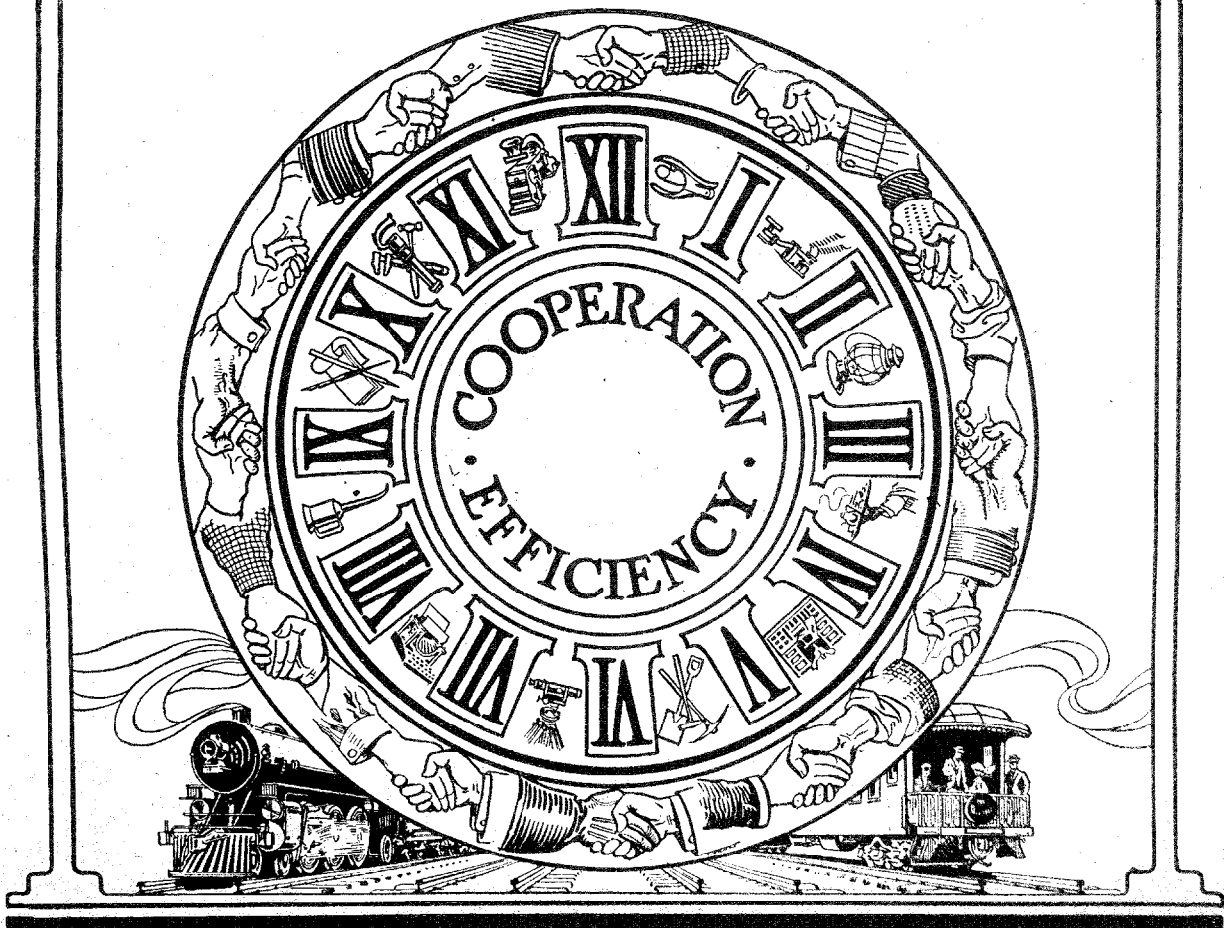


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

April

1914



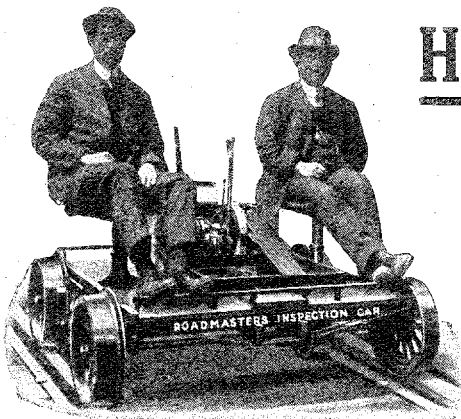
VOLUME 2.

No. 1.

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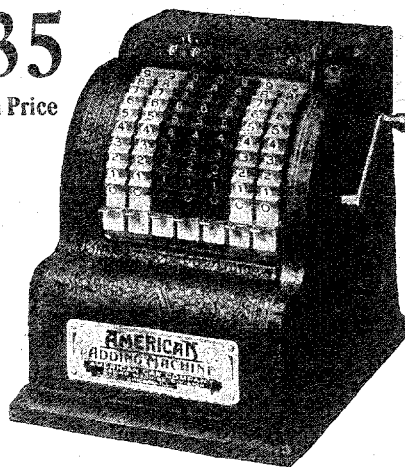
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CONTENTS

	Author	Page
Stop, Look, Listen.....	Fred'k L. Chapman.....	5
The Ortonville Work.....	H. A. Leroy, Jr.....	8
Courtesy Second.....	J. C. P.....	11
Handling the Company's Business.....	W. O. Allen.....	12
Twenty-five Days Making a Round Trip.....	B. N. Lewis.....	13
Sure as Fate—Poem.....	E. W. D.....	15
Of Interest to Railroad Employees.....	G. E. Sampson.....	16
A Pleasant Recollection.....	S. B. McManus.....	17
Be Thorough.....	Josephine Healy.....	18
Car Interchange Bureau.....	W. L. Richards.....	18
Big Damages for Discourtesy.....	Frank Beese.....	19
A Fish Story.....		19
Duty Regarding Instructions.....	F. G. Hill.....	20
A Few Worthy Don'ts.....	O. B. Tripp.....	20
Safety First.....		21
Smiles.....		27
Obituary.....		28
At Home.....		30
Personal Items.....		35
Mechanical Department.....		37
The Get Together.....		42
Special Commendation.....		45
On the Steel Trail.....		50

INDEX TO OUR ADVERTISERS

American Casualty Co.....	54	Hanson, O. C. Mfg. Co.....	49
American Can Co.....	1	Hirsch, James H. & Co.....	50
Ayer & Lord Tie Co.....	63	Hotel Sherman Co.....	36
Bates & Rogers Constr. Co.....	59	Kenfield-Leach Co.....	59
Boss Nut Co.....	62	Larabie Bros.....	52
Buckeye Steel Castings Co.....	63	La Salle Extension University.....	46
Burlington Watch Co.....	4	Magner, Winslow & Co.....	60
Central Trust Co.....	43	Mayer, F., Boot & Shoe Co.....	38
Chicago Car Heating Co.....	63	Merchants' Nat'l Bank, St. Paul.....	53
Chicago, Wil. & Ver. Coal Co.....	57	Midland Casualty Co.....	40
Church, Rollin S.....	55	Montgomery Ward & Co.....	34
Citizens' State Bank, Mobridge.....	54	Murphy-Maclay Hdw. Co.....	59
Clark, W. A. & Bro.....	51	Murphy Varnish Co.....	63
Coleman, Watson E.....	55	National Bank of Tacoma.....	51
Continental Casualty Co.....	48	National City Bank, Seattle.....	56
Crescent Coal and Mining Co.....	60	Northwestern National Bank.....	44
Cropley-Phillips Co.....	57	Old National Bank of Spokane.....	58
Daly Bank and Trust Co.....	52	Olson, A. J. Co.....	55
Dearborn Chemical Co.....	63	Ophthalmoscope Co.....	48
Dakota National Bank.....	51	Pacific Mutual Life Ins. Co.....	53
Detroit Overall Co.....		Pantasote Co.....	50
.....Inside Front Cover		P. & M. Co.....	29
Dexter, Horton Trust & Sav. Bk.....	40	Pacific States Lumber Co.....	62
Dietz, R. E. & Co.....	61	Parker Bros.....	29
Durand Steel Locker Co.....	63	Puget Sound Savs. & Loan Assn.....	44
Edgerton, C. A. Mfg. Co.....	55	Pyle National Headlight Co.....	62
Fairmount Machine Co.....		Q. & C. Co.....	61
.....Inside Front Cover		Rail Joint Co.....	61
Farmers-Merchants State Bank.....	52	Rothschild & Co.....	39
First National Bank, Hoquiam.....	54	Royal Typewriter Co.....	33
First National Bank, Lewistown.....	58	Samuelson, Ben Co.....	50
First National Bank, Miles City.....	54	Sherman Hotel, Aberdeen.....	41
First National Bank, Missoula.....	52	South Bend Watch Co.....	
Finck Overall Co.....	64	Inside Back Cover	
Flint Varnish Works.....	61	Spiegel, May, Stern & Co.....	47
Galena Signal Oil Co.....	62	Spokane & Eastern Trust Co.....	56
Galesburg Writing Machine Co.....	41-59	State National Bank.....	56
Hamilton-Carhartt Co.....	Back Cover	Standard Accident Ins. Co.....	39
Hammersmith, H.....	41	Standard Improved Truck Co.....	63
		Standard Oil Co.....	3
		Typewriter Distrib. Syndicate.....	31
		Union Savings and Trust Co.....	51
		U. S. Health & Acc. Ins. Co.....	56
		Wisconsin Hotel.....	41
		Wood, Guilford S.....	63

