pleasure as the heads of the different departments go through the building with some of their friends, to hear them say, "Here is where we will be located in a very short time," and they all wear "the smile that won't come off" as they say it.

When completed this will be a modern building, steam heated and electric lighted, with all modern conveniences, and will be well lighted and ventilated. There was no place on the system that needed a new layout any more than Mobridge, for it must be remembered that there is no place on the Puget Sound Lines where there is any more business handled by the different departments. And that is the prime reason for making the much needed improvements, which will be highly appreciated by the citizens and employes. W. R. LANNING,
Chief Carpenter, Mobridge.



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ity Apparatus, Shoes, Etc.

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CHICAGO

The Station Agent

The Station Agent is the gist of my song,
The man who's responsible if anything's
wrong;

The man who's burdened with multiplied
Bosses,

The man who is charged with all of the
losses.

The Auditor kicks if reports are delayed,
The Superintendent thinks they are all
overpaid;

The Freight Claim Agent with fiendish
glee,

Says "Charge him the loss on his O. S.
& D."

The G. P. A. when travel declines,
Dictates a letter containing these lines:

"Explain the discrepancy; I must say I fear
You're not as energetic as you were last
year."

The Agent answers, "Cotton is four cents
a pound,

Weather so dry wheat won't sprout from
the ground;"

And then with a candor most beautiful to
hear

Says "Not so many traveling as there
were last year."

This kick disposed of, the very next day,
Comes a long-winded letter from the G.
F. A.

Which says, "I notice for the seventh time
Dusenberry's shipping by the other line.
If you can't get any business, please say
why;

I'm of the opinion you don't half try;
You must be energetic—you must get
freight;

But be very careful that you don't cut
the rate."

The Agent gets up early and works very
late,

All the time scheming how to get more
freight;

He lies upon his downy couch and dreams
that he's been praised,

And as a recognition that his salary has
been raised.

He wakes to find the adage true;

In fact it never varies

That dreams except a very few,

Go always by contraries.

When death o'ertakes, and beyond he
wakes,

And knocks upon the door,

And Old Peter looks upon his sacred books
To figure his sacred score;

W. S. BOGLE, President

C. W. GILMORE, Vice-President

H. A. STARK, Secretary

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For

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BLACK DIAMOND MINE

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Properly prepared and all sizes

Retlaw Mines Company

Atherton-Lump, Coarse Screenings,
Mine Run, Indiana's Strongest
Steam Coal

He trembling asks if among his tasks,
 In this beautiful land of gold,
 Is there no escape from hustling freight
 "Must I do this as of old?"

Have you Superintendents, General Freight
 Agents,
 Claim Agents and Auditors here?
 If this is so, I'll go below,
 I must keep my conscience clear."

Old Pete the while, looks down with a
 smile,
 And takes him by the hand,
 Saying—"Never fear, there's none of them
 here,
 Come in and join our band."

Author Unknown.

Conductor Harry Brenizer, who has
 been very ill for the past six months at his
 home in Freeport, Ill., is able to be up a
 portion of the day. Best wishes from all for
 continued gain and a speedy recovery.

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

What Many Station Agents Miss

In a recent number, The Railway Age
 Gazette printed the following from "A Sta-
 tion Agent," and it is so full of meat, and
 food for thought for station agents, on all
 railroad systems, that it is here reproduced.

Every man, in whatever line of business,
 makes a greater success of himself and his

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

work if he takes just the kind of interest that our friend the "Station Agent" advocates,—and if he can bear in mind that he is in reality doing quite as much for himself in a business way, by being interested, as he is doing for his employer, his own self-interest will keep him on the alert to discover and profit by these constantly occurring opportunities. The communication follows:

With the increasing tendency of the State and Interstate Commissions to regulate and lower rates and the insistent demands of the employees for higher wages, there is left but one source of increased profit for the American railroads, and that is to get more business.

The agent at important competing points is naturally expected to be on the lookout, and to get all of the business that can possibly be secured; this is all well and good, but the agent at the smaller point may do something; he has not been properly impressed with the necessity of working up business. It has usually been understood that as there was no competition all business was sure to be given to him.

The successful farmer is the one who makes two blades of grass grow where only one grew before; and the successful agent is the one who gets two tons of freight where only one was secured before, whether his station has competition or not.