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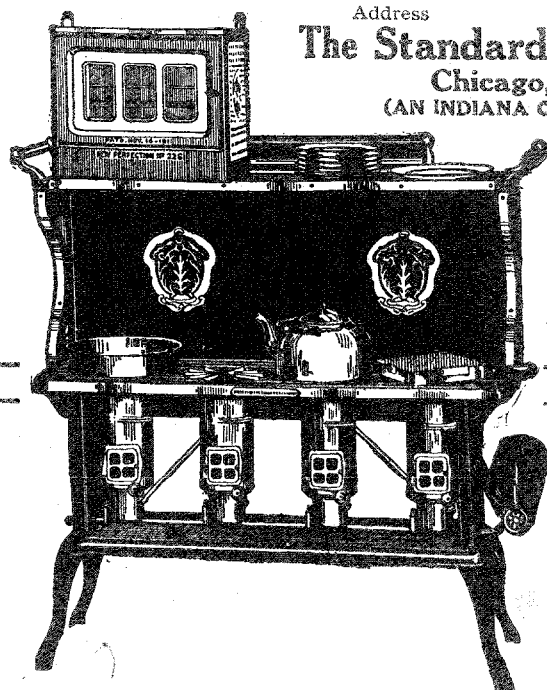
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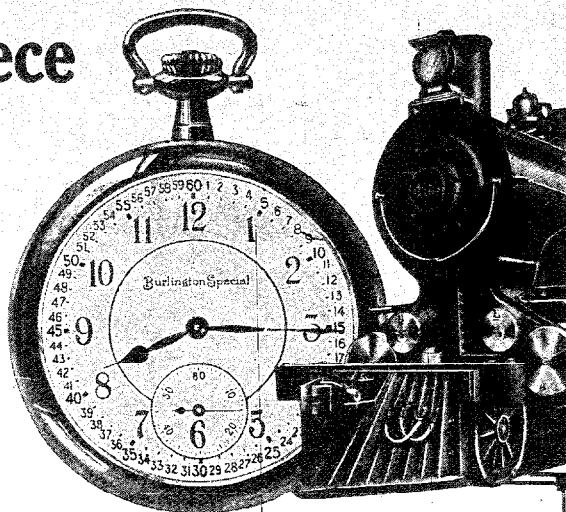
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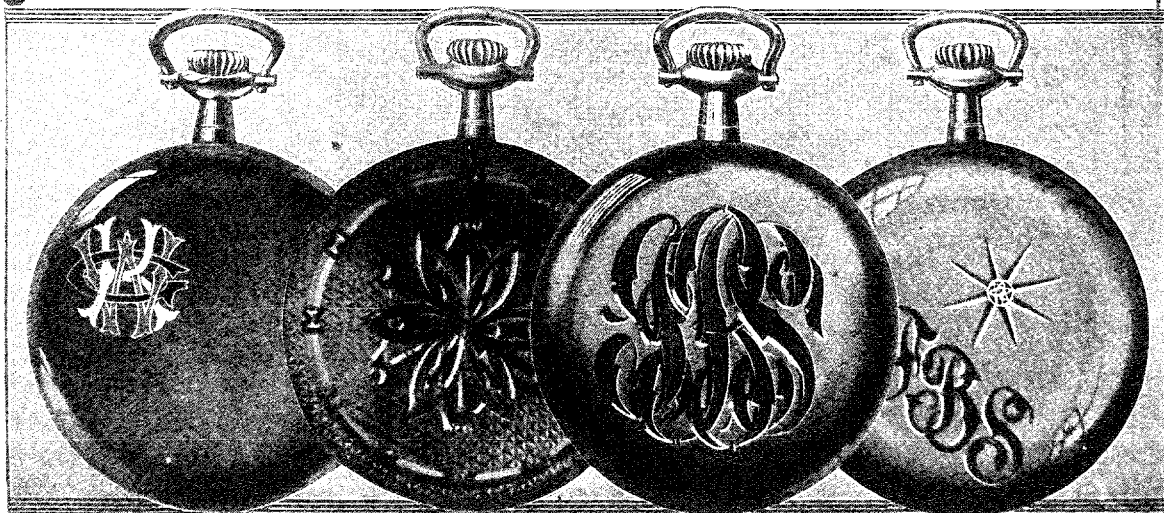
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VOLUME II

APRIL, 1914

NUMBER 1

STOP! LOOK!! LISTEN!!!

The Railroad and Its Relation to the Farmer and to the Every-Day Citizen

FRED'K L. CHAPMAN, Editor of Better Farming

[REPRINTED FROM BETTER FARMING, FEBRUARY, 1914]

On a recent cross-country journey I attended the daily sessions of the school of political science, which is held in the men's end of the sleeping car. This smoking room now vies with the country store as the repository for cracker-box philosophy and political wisdom. If there is anything wrong with the country, or the universe in general, you will learn it here. You will learn its cause and learn its cure. Twenty years ago, yes, even ten, if you listened to the conversation at the cracker-box, or in Pullman compartments, you learned that the Anaconda grip, which was strangling the very life out of American commerce, was that of the great American Railroad Trust. This monster in popular imagination appeared also to be the sire of that brood of monopolistic evils which have multiplied and flourished in the last decade.

But the cracker-box philosophy did not prevail.

* * * * *

And this is what I heard on my transcontinental journey:

"Give the railroads the required revenue to put themselves in condition to carry the country's traffic and we will

have a period of business prosperity such as the world has never seen."

I wondered if that was true. For thirty days I have been thinking and studying and collecting facts and figures which might confirm or disprove this assertion. I am going to give the facts and figures here and let the reader make his own conclusion. There is nobody more interested in this subject than the American farmer. He is not only interested as a good citizen in the country's well-being, but interested the more since the country's well-being measures its ability to consume his produce at profitable prices. The farmer, besides, comes into more intimate contact with the railroads than any other business man. They traverse his land, they carry his freight to market and they carry back his machinery, his clothing, his furniture and much of what he consumes. They get him coming and going. Are they his natural enemy, as soap-box orators have described them, or are they his good allies?

In the first place, let us put ourselves in the position of mind to render a fair verdict without prejudice. You are the jury, the railroad is the supposed cul-

pruit, and I am summarizing the evidence, which you can easily digest.

The railroads of the United States extend over about 250,000 miles of main line. They represent an investment of approximately \$20,000,000,000. They are owned by approximately 500,000 shareholders. They employ approximately 1,728,000 people, and pay directly to these employes approximately \$1,300,000,000 a year in wages. This, of course, does not include employes in collateral lines of industry like steel mills, car shops, etc., which supply the railroads with equipment.

There are three facts which the jury will note in this brief statement. First, that the railroad industry is by far the biggest industry we have. Second, that it belongs to a lot of people. Third, that it pays more wages to more people than does any other business in the world. But these features of the case have not been fully stated. When we stop to consider that railroad securities have been the favorite form of investment with insurance companies, both life and fire; with savings banks, trust companies, estates in which there may be a score of heirs, some in their minorities; educational and philanthropic endowments, etc., we begin to realize who owns these traffic lines which are the very arteries through which the blood of our commercial life must flow.

* * * * *

Parenthetically I pause to wonder if we have not talked so much of this road being a Rockefeller road and of that one as a Vanderbilt line, and some other one as belonging to the Gould system that we conclude offhand that the whole railroad business of the country is owned practically by a dozen or two people or their families. If we deceive ourselves by this delusion and think that by laying burdens on the railroads we are laying them on the backs of these financial Colossi, we may find that we are not only mistaken, but that we are really chasing ourselves up a tree. If the majority of the bulk of railroad securities is actually owned, as appears to be the case, by the people at large, and owned in com-

paratively small units, and much of the balance is owned by insurance companies, savings banks, etc., in which nearly everybody has a direct or indirect interest, we are much nearer to popular ownership than most of us have imagined. If we start to chase the railroads around a stump, we may resemble the dog that chases his own tail. How foolish he looks when, after rapid revolutions in pursuit of that caudal appendage, he gets it at last and then identifies the owner.

What is the situation of the railroad industry today and what relation has it to our national well-being? The railroads are hard up! One big system is in the hands of receivers, another barely earned interest charges on its indebtedness. It is not for want of traffic. In fact, the total of freight tonnage hauled each year during the last twenty years has steadily increased, with occasional temporary shrinkage, so that the volume is now two and one-half times what it was twenty years ago, but the expense of operation has jumped faster than the increase in business. This has been due to causes over which the railroads have had no control. The wages of their employes have been increased 170.8 per cent during the twenty-year period. In 1892 they employed 560 people to each hundred miles of track, while in 1912 they required 695 people. Ever since 1902, when it was officially reported that the pay roll on American railroads amounted to \$676,028,590, there has been an increase of wages more than double that figure, while the number of employes has only increased from 1,189,315 to 1,728,000, which means 100 per cent increase in wages with only 43 per cent increase in the number of employes. There has also been an increase in the cost of materials, equipment, etc.

Taxes during the twenty-year period have increased 254.9 per cent, while the net capitalization has increased during the same period only 76.7 per cent. Twenty years ago the railroads paid taxes of \$34,053,495; in 1912 they paid \$120,873,472. In other words, the railroads pay in the form of taxes approxi-

mately one-quarter as much as they pay to the owners, their stockholders.

Meanwhile, railroad rates have decreased during the last twenty years; passenger traffic now pays 1.992 cents per mile, and freight traffic pays only .0741 per ton mile, as against .0898 per ton in 1892. This means that for the cost of a 2-cent stamp you can ship a ton of freight nearly three miles. There are other items which have also increased the railroad's burden of expense. Safety appliances, shorter hours and more crews, steel cars, bigger locomotives, requiring heavier rails and heavier bridges, have added enormously to the railroad's investment.

The situation today may be succinctly stated thus: Owing to the increased cost of operation and the stricter demands of shippers and travelers for modern service, and the requirements of the government in respect to safety appliances, etc., the railroads are operating under a vastly larger expense, while their revenue from freight and traffic has been growing steadily less. According to Charles A. Conant, author of "Principles of Money and Banking," the purchasing power of the railroads' dollar has declined 37 per cent between 1896 and 1912. We can now understand why our railroads are bent almost to the point of breaking. They are facing a crisis. A continued deficit means ultimate foreclosure. This is why upwards of 100,000 men have been taken from the payrolls in the last four months. This is why no rails, no cars, no supplies are being bought, except for hand-to-mouth existence. When the railroad lays off 100,000 men, 100,000 men go on half rations. Merchants along the line sell them just half as much to eat and wear. When railroads stop buying, perhaps a half million other men stop working at the mills which make their rails and engines and cars and other equipment. These men are also on half rations. They buy less and their bills are not paid. Every tradesman feels it and finally the farmer feels it. He feels it last, but he feels it most.

We farmers take a notion to visit the annual stock show. We pay \$2 to ride 100 miles in a steam-heated, uphol-

stered coach, which on European roads would be considered too good for anybody except grand dukes and imperial majesties. We alight at the big granite walled station and give our trunk check to the taxi man, who whirls us across town with our baggage, and pay \$2 for that twenty-minute, two-mile ride, and don't holler, because we don't want to look cheap. But if we have to pay \$3.60 a head for shipping a thousand-pound critter a thousand miles and sell him for \$80, we sic our legislatures on the railroads and try to tie them into bow-knots and threaten to tear up their tracks.

The fact is, we demand of our railroads services such as are given in no country of the globe and wherever such service is approximated the premium charged is about 3 cents or 4 cents a mile extra. The ordinary passenger "wagon," as they still call it on foreign roads, weighs about as much as a moving van, and a string of them could be pulled, well loaded, by a good pair of Percheron horses. It requires only a 60 or 80 ton locomotive to move these trains 50 miles an hour. American coaches weigh about 40 tons apiece, the new steel type weigh 60 or 75, and our fast trains require a 200-ton engine.

Not only in the passenger service do we require quality, but in the freight service as well. When we load a car of cattle or hogs within 200 miles of market we don't intend to stay a week on the way and see them shrink all the gain we have been putting on them the last four weeks with 60-cent corn. We must make the yards between sunset and sunrise, and the railroads make good. They run livestock almost on passenger train schedule. At their destination they require costly terminals, so there may be no congestion of freight. The cost of terminals, owing to increased value of city property, has run into the millions. We also demand car service. The railroads require money to buy more equipment and to double track their lines so that they can move their trains more quickly. Who will be the greater gainer from these improvements, they or we?

(To be Continued Next Month.)

The Ortonville Work

H. A. Leroy, Jr.

For one to understand the new change of alignment in the vicinity of Ortonville, Minn., on the H. & D. Division, one must go back to the pioneer days when the road was first constructed to get the facts of the case.