Many agents are working day in and day out over gold mines of possible revenue; but being blind they see not, and deaf they hear not. The community around may be capable of producing an unlimited amount of some commodity, which would furnish a neat revenue if a market was secured for it, and at the same time make the people more prosperous. It may be grain, timber, potatoes, tobacco, live stock, or any of the numerous things that go to furnish the revenue of a railroad. The thing necessary is to get the local people interested, get them to work together. Get them willing and eager to handle the producing end of the matter, and then as a rule the finding of a market is easy. Enthusiasm is most contagious, and once let a live agent go into the matter in earnest, and he will be surprised at the support given him and at the results obtained.

For instance, the town of A issued bonds and built a dam across a river to secure water power for generating electricity, to be sold at cost to residents and for use of incoming industries. The town authorities, men who were elected, not on account of their fitness for the position, nor on account of their business ability, but because they were good fellows, have been vainly trying to get some company to come in and use this power free, but thus far a thousand horse-power or more remains idle. It is a source of possible revenue for the railroad company, and it seems to me that the agent there should interest himself in trying to assist the townspeople; but he takes the stand that it is the duty of the traffic department to look after such matters. The traffic man in charge of that district, who is a good man and is doing his best, has so much territory to cover that he cannot give this matter the attention it deserves. It is a source of possible revenue, and the company is losing that revenue.

This agent has leisure time and the company is paying him for his time; why cannot he use this time that belongs to his employers in assisting the town officers in getting some industry to come in?

Station B is situated in an agricultural district. The people by popular subscription built a cannery to can vegetables raised by the farmers. The farmers fairly swamped it with tomatoes, corn, pumpkins, and everything that it could handle, but through ignorance of selling methods, and inefficient management it was a losing venture. After the second year it shut down. A few feeble efforts were made to sell the property, but what was everybody's business was nobody's business and the machinery lay and rusted for several years, and was eventually sold for junk. Here was another possible source of revenue. The owners of that property would have practically given the plant to someone that would guarantee to operate it, and it would seem that the agent, with the assistance of his traffic or industrial department, could have found some cannery company that would take it.

Agent Jones was in charge of Station C for eight or ten years. He handled the position as others before him had handled it, taking in what money came his way. If business was good it was well and good; if it wasn't, why, he was not paid for worrying! Agent Brown took his place. Brown made it a point to get acquainted with his patrons; he learned what crops they raised most successfully. Through the Agricultural College maintained by the State he secured much information about the crops they were producing. He worked up sufficient interest among the farmers to get them to invite representatives from the Agricultural College to address them. He circulated a paper among them in which they pledged themselves to plant a certain acreage in potatoes the following season, provided a warehouse was built, and secured pledges for about 600 acres.

Armed with this, he went after the larger and more important wholesale potato companies, with the result that two warehouses were at once put up. In former seasons the farmers had a market for their crops only as buyers happened in; now they have a steady market and can sell any day. In former years the total of the land planted in potatoes would not exceed 100 acres; this last season over 500 acres were dug. When one figures that about 4 acres will produce a carload of potatoes, which will average \$50 freight charges, it will be seen that not only the farmers made money, but that the railroad came in for its share.

In a matter of this kind the agent at the non-competing point has an advantage, in that he gets all of the business he helps develop. If it is a competing point his competitor is sure to share in the results of his labors. The agent at the country station has an advantage over the agent in the city, in that the city agent must work up such matters to hold his position, while the man at the small town is overlooked; and when he does start something it is noticed.

There are two ways of getting a good position: one, by being appointed to one; another, by developing the one you have into a good one. To my notion there is much more satisfaction holding one of the latter than the former.—*Railway Age Gazette.*

West Milwaukee Shops

When we stop to think of ourselves as a family, we know of course, that we are a very large family. We pride ourselves on being a very loyal one,—one to another; and when we have brought the quality of loyalty to the point where we don't want to cavil about trifles with our brother workers, we have developed it pretty well toward loyalty and pride in the institution which gives us our bread and butter.

It might perhaps,—nay, it would be a fine lesson in corporate economics if we could all take a half-day off and go through the great Milwaukee shops,—see the army of men at work there,—and the quantity and quality of the work they turn out. We would have something tre-

mendous to think and to talk about and to be proud of, for many a long day, for it is the largest repair shop on the system, and also a manufacturing plant having but one equal,—think of that,—but one equal,—not superior, in the country.

All of the shops all over the line, and the excellent work they are doing, sprang from the "home" plant, and multiplied and grew with the growth of the system,—so it is like having news from home to have a little first hand knowledge of what is going on at West Milwaukee.

The actual figures of new and repair work are almost past belief,—for instance: the item of engines, cars and other rolling stock manufactured in the plant in one year shows 600 locomotives, 60,000 freight cars, more than 1,000 cabooses, a number of baggage, mail and express cars; and milk cars, pile drivers, derricks for both wrecking and bridge construction work, gravel spreaders and many track and construction devices.

To give these details in figures conveys but little idea, because it is difficult to grasp the fact of 60,000 freight cars or 600 locomotives, etc. But the illustration given by the Superintendent of Motive Power, Mr. Manchester, is more enlightening. He offered the suggestion that if the cars and engines built there in one year were coupled together, they would reach from the passenger station in Milwaukee to the Union Station in Chicago. Thus, eighty-five miles of new cars and engines in one year.

The amount of material going into this new equipment is of course enormous, and with the repairs which form the largest part of the work done at Milwaukee Shops, represents an average of 100 carloads per day received and converted into finished product.

Now it is to be remembered that with the eighty-five miles of new work turned out in one year, this feature comprises only about 40% of all the forces employed, and 60% of the 6,800 men employed in the plant are working on repairs.

The variety of work done at Milwaukee Shops includes nearly all of the metal crafts.

In the foundry, 250 tons of iron are melted daily,—between 500 and 600 wheels are made, and from 60 to 70 tons of grey iron castings.

In the blacksmith shop, the most modern machinery and tools are installed for the large work handled there. The frames, rods, pistons and axles for new and repair work are made from scrap.

By reason of our owning and operating our own sleepers, dining and parlor cars, a large force of very high class workmen are employed in the car shops,—cabinet makers, silver platers, looking glass platers, upholsterers, tin and copper smiths, passenger car carpenters, painters, decorators, etc.

In the two roundhouses, about 200 engines are handled each day, in and out, and about 2,500 tons of coal are consumed in the plant or delivered to engines, each day.

There is so much of interest in these great shops, which you all will be glad to know of, that the Magazine hopes to have frequent articles and illustrations of what is being done in the home plant, making its pages "get together" ground for all the craftsmen all over the line.

THINK

Over **100,000** Cash
Purchases were
made last year

at

THE CROSSING STORE

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Milwaukee

QUALITY COUNTS

CITIZENS STATE BANK, Mobridge, S. Dak.

5%

Interest Paid on Savings
Accounts

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

Notes

FREIGHT DEPARTMENT

The return of Geo. A. Blair as assistant freight traffic manager, May 1st, has brought much rejoicing in the freight department of the Milwaukee road, where Mr. Blair has served in numerous official capacities for a number of years. Mr. Blair left the Milwaukee last year to accept the appointment of general traffic manager for the Chicago & Alton R. R. He raised himself from the ranks in the service of the Milwaukee road. Mr. Blair is one of the most popular traffic officials in the country. His gallery of autographed portraits of noted men like Ex-President Taft, Senator Foraker, Senator J. Hamilton Lewis, scrolled "To my old friend Geo. A. Blair," is the visible proof that Mr. Blair is popular. But if all these pictures were removed from the walls of his office the personality of the man would inform one that he could not be without scores of friends. With frankness he states that he has been in the railroad business twenty-nine years, and modestly he admits that his age is thirty-two. Hasty application of subtraction indicates his start at three. Truly he can say he has spent all his life in railroad business.

William E. Prendergast has been appointed to the position of general freight agent, effective May 1st. "Billy" is a popular and efficient railroad man, with an experience dating so far back he would not acknowledge to the length of time.