When our road built west from Hastings, Glencoe was the terminal for years. In 1879 Mr. A. B. Rogers located a line west from Glencoe to a point in the eastern part of South Dakota. The same year the line was constructed and steel laid as far as the state line where the present cities of Ortonville and Big Stone City are located. Work ended that winter and Ortonville was the terminal. Like all other such temporary terminals the town was filled with boomers, landmen, gamblers, doctors fresh from college—the usual human chaff that blows with a railroad wind—and farmers from the east with scarcely enough money to buy their next meal. But what the latter lacked in money was made up for in nerve and stick-to-it-tiveness, the qualities required in a new country. With the advent of a new railroad, excitement usually runs high in any community but added to this the company had failed to decide on a townsite, a fact which made the people about as quiet and contented as a man with a cinder in his eye, to use a remark of one of the natives. When the location was made Mr. Rogers had surveyed three lines, two of which were practical and very probable, crossing the state line from Minnesota to South Dakota at the foot of the lake. The lines ran up the west side of Big Stone Lake for several miles and then turned west toward Aberdeen. With a lake like Big Stone, 35 miles long and a mile and a half wide in places, capable of developing untold water power, nestled in the midst of the most fertile prairies in the Northwest, and with game and fish plentiful, which was a very important factor in the lives of many of the settlers, it was small wonder they thought of this as the Mecca of the west and looked for a wonderful future. During the winter of '79

five townsites sprang up at the foot of the lake, all of them confident their selection was the best one. Men carried guns and on several occasions bloodshed was narrowly averted because of jealousy. So confident were the townsite people the road would have to extend west through their land they would make no concessions. The company however were like the old cattleman who brought a bunch of cattle from the Bad Lands to Oacoma and was asked an exorbitant price to get them ferried across the Missouri River to Chamberlain. "Ain't there no other way to get them across?" he asked the captain. "No, stranger, not unless you go around," was the reply. After the boat had gone the old fellow drove the cattle in the river and made them swim. The captain saw him driving his cattle up the main street of Chamberlain later and said, "Hi there stranger, how did you get your cattle across?" The old fellow turned and recognized the enemy. "Went around," was the laconic reply. Well that was just what we did at Ortonville, "WE WENT AROUND." Backing up to what is now Junction Switch the line was built up the Whetstone creek and then on west to Aberdeen. From that day to this, trains have been backing in and out of Ortonville. It has been expensive railroading to keep that up for 35 years, so when the H. & D. was being double tracked with changes of grade and alignment, there seemed but little doubt that a change would be made.

On August 15, 1912, a party started from Milbank to make the new location. Several preliminaries were run but none seemed to be satisfactory so a map showing the topography of the country was made and referred to as the \$1,450 map, on which a line was projected. This was the location accepted and the one built. It departs from the present main line at the first curve, about two miles east of Milbank and runs straight through to Big Stone City, a distance of eight and one-half miles, joining the

present Ortonville line with 84 degrees and 11 minutes of a 1 degree and 26 minute curve at a point about one-half a mile east of the present depot. This change eliminated 162 degrees and 26 minutes curvature, lowered the maximum curvature from a 3 degree to a 1 degree and 26 minutes, lowered the maximum grade from a 1 per cent to a 5.50 per cent and eliminated 12 grade crossings. In the country the line ran through two farm houses together with the outbuildings, and in Big Stone City, eighteen houses and one church. In the city of Big Stone there were 34 buildings in all moved, the right of way costing \$56,170, but considerable salvage was redeemed from this. A remarkable thing about the purchasing of the right of way through Big Stone City was the absence of a single condemnation case. People moved in the middle of winter; some were retired old farmers come to town to spend their declining days, but rather than delay the work, which they could have done, they were eager to see it progress. From the 5th of February when Mr. Richard Evan's 60-ton Bucyrus steam shovel began its work of moving 505,000 cubic yards of earth and rock from a cut whose maximum depth was 55 feet and over three-quarters of a mile long there was no time when work was delayed.

Leaving the old track at a point 3,000 feet west of the present Ortonville depot on a 1 degree and 26 minute curve, the new line curves to the west for over a mile across the foot of Big Stone Lake, rising on a 0.50 per cent grade. Half way across this fill the line crosses the Minnesota River. The first plans were to build a triple 60-foot concrete arch culvert but owing to the difficulty in getting suitable foundation the plans were changed to a three-span steel girder bridge. Half a mile west is the cut through Big Stone City, the most interesting part of the work. When the line was located there was some uncertainty as to the nature of the material in this hill, so test pits were sunk to ascertain if it contained any ledge rock. The holes showed nothing but sand and gravel underlain by a strata of blue shale above which was a vein of water from five to seven feet deep. As the shovel opened the cut numerous boulders were in evi-

dence, these increased in size and number as the cut deepened. They were smooth and in most cases bore scratches showing they were part of a glacial drift. Twenty feet from the top a layer of red sandstone made its appearance, resembling very much the Potsdam sandstone of Tennessee, but of a coarser nature. It was not an uncommon occurrence for the shovel to break the hoisting cable while digging through this material. As the cut deepened the water vein was tapped and wells in the immediate vicinity of the cut began to go dry. This was expected. Some fear was expressed by the people that all the wells would be drained, but there is small likelihood of this because the vein slopes from the west to the east at an angle of 5 degrees and the cut does not cross this transversely. As the roadbed lies in this vein it would mean wet, and therefore a heaving and slow track. This is to be eliminated by placing 24-inch drain tile about four feet below the surface with manholes at frequent intervals to allow cleaning. Another drainage condition to contend with was the handling of the water from a draw which crosses the cut transversely, the bottom of which was 25 feet above the roadbed. This had long been a source of annoyance to the city, washing out the highways where culverts were too small to handle the water. The mayor stood watching the construction of the large flume that is to handle the water and said, "Isn't that a peculiar place to put a foot-bridge?" On being informed its use he replied, "D—, I thought you fellows would let the water run right down your cut and we would get rid of the pesky stuff, but here you go passing it on like a lead dollar."

From the Big Stone Cut the line crosses the Whetstone valley with a fill that is 48 feet in the deepest place. Whetstone creek is spanned by a double 60-foot concrete arch culvert whose approximate cost was \$46,500. The dirt for the Whetstone fill was taken from a cut at the west, a mile and a quarter long, and said by Mr. A. G. Holt, Assistant Chief Engineer, to have been one of the prettiest pieces of a finished cut he had ever seen. From the top of the hill the end of the 0.50 per cent grade, the work is lighter, being only moderately

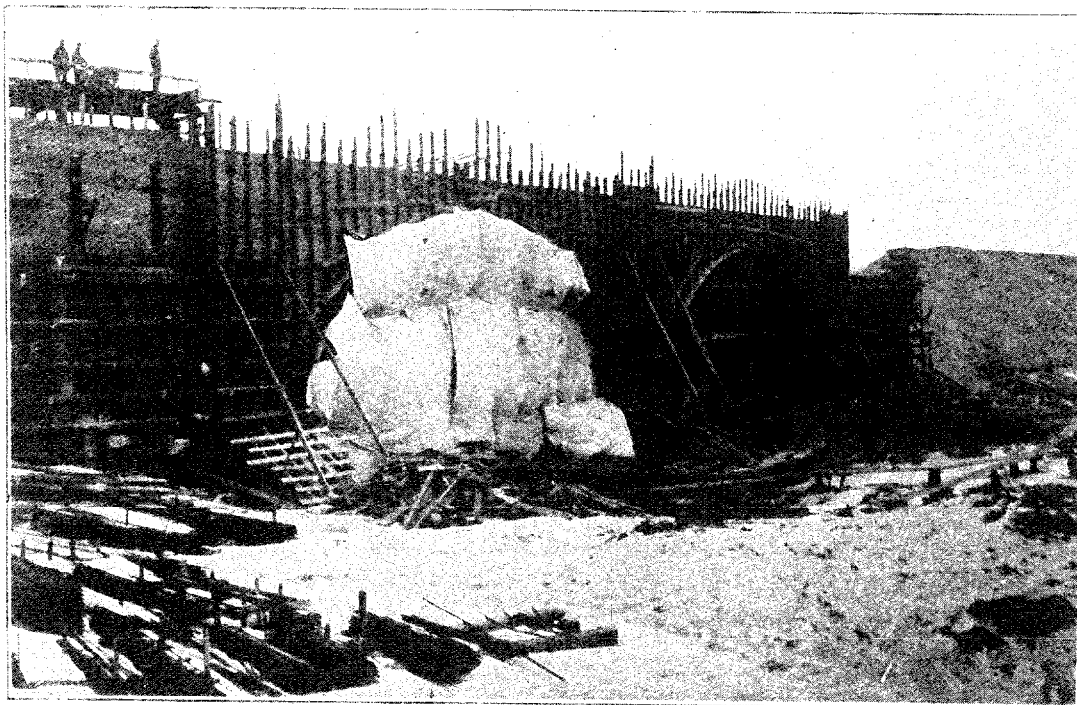
heavy team work. From Junction Switch to Milbank, 1,031,000 cubic yards of earth and rock were moved in seven and one-half months, showing Panama was not the only place where they could make the dirt fly.

Once more Ortonville feels it is coming to its own, and the people are united in boosting and working in harmony with our company. In anything we have asked they have met us better than half way. For thirty-five years the trains have come and gone without travelers being able to see the beautiful lake. When trains are running on the new grade a magnificent view is obtained. Years ago the company saw what a fertile country lay on each side of the lake and operated a steamboat, "The Fred Underwood," which carried the grain from landing places on the lake to our track. This boat was chartered to Mr. C. H. Lange and in an agreement signed by Mr. Roswell Miller, who was then general manager, it was agreed to give the coal necessary to operate the boat gratis and pay the following rates for freight:

Grain and flour per 100 lbs....	07c
Merchandise per 100 lb.	20c
Lumber per 100 lbs.	08c
Live stock per car.....	\$15.00

This year an elevator was erected at the foot of the lake and boats brought grain from up the lake to our tracks again. Not the old steamboats but modern high-power gasoline launches pulling heavy barges. About 150 cars were handled this year with a light crop and landing places not established. The future holds good prospects because it practically gives us a feeder from the north on both sides of the lake. The city too is much interested, for plans are now under way to build a large dock at the foot of the lake and share the expense.

Since the advent of the new work, every detail has been watched with interest and discussed pro and con. Old timers gather and tell the younger generation how things were in the days of '79 and conditions then would have been as they are now if they hadn't tried to stick the Railroad Company. Anticipation runs high as they discuss the wonderful country to the north and predict how some day there will be a line run "right down" here to Sioux City, shops and roundhouses are sure to be built and one old fellow said, "I'll be durned if I can see why they keep their general offices down at Chicago when they could just as well move them up here."



Whetstone Creek Viaduct (Under Construction).

Courtesy Second

J. C. P.

Safety First having been duly installed as the first requisite in the handling of life and property, it now becomes incumbent upon some one to initiate another byword which will produce results second to the one of Safety First. Why not originate the phrase "Courtesy Second."

Courtesy has much in common with the successful management of large business. It is no longer disputed that during the past few years, has come a realization in American business that courtesy has a market value worth considering, while discourtesy and inattention may have to pay a financial penalty, sometimes a substantial one. Discourtesy and inattention have a two-fold aspect. In the first place actual money may have to be paid out for the offense. Again, the consequences may not be so disastrous, but there is quite likely to be an indirect result, not to be fully measured, in loss of patronage; that is, money that would otherwise have come into our treasury may go elsewhere.

It is very evident that the ill will of a community begotten of prejudices because of lack of attention and discourtesy, enormously increases in awards in cases of accidents.