He commenced his career with D. T. McCabe, who, now vice-president of the Pennsylvania lines west of Pittsburgh. Later he was secretary to Marcus Daly, owner of the Anaconda Copper Mining Co., whence he came to the Milwaukee in the capacity of secretary to H. E. Pierpont, then assistant general freight agent, passing onward to the position of chief clerk to E. S. Keeley, who was then general freight agent. "Billy" has filled all the positions of responsibility in the general freight department, and knows all its details, root and branch. He is popular with officers and men alike, and every one is glad to hear of his advancement.

Stoughton, Wis.

DEAR EDITOR:—Once a railroader always one, so in consideration of having in the long ago been agent for the good old company at Horicon, Wis., please put me on the mailing list of your very interesting magazine. I enjoyed reading Volume 1 No. 1. It called back memories of happy days, saddened by the recollection that many of the "boys" since then have taken the trip from which there is no return.

Cordially yours,

ROBE DOW.

May Day was reception day at Agent Meredith's greenhouses at Libertyville. He had acres and acres of carnations in bloom under the glass roofs, as many roses, and every sort of a

(Continued on Page 62)

(4) *Fore-Wise Officials*

of the C. M. & St. Paul have been buying land in Adams County, North Dakota. Lands are cheaper now than ever before. We have one hundred quarters on our list which are offered too cheap. Be a **Fore-wise Reader!**

When you pass through Hettinger look up the street and see our building.

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Only First Class Place in the City

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Picturesque Hotel
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Is the Newest and Most Perfectly Planned, Equipped
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Rubber and Glue, also leather Bound. Every
Brush guaranteed to be perfect.

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a lot of money. As a young
man you need the money.

Save it.

For as you grow older you will need
it even more.

It requires money to enter business.

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Your money in this bank will earn
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Corner Fourth and Roberts Streets
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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

Notes

(Continued from Page 57)

flowering plant known to the greenhouse men and the gardener. Mr. Meredith is an all-around railroad man and a hustler in every sense of the word.

The death of George H. Crolus, who was long a faithful employe of the passenger department, is lamented by scores of friends and associates. Mr. Crolus was buried at Graceland cemetery, Sunday, April 19th. His funeral was attended by a number of the officials and his office associates.

The death of Frank H. Myers, superintendent of the River Division, was a great shock to his many friends all over the system. Mr. Myers died suddenly of apoplexy on the morning of April 7th. He was a "Milwaukee" boy and had been operator, dispatcher and trainmaster on the C & C. B. Ill. Division. He was Assistant Superintendent of the Terminals in Chicago before going to Minneapolis. Mr. Myers was an able and efficient railroad man, and was greatly beloved by all of his working force.

Sam Burns of the Purchasing Department, who has been sick, is back in the office. The expanse of his smile has not diminished one iota. Strangers sometimes mistake him for some salesman who has just sold a big order. Sam is one of the apostles of the St. Paul Cheerfulness Cord.

Edward Anderson, who has been employed in the general office mail room at Chicago, is going to Butte, Mont., to purchase a farm. Anderson has been in the mail room for four years, and according to the Chief Mail Clerk, he is the industrious, saving type of young man who will make the best of the numerous opportunities in the mountain state.

SAVES A TRAIN.

The quick wittedness of R. A. Fee, a tower operator at Cambridge, Ia., saved a C., M. & St. P. fast freight train last night.

About 11 p. m. the operator at Huxley notified the operator at Cambridge that a number of cars had run away and were down the grade toward Cambridge.

A Milwaukee time freight was nearing Cambridge. Mr. Fee flagged the train and at the same time threw the derail thus throwing the runaway cars of coal into the ditch. The lines were obstructed only a few minutes and traffic was not delayed. Mr. Fee received congratulations on his presence of mind.—*Savanna, Ill., Times.*

W. R. Haley, an employe of the Bridge & Building Department, while a passenger on train K. C. No 8 recently, repaired bursted air pipe on engine, allowing train to proceed with slight delay, thus eliminating what might have been a serious detention to this train.

EMPLOYEES OFFER ILLINOIS CENTRAL FINANCIAL AID.

(Chicago Record-Herald, May 9th.)

One of the most unusual offers ever tendered by railroad employes—that of contributing a part of their monthly wages to assist the company for which they are working—has been made by a large number of clerks, engineers, conductors and others connected with the Illinois Central system.