Courtesy seldom costs much, nothing in actual outlay of money, and probably it does not take up any more time in the long run. Naturally there will always be some discourtesy and some inattention. The latter is a form of neglect of duty. Employees are human, and not all members of a large sized staff can be held up to the mark of strict propriety in their relations with the people they serve. Many a man develops a "grouch" because of incipient illness or from the strain of over work. Some otherwise excellent people cannot seem to help being antagonistic when they come in contact with certain natures. But big business is now saying: "Stop it. It costs unnecessary money."

An employe who is rude or dictatorial, never fails to make enemies for his employer, and not infrequently is the source of an accumulation of petty grievances that find their expressions at election time, or in the local jury's attitude of mind.

A tremendous amount of bitterness on the part of the public, made manifest by discourtesy, can easily be reconciled by a little diplomacy or mild temper.

On its commercial side every railroad employe is a salesman and no salesman can afford to make enemies of his customers. Laws prevent discrimination, hence we can offer only good service (goods) and this includes kind and courteous treatment as well as strict attention.

No one can go on the theory that local business cannot get away. Continued hostility to the local public often forces that public to tender concessions and inducements for other means of transportation to enter its territory, such as other steam roads or interurban projects, which necessarily brings competition.

On the other hand, for instance, I call to mind a local agent in a town which supports three railroads. The railroad he represents is somewhat circuitous to the markets and to the important common points, the service is inferior to the other two roads, but he does not sit back discouraged. The other two agents rely upon the popularity of their respective lines and are independent. The lesser light of the three railroads procures two-thirds of the business by sheer virtue of his personality. The yard master, the round-house foreman, the car man, have all caught the disease of courtesy and co-operation, which they have discovered has created business for the road. The engines are promptly dispatched for service, coaches are cleaned in a neat manner, cars are promptly spotted for loading and unloading. Even the sec-

tion men co-operate toward making the situation attractive. All work in harmony for the prosperity of the road.

Here is an example that tells the story of Courtesy Second, (at least):

"A passenger on a street car heard the conductor shout to a woman, whom he almost pushed into a seat: 'Go on; Sit down; Didn't I tell you twice I'd tell you when to get off? How many times do you want me to tell you? I can't spend all my time looking after you. What do you think I am?' Then turning to the passenger, he added: 'Do you see what trouble these blame Guineas make? We conductors have our own troubles without them, blame them. I told that woman three times I'd let her off at the right place, the darned old fool. What do you think of that?'

"I'll tell you what I think, since you ask me," said the passenger. "You are on this car to attend to your passengers and treat them with at least ordinary civility. If you had no more to do than simply collect fares and ring the bell your pay would probably be less. That lady has helped to pay your wages and is entitled to at least ordinary civility."

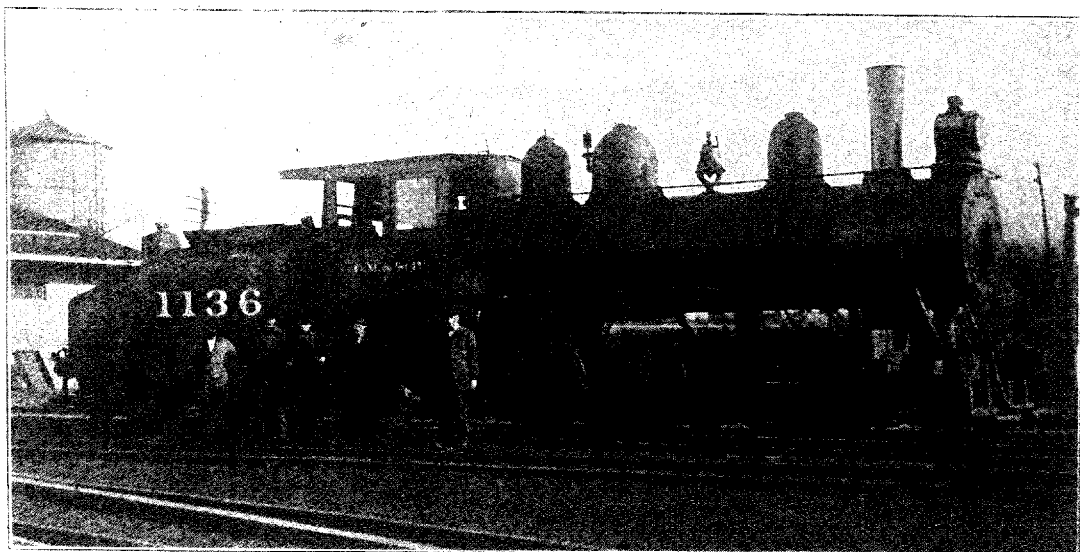
In many of these kind of cases law suits are developed.

Fellow employes, the above incident as related undoubtedly calls to mind the narrow escapes we have encountered. Watchword, Courtesy Second.

Handling the Company's Business

W. O. Allen.

The handling of freight in a manner to avoid claims is a matter which should receive more attention from all employes. The loading of freight in cars is something which could be improved upon by arranging the loading so the goods in transit would not fall down and be broken. Another thing which causes a large amount of claims is the improper packing, crating and boxing and we should, before receipting for freight, insist on this being properly done, and the full name and address of consignee placed on the same. I think all employes should handle the business of the railroad as if it were their own and use as much precaution as if it affected them personally. Our employers are entitled to the very best service we can render them. We often hear it said: "What's the use of a fellow working his head off? He don't get any more for it." Well, may be not, but who ever heard of a company looking over their list of employes with a view of promotion and picking out the one who did the least and promoting *him*. So let us all put our shoulders to the wheel and while we may not see results as soon as we hoped, financially, we have the satisfaction of knowing good work will win out over poor and will be appreciated by the company which we serve.



Manilla Switch Crew.

Twenty Five Days Making a Round Trip of One Hundred Miles

B. N. Lewis, Engineer, I. & M. Div., 1866-1886.

January 7th and 8th, 1873, will be remembered as the greatest blizzard Minnesota and the northwest has ever experienced since railroads entered that territory; and that winter stands today as the biggest fight against cold and snow, the longest blockade and the greatest mortality among those unfortunates who were caught in its awful fury.

In those days we had only the pilot plows, flat car plows and shovels with which to fight the snow—but even now, should its like occur again the wonderful rotary would find itself up against a hard proposition to get through the monster snow banks of '73.

On January 7th, train No. 1 on the I. & M. Division came to Austin on time, stopped twenty-five minutes for dinner and changed engines. The thermometer was hovering around 50 degrees and everyone thought that winter was going to leave. We pulled out for St. Paul on time, 101 miles distant, with five cars and little Niles engine 41, a 14x22, 24-ton. Running time was four hours and forty-five minutes with fifteen stops. We had about 100 passengers.

The I & M., like most prairie roads of that day was laid on top of the ground over hill and dale, with some pretty deep cuts. When about half way to the first station north of Austin, I called my fireman's attention to a very dark streak across the northwestern sky, and remarked that it was coming up fast. In less than ten minutes the storm struck us in all its fury. The wind was not less than sixty miles an hour and almost stalled us in spite of the little engine working to its utmost. We arrived, however, at the station and found it almost impossible to stand up against the gale. I was obliged to hold on to the cars to reach the baggage car to confer with the conductor. The snow was hard and sharp and it took the combined efforts of the crew to get the spout down for water.

The next station was eighteen miles

away, with numerous deep cuts, but mostly down hill. My supply of wood was low for such a storm, but we lit out and were one hour and twenty-five minutes going the eighteen miles. Neither of us laid off a minute, stopping several times to clean out the ash pan and to shovel out the cuts which were filling from the north side. The little Niles got all there was due, with 130 pounds of steam—the last stick of wood went in when we were two miles from Owatonna and we got there with very little fire or steam. It was ten below zero, with the blizzard and cold increasing. The way freight was at Owatonna, and all hands concluded the best thing to do was to tie up, but headquarters advised us to try to get through with the two engines. So with the freight engine, a 16x24 30-ton engine, which we considered a great deal of power, and by setting out one coach, we thought we could go through anything. After an hour of freezing, hard work piling both tenders high with dry oak wood and a big sup-



Buried in the Drift.

ply in the baggage car for the coaches, we started. You must remember that in those days there were only wood stoves in each end of the coaches, which took constant firing to keep the passengers warm; there were no storm windows or vestibules to protect against wind or snow and the engines had no side curtains, the wood in the tender was buried in snow, and the windows frozen over so that it was a case of head-out-of-window to see anything ahead. In the increasing storm it was impossible to see anything or to look out more than a minute or so, against the cutting wind and snow. For seven or eight miles we did fairly well, but the first cut stalled us and then all hands and some passengers took shovels and we finally dug out. Then we backed up a mile or so and went for it, got through and that's all. We repeated this several times and at the end of two and a half hours, we reached Fari-bault, where we replenished our wood and water supply, got orders to take the wood train engine which laid up at that point, set out another coach and make another try. It was now 28 below zero, and the storm fiercer than ever. The snow was so hard you would not break through anywhere, walking over it. A number of our passengers left the train, concluding it was better to remain in a hotel than to take the chance of being laid up in a snow drift. With three cars and three engines and the balance of the passengers, we made for it again. The next fifteen miles was in our favor as the country was thickly wooded, and we made the run to Northfield in good time. Then we began again the previous experiences of digging out, bucking and backing with the little pilot plow, robbing the station agents of their wood, etc. We finally reached St. Paul at 3:00 a. m., were three hours housing the engines and before the close of the day the snow was ten feet deep against the engine house doors, and it was 35 below zero. All business was suspended, trains were abandoned, with dead engines in some cases. One train was two days with its passengers in a huge drift without food, except what lunches they happened to have and the fuel exhausted in an effort to keep the women and children from freezing to death.



After the Big Storm.

The third day it let up, cleared off and all hands went to work shoveling out the yards, engine house, depots, streets, etc. The wind had been so strong that in many instances, the real estate from neighboring fields was packed in with the snow so tight that it took picks as well as shovels to remove it. On the fourth day, with a crew of two hundred men, four engines and supplies, we tackled the main line, and this was the hardest proposition of snow bucking we had ever been up against. In some places the wire on the telegraph poles was just visible. Three engines and a big crew were working towards us from the east and after three days we got together, took what people they had and went back congratulating ourselves that once more the main line would again do business between the Twin Cities, Prairie du Chien and Milwaukee. But all signs fail in good weather for before midnight it began again, almost as bad as the first storm. For a day and a night it raged, with the thermometer going down to its old lowest mark. We kept under cover until the worst was over and then started out to do all over, what we had accomplished in digging out the road before. We were, however, worse off this time on account of the previous deep cut with perpendicular sides, so that we had to dig out and load the snow on flat cars and haul it out to a fill where we shoveled it off. This took us until February 3, when we started our first trains through.

Those were days of dreadful suffering throughout the country. Almost every

town ran entirely out of the necessities of life. Numberless instances of heroism on the part of the railroad men were reported. I remember one in particular when our train No. 2 left Austin with about fifty passengers and fought the storm as far as Ridgeway, stalling a few miles east of there in a long cut. For fifty hours it was at the mercy of the elements, the crew giving their attention to caring for the passengers. On the second day a party of seven or eight was formed to go to the relief of this train, each man carrying a sack of food strapped to his back. But after two or three miles of almost superhuman work, all gave up the task but two, James Wilson, conductor, and his brakeman, whose name, unfortunately I have forgotten, who continued on, tied together with a rope, over two hundred feet long. One would, thus go forward until he found a telegraph pole and then signal to the other to come on. In this way, despite the blinding blizzard, they reached the train with badly frozen faces and fingers. They were joyfully welcomed. General Lawler was on the train and rewarded the men handsomely for their heroism. The passengers and crew were relieved the next day when the railroad company sent sleighs to take them to Calmar.

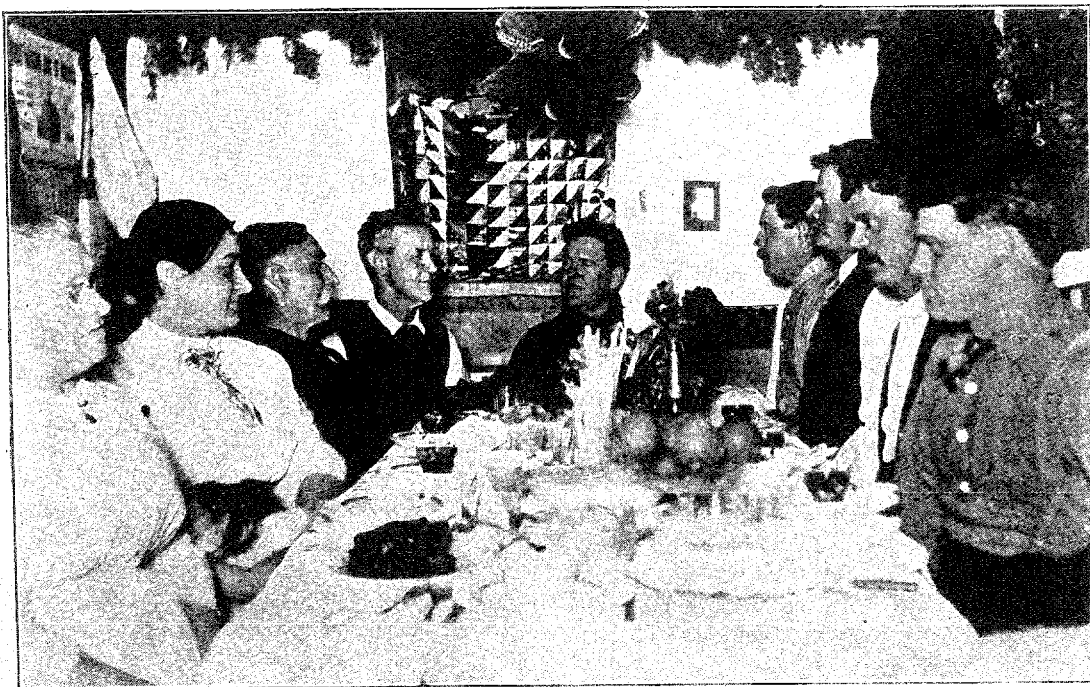
Sure as Fate

E. W. D.

Your aim in life should be so high,
Your will so true and strong,
The mark so fixed before the eye
The shaft cannot go wrong.
For if your purpose is to win
The right to Fame's estate,
The heart must bear its part within,
Or you'll miss it, you will miss it,
sure as fate.

The world is open wide to all,
Its ways are broad and free;
No ear beyond your earnest call,
Though faint the cry may be.
Fame beckons you from every height,
'Tis folly long to wait;
Go, ere the day is closed in night,
Or you'll miss it, you will miss it,
sure as fate.

If Fortune smiles not, ne'er despair
Still coax her. By and by
She'll yield her blessings everywhere.
To win, you've but to try.
Then joy will come to soothe your
heart—
You'll not have long to wait;
But do not waver at the start,
Or you'll miss it, you will miss it,
sure as fate!



Christmas Dinner in a Box Car—Construction Days.

Of Interest to Railroad Employees

(Reprinted from the Kickapoo Chief, Wauzeka, Wis.)

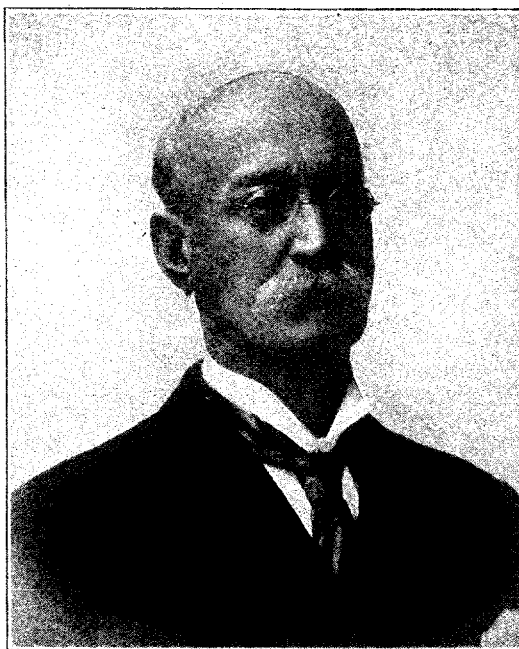
The following letter together with the magazine article, "The Need of the Hour," to which it refers were sent to us by Mr. Sampson and present the matter in a common sense light. We would like to re-print the magazine article also but space will not permit us, so we content ourselves with printing the letter which is complete, logical and to the point and of great interest to railroad men. Mr. Sampson is a conductor of the C. M. & St. P. R. R. and views the matter from a practical angle.

Editor Chief and Readers:

The above, "The Need of the Hour," is taken from the magazine of the employees of the Milwaukee Railway. This as I view it is the opinion of railroad employees throughout the country. It is true men of affairs have spoken both from the platform and through magazines, but I for one would like to see the subject of "Past, Present and Future Railroad Legislation" discussed through our rural weekly papers. No doubt we as employees of the railroad feel and realize the effect of past and present legislation and we also stop, look and listen to decide what the future has in store for us along the same line. As employees we are in favor of any law that makes our vocation more safe, but at the same time these new laws increase the operating expenses of railroads and why should the employees be compelled to bear this expense by reduction in force or reduction in salary, when a slight increase in revenue which would be borne by the people for whose protection these laws were passed, would pay this vital but extraordinary expenditure. Why force railroad companies to expend hundreds of thousands of dollars complying with laws for the protection of the general public and then force the same company to reduce its force of employees or their salary to make up the deficiency made by giving the public this protec-

tion. As before stated we are in favor of any law that promotes the safety of the public, but why not allow the same public to pay the transportation company a rate that will make up the deficiency caused by giving them this protection and not force it out of employees. I believe, as a labor class it is up to us to help elect men to office who realize that we must be given some consideration and that we make a careful study of the actions of our present law makers so we may be prepared to either help re-elect or help defeat them at our next election according to the consideration they have given us. As they have the power to make laws compelling our employer to spend millions of dollars for public protection have they not the power to fix a vote on what our employers have to sell, viz: freight and passenger transportation, that will enable them to give all employees a living wage? I say they have and will, if they give us as employees the consideration due us.

Yours for Fair Play,
GUY E. SAMPSON.



Chas. H. Brown, Engineer C. & C. B. (Ill.).

A Pleasant Recollection

Silas B. McManus.

Someone very kindly sent me the last number of the Milwaukee Railway System Employees' Magazine and the name of the railroad started me off onto a very pleasant train of thoughts. As a homesteader on the plains of Stanley County, South Dakota, as a writer for various publications, as a traveler and sightseer and a business man in a small way, have quite a number of times had occasion to pass over the road from Sioux City to Rapids City and have sometimes made these trips under somewhat trying circumstances, or conditions, as for instance, when the extension from Chamberlain to the Black Hills was running its first trains and schedule time had not been established. And it is of just such a time as this that I want to speak, because I shall always remember the occasion with a good deal of pleasure and satisfaction, possibly quite out of proportion to what the incident warrants.

There were four of us in the party—two women and two men—making our way in slow stages from Deadwood back "East," in the month of August. The weather was unbearably hot and to travel at all under the most favorable conditions would not be esteemed a great treat, nor was it, but we were too good travelers to complain, whatever reason we might have, but the last half day, between the Murdo and Chamberlain Divisions, was made pleasantly endurable and almost delightful by the kindness and courtesy of two men who had charge of the train. A "mixed" train suited our convenience best in leaving Murdo. Not so much mixed, either, as there was only one coach—or part of a coach—for the passengers, the rest of it being caboose. We had not gone very far before repentance began that we had not waited for a regular passenger equipped train and the prospect of a "bad" half day's travel was flattering. But tickets were bought, baggage

aboard and we had started, and nothing left but to put up with the heat and discomfort as best we could. From the hot coach we could see into the caboose with its big doors open on each side, the men in their cool blouses and a general look of coolness and comfort and just as we were wishing that we too might share their enjoyment, we were asked to go in and have a drink of iced tea from a big, cool looking stone crock. Of course we went and once there remained until the end of the journey. We were the only passengers aboard and so no partiality could be shown. Iced tea never tasted half as good as this, and the breeze that romped from one open door to the other soon put us all in splendid humor. A Pullman or Wagner was not in it and the most luxurious upholstered seats could not compare with the soap boxes we sat on, as the caboose was not equipped for company. Both men were so nice and never were hosts more considerate than they. And sitting and standing we made good our way to Chamberlain and left the caboose almost with regret. The men made us forget all our self-imposed discomfort, and not one of us will ever forget their kindness and courtesy.

There were two of the men, I said, and I wish I knew the names of both for I would always like to keep track of them. The conductor gave me a calendar that was tacked to the wall and his name was upon the margin, E. A. Bauer. We all thanked him and his friend for their kindness and courtesy to us and as we talked the incident over later in our rooms, we agreed that it was just such seemingly little and trivial occurrences, little kindly attentions to people who, for a time were the guests of the trainmen, that has helped to give to the Chicago, Milwaukee & St. Paul Railroad, its justly enviable reputation. We have used the road many times and always make it a point to do so if practicable.

"Be Thorough"

Josephine Healy, Stenographer, Superintendent Terminals Office, Milwaukee.

Being thorough is a valuable asset to anyone entering the business world, and must be ever uppermost in the mind of all of us. Whether employer or employe, your position will not last long if you do not take care of it by doing your every little task complete, down to the smallest detail. Perhaps you feel that your superiors do not know whether you are doing the many little things with accuracy. Do not be disillusioned. You are not a valuable employe, which we must all strive to be, if your conscience doesn't tell you that shirking your duty is actually stealing time from your employers, and time is money.

If your superior orders you to see that something is done, do not merely issue instructions to the party immediately interested and consider that you have taken care of your part of the work, but follow it up personally and be able to make a report to the boss at any time on that particular subject.

If you are a stenographer, do not transcribe your letters machine-like, without thinking of what you are writing. Remember what the gist of each letter is, for your dictator may at any moment call upon you to refresh his memory on what he wrote to "So-and-So." What a dunce you would appear to be if you could not recollect the circumstances, at least in part, after a reasonable length of time. This is, after all, being thorough. When you do a task, whether of importance or trivial, do it thoroughly well, to the best of your ability. Then in five or ten years if you are confronted with some of your work done at the present time, you will be proud to acknowledge it. We all know what great satisfaction it is to feel that we have fulfilled our every duty, and are preparing ourselves for the job higher up, which will eventually be ours, if we practice "stick-to-itiveness."