A request that they be permitted to donate one or more day's pay in order to aid the company in making repairs rendered necessary by the recent tornado in Omaha and widespread damage caused by floods in the South was received from the employes by Vice-President W. L. Park. In declining the offer Mr. Park issued the following statement:

"In all my railroad experience, in the ranks and as an officer, I never have encountered so unselfish and loyal an offer. That these men should voluntarily tender their mite to assist their company (and I use the word 'their' advisedly, for such men are really partners in the institution) is an evidence of such patriotic loyalty and self-abnegation that I am inclined to the belief that it is unparalleled in railroad history."

The employes who communicated with Mr. Park also sought permission to solicit contributions from all other workers on the pay roll of the company. In a statement prepared by them, in which attention was called to the heavy losses suffered by the railroad on account of the cyclone and floods, they issued the following appeal to employes:

"We feel as railroad employes that we should deeply deplore these unfortunate conditions, and to the end that the Illinois Central Railroad Company may have our assistance, co-operation and support in rebuilding and repairing its bridges, track and equipment we hereby appeal to you to join us in the contribution of the equivalent of one or more day's pay to that end."

DISAPPOINTED.

"Come here, Maria," called Mr. Smith from the front window. "There goes that woman George Brown is spending all his money on."

"Where?" shouted Mrs. Smith, as she made for the window. "Why, that's George Brown's wife."

"Well, I know it is."

"And you're a mean wretch, so there," said Mrs. Smith. And she went back to her own room.—*Exchange.*

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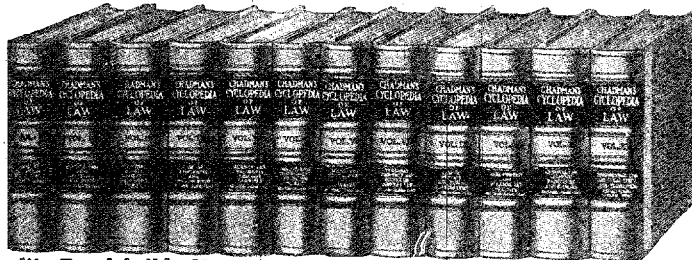
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Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

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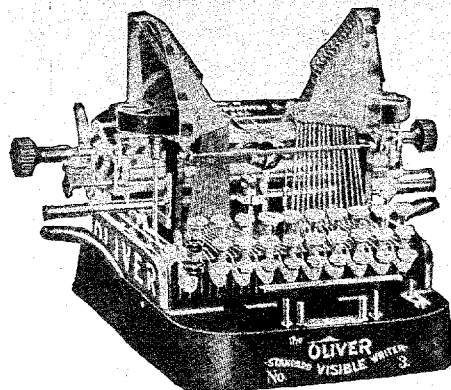
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Typewriter salesmen and agents simply cannot comprehend how we do it. We actually sell to the user at a price very much less than the dealer paid at wholesale. Our monthly payments are exactly the same as rent.

More than 10,000 orders have been filled! We have no salesmen, no agents, no dealers.

The quality of the typewriter, the extreme low price, the small payments, the broad guarantee—these are our only arguments. The typewriter we supply on this remarkable offer is not some unknown, untried make, but the world-wide famous Model No. 3 Oliver. The typewriter that everyone knows. **It is a Visible Writer**, just as perfect, just as fully equipped as though you paid the full cash price.

You get every perfection and every device that goes out with this Model. You get all of the extras: metal cover, base boards, tools, instruction book, and the **broadest guarantee** ever given on a typewriter.

The **Oliver** is the machine with the type bars that strike downward; that has made the "write-in-sight" principle mechanically practical.

It is so simple that children learn to operate it in ten minutes, yet it is faster than the fastest expert. It possesses phenomenal strength, and will last a life time.

No Money Until You See It, until you actually try it in your own home or office. Then—you make your decision. There is no salesman to influence or hurry you. If you keep it you pay only \$1 down. It will pay for itself thereafter. There is no interest, no chattel mortgage, no collectors, no publicity, no delay.

This is positively the best typewriter offer ever made; the best selling plan ever devised.

If you own a typewriter now we will take it in trade and make you a liberal allowance for it. If you are renting a typewriter you will want to send it back when you see this one.

Send your name and address today. We will send you a catalogue of the machine. It won't cost you anything. You will be under no obligation—and we promise not to send a salesman.

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