Car Interchange Bureau— Kansas City

W. L. Richards.

As a result of numerous complaints received from Car Accountants, the fifteen Kansas City Agents decided to establish a clearing house, similar to our Connecting Line Waybill Clearing House and secured a spacious vacant room in central location in our old Union Depot, built with old grain door material, a twenty-foot table, five feet wide, also built benches for the two sides, assigning each clerk representing a line a permanent seat and space, located in alphabetical order from end to end.

At 1:30 p. m. each afternoon excepting Sundays and holidays, the Car Clerk in charge of posting records, goes to this meeting place, provided with all data on car movement and transportation orders he has in hand, such as 7 a. m. yard check, Inspectors' records, switchmen's memoranda records as well as the standard quadruplicate Interchange Form, furnished from various connections or points of interchange, then his disposition orders on foreign or special equipment, Home Route orders, etc.

The receiving line clerk calls off his list of cars, received from a certain line, the clerks working in pairs as nearly as practicable and this process continuing until all have compared records. Car numbers, initials, load or empty, hour of interchange, are corrected if need be, omissions noted and then signed for, two copies delivered each line interested in exchange and usually the line having light interchange released about 3 p. m. while heavy interchange line clerk finishes about 4 p. m.

These records checked cover car movement of previous twenty-four hours and reports with all connections ready to be mailed to car accountant in evening mail and reaching his office the following morning.

The bureau is located in a room adjoining our Chief Car Inspector and enables clerks to verify a questionable record or lost record with mechanical department records.

Big Damages for Discourtesy

Frank Beese, Air Brakeman, Galewood R. H.

In some parts of the United States it costs a railroad more to injure a person's feelings than to cause him physical harm. Suits that are the result of alleged discourtesy or inattention on the part of a railroad's employes bring more grief to the legal department than almost any other class of cases, and they give rise to wonder at some of the queer kinks of the law.

Two winters ago a man entered a way station and purchased a ticket. The train was late and this angered him. He was chilled from a long ride and stood before a stove in the waiting room to warm himself. The fire was low. The station agent was very busy and had been so occupied that he had paid no attention to it. The irritable patron of the road crossed to the window of the ticket office. "What's the matter here?" he demanded. "Want to freeze us to death? The fire is out and this depot is as cold as a barn. This is a nice way to treat people." The station agent was sitting at the telegraph table taking a message; he was tired and hungry, but, of course, that was no excuse for what he said. Looking up from his writing, he remarked, "Go chase yourself if you want to get warm. You chronic kickers make me tired." The train arrived at the moment and this seemed to end the matter. But it did not. In due time the legal department of the railroad received a complaint from a firm of lawyers. The legal document recited that the plaintiff had been subjected to great bodily discomfort because the railroad station had been insufficiently heated; that he had complained to the station agent and had been treated with great verbal indignity. Five thousand dollars was demanded. The case was tried and the passenger won. There are some states in which cases like that cited practically never reach the courts. In others, either the laws are particularly favorable to such suits or else the people have such a strong sense of individualism that they resent very slight incidents which in other parts of the country either would not excite comment or, if serious enough, would be settled man to man.

The railroads everywhere are instill-

ing the habit of courtesy in their employes, but some persons have quicker tempers than others, and the patience of railroad men is sorely tried. Hoping to see all employes of the Chicago, Milwaukee & St. Paul Railway be polite and thoughtful to fellow workmen and passengers alike, as there is nothing a railroad company or the public appreciate more than courtesy.

A Fish Story

After the holiday rush Charlie Mitchell and Charlie Elliot, and Jim Thurber, took to the northern woods for a little recreation.

Jim is some handy kid with the hook and line. Mitchell can shoot without shutting both eyes and Elliot can cut some dandy holes in the ice.

And, by the way, they purchased a "fine" hound at Corliss for \$25.00 which they took along for a try-out. Everything was O. K. long as they kept Rover on the chain. But soon as they turned him loose he put his nose to the ground and started back for Corliss. Well, Jim put Elliot to work cutting holes in the ice, sent Mitchell to the tall timbers with his father's army musket, then filled his piece of pipe and started to fish.

In a few minutes he felt something tugging on the line. At first he thought he had hooked a submarine, but later decided it was only a whale. After fighting with the monster for about an hour old Jim proved to be master of the situation and pulled the fighting brute to the hole in the ice. But then he was up against the real thing, for the fish was so large he could not pass through the hole.

Jim looked around and saw Elliot (the man with the axe) about a mile away. This is where he had to depend on his powerful voice.

He gave one mighty war whoop which would drive old Black Hawk to shame and soon brought Elliot to the battlefield. In a few minutes the opening was enlarged and the fish safely landed.

At this time Mitchell arrived, a little late to help the boys. But he comes in handy for a witness. He will swear that this is not an every-day "fish story," but the absolute truth.

If you don't believe it ask anybody.

Your Duty As Regards Instructions

F. G. Hill, Superintendent Trans-Missouri Division.

Duty manifests itself at all times. There is a varied difference in opinion as to one's duty, and this is where trouble arises. Instructions are issued broadcast defining ways of doing things. As a matter of duty you owe to yourself and your employer, you should retain these instructions, keep a file and require every one in your immediate employ to go over them from time to time. In this way they are more or less committed to memory and the duty of following them is made easy.

The violation of instructions, as a rule, is brought about by forgetfulness. They may have been received, but laid aside and lost, consequently forgotten. The result is that the railroad company is criticised; perhaps, has lost some business. When business is lost in this manner the employees are in a way one of the sufferers.

Some of us may say there are too many instructions issued. I used to think so, but as I get more experience I can see the reason. Issuing of instructions is brought about in some cases on account of neglect of duty and again by the use of improper judgment. Should your position be one of authority, and you necessarily have to issue instructions to your subordinates, it is your duty to see that the instructions are understood and followed out. It is also a good plan, and also a way of getting the good out of things, to talk over certain instructions issued; ask those to whom they are addressed what they think of them. If you don't do this, they are not going to serve the purpose for which they are intended, and in some cases you may find you have forgotten an important matter.

Instructions in a general way should be issued to all concerned. Thus it depends on us all to see that they are carried out. Criticism follows the violation of instructions and oftentimes discipline. Hence the importance of keeping in touch with them.

A Few Worthy "Don'ts" in Station Accounting

By O. B. Tripp, Station Agent, Hettinger, N. Dak.

1. Don't fail to keep your tariffs properly filed; take time to inspect them carefully for changes. This is important.

2. Don't be careless in revising way-bills; use your classification and tariffs freely, thereby reducing Auditor's Undercharge Corrections to the lowest possible minimum. Did you ever stop to realize the increased clerical labor involved in handling one correction?

3. Don't guess at weights and rates on out-billing because there is a man at the other end; greater efficiency in this particular would overcome obvious difficulties. Show tariff authority as far as possible. Observe the various established weights in the classification. Lessen the liability of mistakes by correct billing; two heads are better than one, sometimes.

4. Don't carry a long schedule of uncollected items; be persistent in keeping them down to as few as possible. They are legally collectable.

5. Don't allow your warehouse to fill up with unclaimed shipments. A large amount of freight can accumulate by failure to notify shippers. Have a daily system of mailing notices to consignees.

6. Don't get out of patience when you receive requests from the Freight Auditor to show accounting of certain way-bills which you have reported from the wrong station or company. Compile your abstracts from the way-bills instead of abstract book, and you will avoid duplication of errors.

7. Don't ignore tracers and claims; the older they get the more complicated. You will burden yourself in the end.

8. Lastly—Don't take any "bad checks." The above are only a few suggestions from experience on Economy and Efficiency in Station Accounting.



Seattle Yards.

Safety First

A. W. Smullen.

The Safety First Movement in Its Relation to Train Service.

From the Viewpoint of a Trainman Twenty-Four Years in Service.

It is a dangerous thing to get on the wrong side of Public Opinion, and railroad men find that the confidence of the public is one of their most valuable assets, but the toll of death and injury on the rail is robbing us of that confidence. The situation is approaching a crisis, at which times the public is inclined toward hasty, snap judgments that are not always fair or deserved.

The last report of the Interstate Commerce Commission on accidents occurring on railways of the United States is a terrible arraignment of us—and this, coupled with the flood of newspaper condemnation and criticism and the distorted brain-storming of the muckraker has put us IN BAD.

The question arises—Are we guilty or are we the scapegoat? But it matters not which, the fact remains that we are coming before the public as a class of people who prefer to be careless than otherwise—who don't go to church and who vote the straight wet ticket every time. Now we know, amongst ourselves, that this is not true, but it is up to us to demonstrate by our conduct that it is not. Talk is cheap, but "actions speak louder than words."

The reports of the Interstate Commerce Commission, are very generally unknown to the vast body of railroad men; from a personal canvass I am safe in saying that 90 per cent of us know very little of any public document, and therefore, I wish to talk now of the I. C. C. report for the year ending June 30, 1913.

I wish to introduce at this time some extracts from that report.

During said year inspectors of the Commission investigated the cause of 51 collisions and 25 derailments, in which 283 persons were killed and 1,880 injured. Commenting upon the situation, they offer the opinion that, either a great majority of these deplorable disasters are unavoidable, or there exists a widespread lack of intelligent and well-directed effort, to minimize the mistakes of employees in the operation of trains. All the mistakes noted are violations of simple rules, which should have been easily understood by men of sufficient intelligence to be intrusted with the responsibility. The evidence in the main was that the rules *are* understood, but habitually violated by employees charged with the responsibility of the careful operation of trains.

We may interpret the foregoing: That the Commission will admit we possess brains enough to understand the rules but lack sufficient common sense to realize the terrible consequences of their violation.

This is a sad commentary upon a body of men, especially those of us who have spent our lives at this business, believing we possess not only a thorough knowledge of the rules but also realize the consequence of their violation.

We may take some consolation from the fact that the report is general, covering the United States, but just in proportion as you and I represent the collective body, we must suffer the odious effect of the report.

We may group the accidents which happen on the railroads, in three classes: First, those coming under the head of what we recognize as an act of God; second, contributory negligence; third, the Innocent Victim.

The saddest, the most deplorable part of this business is the injury or the death of the innocent victim.

My experience has been of a varied character, having worked in the capacity of a conductor on five transcontinental railroads, each with distinct systems of operation and discipline, and what I may say, in regard to the Safety First movement, is prompted by a desire to see all railroad employees make a combined attack upon the element of danger which surrounds our occupation. Personally I am enthusiastic over the latent possibilities in this movement.

Of all the movements promoted in the past towards bringing the men and management into closer relations and a clearer understanding of each other, none I believe have had the clear ring, the broad perspective, which Safety First presents to you and me. It is founded upon the fundamental principles of the first law of nature—self-preservation. The movement is a spontaneous response to intelligent thought and study of a condition of affairs which vitally concerns all of us, from the call boy to the chairman of the Board of Directors. It is an organization of railway employees banded together for mutual protection and defense against a common enemy, known to us as the carelessness of the reckless, the innocence of the inexperienced, the ignorance of the trespasser.

In joining the Safety First movement, you place yourself under no obligation other than a manly promise to live up to the golden rule, observe the first law of nature, and the foremost rule of railroading; you immediately appoint yourself a committee of one with full power to act in accordance with your promise. Safety First believes that an ounce of prevention is worth a ton of cure, large donations thankfully received. Let all railroad men who feel the humiliation of the I. C. C. report call upon the careless and the reckless, to get right with the American Public.

The companies are calling upon us to suggest any and all things coming under our notice which might improve the service, and

eliminate accidents, and believe me, I have got the companies on my visiting list.

Passing to the feature of the Safety First that most nearly concerns the public:

I wish to discuss the I. C. C. report, quoting from it, and arguing in support of the Safety First movement. The nicely veiled suggestions, in regard to the necessity of greater supervision and closer inspection, will not be overlooked; the public will demand it and the Government will compel it. There is one redeeming feature about this railroad train work, we enjoy freedom of speech, thought and action, which is not found in the industrial corporations, with their army of overseers and pettifogging bosses. To ignore Safety First means to you and me—Army Discipline—the security of your job may depend upon the way you comb your hair, or be subject to the vagaries of the political spoils system.

In commenting upon lack of supervision the committee says: The matter is unexplainable, when the careful supervision of matters affecting the revenue of the road is considered. The auditing and checking systems used to detect the dishonesty of employees are marvels of ingenuity and careful detail.

Certainly—it's a business proposition that they should be so; but is it a business proposition for the company to burden themselves with the unnecessary expense of an army of "inspectors," known to you and me as "spotters," dogging our heels to see if we perform the simple duties assigned to us; to watch and prevent us from committing suicide.

Any railroad man who wants that kind of supervision, just continue in the old way and build up another report like the last few of the I. C. C. and we will have a new face in the crew, and his button will spell U. S. Inspector.

In such a large body of men as represent the train service of the American railroads it is a difficult matter to exclude the drone—the careless, shiftless individual, who worms his way into a position of responsibility. It is because of the presence of such in our ranks that the I. C. C. have placed us before the public in such a compromising position.

Safety First proposes to apply a remedy to this element.

As a class of men, we have held to certain forms and rules of etiquette in our relation to each other. It has been a breach of such rules for an individual to appear as assuming the guardianship of his fellow employe. The old experienced engineer has been obliged to watch from the cab of his engine the wild antics of a youthful train crew, batting them out and catching them on the fly, until somebody telephoned for the ambulance. For him to have counseled or advised them in a safer and saner way of working would have meant a beautiful bawling out for the engineer. The old, experienced conductor dare not criticise the actions of the younger man—he would be misunderstood and the thanks he would get would be abuse.

Safety First says: Cut out this sentimental etiquette. If your fellow employee is carelessly or ignorantly exposing himself to danger, advise him, warn him, "STOP HIM."

The innocence of the inexperienced is a matter not alone to be guarded against, but should take pains to educate such to the dangers of the calling.

But with the deliberate recklessness and carelessness of the experienced, more drastic measures must be taken.

Then there is the trespasser and the patron of the road; their lack of understanding of that element of danger which is everywhere within the right-of-way fence is a matter we should proceed against with the theory that they are wholly ignorant of the dangers and must be protected accordingly.

That there is danger in the business is no secret. The company gives us fair warning of it; to accept employment is an admission of the knowledge of such danger; to continue in the service is evidence of a willingness to obey a code of rules and laws formulated, as nearly perfect as human ingenuity can devise, in order to overcome as far as possible the dangers we know exist.

It is human to err; upon this human weakness Safety First proposes a combined attack.

The Commission says many operating officials proceed upon the theory that their responsibility ends with the promulgating of the rules. We might accept this as a compliment. If it is a fact that their responsibility ceases when they post a bulletin in the proper place, when a new rule is embodied in the time card, we should appreciate such confidence by careful observance of such instructions, without the necessity of a spotter dogging our heels, or a surprise test sprung upon us in the small wee hours of the morning. The company does not see the necessity of duplicate sets of officials, working day and night shifts.

But there is that individual in the ranks who by his actions invites this humiliating ing. Such careful and expensive safeguards kind of supervision. Safety First proposes by peaceful and persuasive methods to convince this individual that his position upon the seniority list is not the lead pipe cinch on his job that he supposes. He'll size up the board some morning to find that Merit and Ability have slipped in a run-around, for which the schedule provides neither compensation nor redress.

There is within the ranks that youthful element, carrying upon inexperienced shoulders authority and responsibility, requiring that calm, sober judgment of a man of mature years and experience in the business. Ostentatious display of authority is a disease peculiar to young railroad men (I had a bad attack of it)—the head becomes filled to overflowing with everything and anything but that which should be seriously occupying the man's thoughts; in the midst of such brain storms the youthful railroader makes his biggest slip-over. The dignity of the position and the confidence of the public is lost, when we see upon the cap of such a youth that badge which has been recognized as the wearer's diploma of efficiency and experience. Safety First says to this young man—approach your increased responsibilities with caution, avoid any boastful talk or actions; be serious, for you are engaged in a serious business.

The Commission says: The evidence is "the rules are understood, but habitually violated." Experienced men in this business are not habitually violating rules; but the student is with us, the Sandow of physical perfection and memorized understanding of the rules, lacking sufficient practical knowledge to impress him with the terrible consequence of a violation.

The student question is a problem for Safety First to handle. Let us approach this matter without prejudice, with unbiased opinion of the individual himself (we were all students once), and by wise council and good example on our part we may educate him to a serious understanding of the position he holds. We have only to look at that part of the I. C. C. report where it gives the age and experience of the operative, to see the conspicuous part the student has played in this "Drama." It is up to Safety First to see that the reflection cast upon the body, by reason of the student's presence among us, disappears in future deductions of the I. C. C.

There is within the body another element, the stumbling block in the pathway of progress, along lines of co-operation and efficiency in any line of business. The pessimist, the man with the perpetual grievance against anybody and everybody, continually trying to syndicate his troubles, disturbing the peace of a contented bunch of men; the sorehead, the man who is always first in line when the pay car arrives and last to show up on a short call. The baneful influence of such is felt in a community.

It will be the unpleasant duty of Safety First to lift this gentleman up out of the Slough of Despond and land him so far off the right-o'-way that his noise will not disturb those of us who cannot coincide with his pet theories. There is a wide open avenue of escape from railway service—don't overlook your privilege, Mr. Grouch.

The Commission says: There is a conspicuous lack of supervision and inspection of matters pertaining to the safety of operation. They are particularly strong on more supervision, something we already have in abundance.

Intelligent men of lifelong experience in operation of trains have formulated a set of rules and laws, so simple, yet perfect, as to be marvels of ingenious simplicity, the system of double check, and in the more important moves a treble check of one move against the other makes the system practically interlock—as the automatic block in the more congested districts, and the manual block in the isolated open prairie division. Friction or contact in the movement of trains against or following each other is so carefully guarded against that a collision appears practically impossible. There remains just one little obscure chance—Human Error—covered by rule Number One.

Be sure you're right, then go ahead; that foremost rule of railroading, which in the absence of a specific rule to cover the situa-

tion, we are called upon to exercise to its fullest extent; that rule which the company has eternally and persistently tried to spike into the character of every one of us.

The unwritten law of railroading is "common sense." Safety First proposes to eliminate a conspicuous lack of common sense. It is strictly up to each individual employee of the railroads to get immediately interested in the Safety First movement. If any railroad man can show me any "bait on the hook" in this proposition, which appears to me as a purely "Mutual Benefit Matter," then I'll take it all back.

There has got to be a decided decrease in the fatalities on the railroads of this country, or you and I will have to suffer the humiliation of a system of discipline suddenly thrust upon a class of men who have grown up in an atmosphere of freedom found in no other occupation, the prestige of our organizations will weaken, the Interstate Commerce Commission report will be the barometer of our success or failure to control this situation, which has assumed such alarming conditions.

Let each individual lend his support to the movement by daily exercise of prompt and accurate response to the duties required of him. We may see no clearer demonstration of the necessity of those two essential features in the careful operation of that vast piece of machinery—a Transcontinental Railway—than the marvelous accuracy in the response of the thousand intricate parts of a modern printing press in operation; failure of one little cog to promptly respond to its designated groove demoralizes the system.

Equal care, thought and study has been exercised in the construction of the machinery of operation of a railroad, and when the wreck occurs it is generally found that some cog (employee) failed to respond promptly and accurately to the duties of his position.

The Safety First movement must be promoted along educational lines, the old Engineer and old Conductor are the very men needed. We need your advice, your counsel, we want to hear the true story of your experience; tell the less experienced of the traps and pitfalls of the business; take the young fellow aside and whisper a word of warning—it may do a power of good.

Personally, I would appeal to all employees of the Milwaukee System to lend a cheerful co-operation to the movement; you owe it to a management who have made it possible to bring together in one contented family circle fifty thousand employees. I am an infant in the family. Five years ago the keen eye of a practical official passed upon my qualifications to enter the service, and today in the shelter of this broad-minded management I am permitted to earn a living at an occupation I have spent my life at. That's why I appeal to you men; let us place the Milwaukee on a pinnacle so high, for safety and economy of operation, as to clearly distinguish her among the railroads of the world.

On March 9 a committee meeting was held at Wausau, Wis., for the Wisconsin Valley Division. Superintendent Ober presided, and the roll call showed a complete attendance. After all the business of the meeting was completed each committeeman was called on by Superintendent Ober to make any remarks that they might see fit, and every one responded without any hesitancy. The meeting adjourned after an address from A. W. Smallen, the general chairman.

On March 11 a committee meeting was held in the yardmasters' office at Coburg, Kansas City, Mo., at which meeting the only absent committeeman was Yardmaster Kimmey, who was absent on account of sickness. The meeting was addressed by Superintendent Richards, A. W. Smallen and Assistant Yardmaster Watson, and every committeeman mentioned the conditions that had been improved through suggestions since the last meeting.

March 18 a committee meeting was held in the Milwaukee shops, and C. W. Price of the Wisconsin State Industrial Commission and A. W. Smallen, chairman of the general safety committee, were present. Unfavorable conditions were gone over by the committee and suggestions and recommendations made to eliminate same.

On March 19 a general meeting was held in the opera house at Portage, Wis., being attended by no less than 300 railroad men and their wives, which completely filled the opera house. Superintendent MacDonald presided and called on Mayor Downey for the opening address, to which the mayor cheerfully responded, and urged the people of Portage to co-operate with the Chicago, Milwaukee & St. Paul railroad, who, he said, had done everything in their power to prevent injury to the citizens along their right of way in preventing trespassing, and that he wanted to go on record as being ready at any time to aid in any way possible. The next speaker called on was Mr. W. Alexander, master mechanic in the Milwaukee shops, who covered the "Safety First" movement in the shops thoroughly, and from the applause Mr. Alexander received there was no doubt left in the mind of anyone but what his remarks were appreciated. The chair then introduced Mr. A. W. Smallen, chairman of the general safety committee, who, after lecturing for some time on the right and wrong way and the best way of railroad men doing their work, also showed some fifty stereopticon slides, which also met with the approval of everyone present.

On March 20 a committee meeting was held on the C. & M. division in the office of Superintendent Morrison, and all were present except Mr. Alexander, who was called home on account of sickness. Mr. A. W. Smallen opened the meeting with an address on all that had been accomplished in "Safety First," and then brief addresses were made by different committeemen, and after this Mr. Morrison called the meeting to order for whatever business was to be transacted.

On March 27 an open meeting was held at Malden, Wash., for the Columbia division, particulars of which will appear in the next number of this magazine.

On March 28 a general open safety meeting was held at Alberton, Mont., for the Missoula division, and particulars will appear later.

A committee meeting of the Rochelle & Southern Ry. will be held on April 9 at Ladd, Ill., and it is hoped that the entire committee will be present.

On April 4 the S. C. & D. safety committee will hold their monthly meeting in the office of Superintendent and Chairman Beardsley at 1:30 p. m.

On May 25 a general safety meeting will be held on the Valley division at Tomahawk, Wis., and the presence of every railroad man that can attend, with his family, is desired. Further particulars will be furnished in the May edition of this magazine.

A. W. SMALLEN.

Meeting of "Safety First" Committee of La Crosse and Northern divisions, held on Saturday February 21, 1914, at 10:30 a. m.

Mr. A. W. Smallen, in a formal address, placed before the members of the committee the object of the "Safety First" movement. He impressed upon them the importance of safety first, in that the want of ordinary care on the part of a person would result in discomfort and inconvenience to himself; and in serious cases, those dependent on him will be the ones to suffer the consequences. He also said that President A. J. Earling when asked where to place "Safety First," said *first*. Mr. Smallen also pointed out to the committee that they were appointed for the sole purpose of meeting others and telling them how to prevent injuries and informing them of the necessity of practicing safety first. The committeemen must do their duty. They must insist on employees doing their work in a careful way. Their being elected to the committee gives them this power.

The statistical side was nicely illustrated and showed that 90% of the accidents are caused by carelessness or thoughtlessness, and oftentimes through the wanton disregard of results. He enlarged on this subject by giving them an idea of the amount expended on safety first.

The virtue of *care* was brought to the lime-light in an illustration of a recent rear end collision on account of conductor not doing his duty, and on which account many innocent people were sent to their graves.

The greater part of Mr. Smallen's speech consisted of illustrations and actual happenings such as failure to inspect cars, failure to push the spout back after taking water, etc., all of which helped to make up the 808,000 men killed and injured last year in the United States, of which number 708,000 were railroad men.

Mr. Smallen concluded by saying that every man, every employe, is just as important in his work as the president is in his, and in order to attain the desired results co-operation is necessary; everyone must get together and pull together. One man cannot do it alone, but all must help to do their part.

Mr. J. A. Macdonald charged the members of the "Safety First" with the responsibility each man must assume, and asked for questions and suggestions.

Mr. D. E. Rossiter declared that the "Safety First" movement was a good one, but he seemed to feel that the "going forward" spirit was somewhat lacking, and that better results would be obtained by following it up more closely. He also spoke about the platforms which were being placed on the roof of freight cars. In a great many cases the platform was found to cover the ratchet wheel of the brake, which caused the person operating the brake to stand in an unnatural and insecure position, and liable to be thrown from the car.

Mr. F. W. Sawtelle said he felt there was no doubt as to the "Safety First" movement being one of the best that has been started, not only in the track department but in other departments as well. He called the section men together and talked safety first to them, and in riding with them on the hand or motor car he noticed that tools were being carried improperly, and showed the men where the danger was in carrying tools in that manner. Section men also leave tools too close to the grade and he instructed them that they should keep the tools picked up at all times.

He not only noticed things which occurred in his department but in other departments also. For instance, on his way to Milwaukee he noticed the steam blowing from the hose between the cars, which made it difficult for the passengers to find the steps, and also caused the steps and platform to become icy.

Mr. F. Hauer concluded that the "Safety First" movement was all right, but did not think that we had gotten down to the bottom of it. He felt that there was much room for improvement. His experience has shown for the last forty-one years that the track needs daily inspection, and that special attention is necessary when the weather is below zero.

Mr. J. Gorman stated that the "Safety First" movement was a good one, and that the majority of section foremen were taking an interest in it, and that he is doing what he can to help things along to make things safer than they have been in the past. One condition which has come to his notice is the high loading of cars and coal tenders on engines, coal cars especially. He has seen them loaded from one to three feet higher than the car, and in many cases has seen chunks of coal roll off and lie along the road, which is liable to injure some one, and in an instance when a train was passing by a platform on which he was standing a piece flew off and just missed him, nearly causing an injury.

Mr. F. H. Buffmire thought that the "Safety First" movement is very proper. He said he has already seen where it has been beneficial to the company and also to the employees. He also agreed with the common sentiment that there is much room for betterment.

Mr. H. M. Hatch as a passenger conductor, observes the danger in handling passengers on double track lines, the people being frequently late and crossing the track close to the approaching train. This is one of the most dangerous things around a station, and he thinks that trains should be called sooner and station employees should take great care in getting the people across to the trains. Trains at stations on double track pull out at a high rate of speed. They should pull out slowly, which will insure safety to the people who cross the track after leaving the train. The conductor should instruct his brakeman not to give the signal to move before all passengers are off, and should be careful in handling the passengers as some people are very slow in getting off.

In Mr. W. O'Brien's observation the Safety First movement has already proven to be a good one. He has noticed that the accidents in his department decreased instead of increasing since last year. The greatest trouble that his department encounters is found in the unloading of bridge timber and the like, in that this material is placed in flats and gondolas by a crane or derrick and is sent out to be unloaded by hand, making it doubly hard and often injuring some one of the men. The safer method would be to use flat cars as much as possible. Another problem could be solved by having train crews set out tool cars, in which the men sleep, and then do their switching, as they often tear the ends out of the tool cars. Oftentimes when taking water at standpipes and water tanks by engine crews the spouts will be thrown up or around before properly drained off, allowing water to flow on tracks and ends of platforms, and during cold weather this freezes and makes it dangerous to the public.

Mr. J. T. Armstrong does not think that the movement of Safety First will be entirely successful unless we can get the co-operation of every employe on the line. In order to get that co-operation we must continue a campaign of education, as listening to the remarks Mr. Smullen just made. From a conversation with a man of the Northwestern Line he was informed of the great interest they were taking in the Safety First movement, and speaking with our employes he realized among all of them that there was no hesitancy about their interest in it, and no objection, but they do not talk enough about it.

He suggested some of the many ways in which one can help for the safety of co-employees and others; for instance, when he noticed a plank loose in the platform he immediately would attend to its being properly nailed down, and if he noticed the platform was slippery he would have a man sprinkle salt on it always mentioning "Safety First," whenever an opportunity presented itself.

He suggested a meeting (a little smoker), which should be held in the station and have the men attend some evening giving them some of the points, and mentioning some of the things that have been talked of. He feels that there is a great opportunity to help the cause of "Safety First" by having regularity in the meetings, and he is determined to do

everything he can to further the movement. There are a great many things that would bear improvement that he notices from time to time. In his opinion it would be good policy to make report to the superintendent of such things that require attention of safety.

The Safety First movement did not appeal to Mr. J. Lyons at first, but he said he had noticed a decided improvement since it has been advocated and instilled in the minds of the employees. From his viewpoint as an engineer he sees a great many things in the course of a month that another employe does not see. He has also come to the conclusion that any fair-minded man must agree that Safety First is properly applied on a railroad or anywhere else. A man should consider his limb and life. "Safety to yourself is safety to others." Another thing that he has frequent occasion to notice is that baggage is left close to the track, and often too close, extending over the edge of the platform and in danger of being damaged.

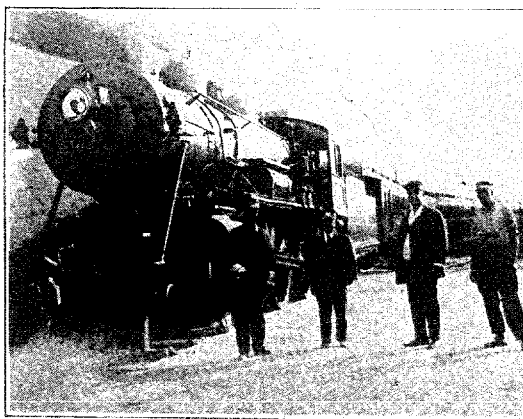
Mr. V. Blanchard agrees that the Safety First movement is all right, but it should be practiced more than it has been. He did not offer any suggestion as he had delegated Mr. Barrie to speak for him.

Mr. E. McEvoy was of the proper spirit that Safety First should predominate in the minds of every railroad employe, and such being the case, it is bound to better the conditions of the employees. He finds that at many stations the gates at the stock yards are left open, which makes it dangerous when going by. One is liable to be hit when these gates are left swinging, and they should be closed. Care on the part of those in charge will prevent a possible injury.

Mr. Barrie, in his plea for Safety First, suggested that the board partitions the stock men use are much too long, and in one instance a conductor was struck in the face, barely missing his eyes. He suggested that agents take this up with the stock shippers and ask them to make them of the right length.

Mr. R. Whitty dwelt much on educating employees to the object and necessity of Safety First, and suggested as a means that every employe be notified so that each and every one might profit by the other fellow's failure.

Mr. J. F. Voltz has observed that Safety First has done a great deal of good. He says a lot of good in little things, that is, in picking up things that are in the way of passengers. He never thought of Safety First before this movement came up. One thing he had done, however, that when young fellows would jump on the side of the train he would explain to them the danger of such an act. Another dangerous thing was that truck tongues were left down when they should be up and hooked. He also has called the attention to men passing through crowds with loaded and empty trucks. Trucks must not be pushed but always pulled. Slight breakages should be repaired promptly.



Southwest Limited Crew, Kansas City.

A general Safety First meeting was held at Turner hall Green Bay, Wis., Wednesday evening, March 4. Employees, members of their families and the general public were invited to be present. The meeting was called to order by the chairman, Mr. Clifford, with the following members present:

Messrs.—

J. M. Clifford, superintendent.
C. S. Christoffer, trainmaster.
W. H. Hart A. D. M. M.
P. Neugent, roadmaster.
J. Dunn, roadmaster.
F. Sellisen, section foreman.
Wm. Black, yardmaster.
Brisk, engineer.
J. Whitney, engineer.
F. King, fireman.
J. LeValley, brakeman.
R. Haupt, machinist.
P. Engels, carsmith.

The following were absent:

Messrs.—

D. W. Caine, conductor.
E. E. Peters, C. T. D.
M. M. Harrington, C. T. D.
A. A. Woodruff, R. H. F.

Mr. A. W. Smullen was introduced to the audience, and thanked them for their attendance, giving an introductory speech on Safety First; stating that it was their wish to have the women attend these meetings, as they were reaping the benefit of the movement. The object of the meeting being to have the committeemen address the people—they were each in turn called upon to make an address—Mr. Whitney read an article on Safety First which was very interesting. Fireman King requested that each and every man take hold of the movement and do their part to make it a success. Mr. Haupt also read an interesting article in regard to the "Safety First" movement. Mr. Christoffer stated that the men in actual service knew what to do and what not to do, but the men should try to do their best to aid their fellow employees—to warn the younger men with less experience against unsafe methods—that in his estimation there was no greater movement than the Safety First.

At the close of the speeches a number of views were shown, illustrating different safe and unsafe methods: Children playing on the tracks, improper flagging, or not flagging at all, doors of cars allowed to swing open, and many others. Mr. Smullen explained each view as it was shown.

During the entire program music was rendered, and "Safety First" buttons were distributed to the audience.

J. M. CLIFFORD,
Superintendent.

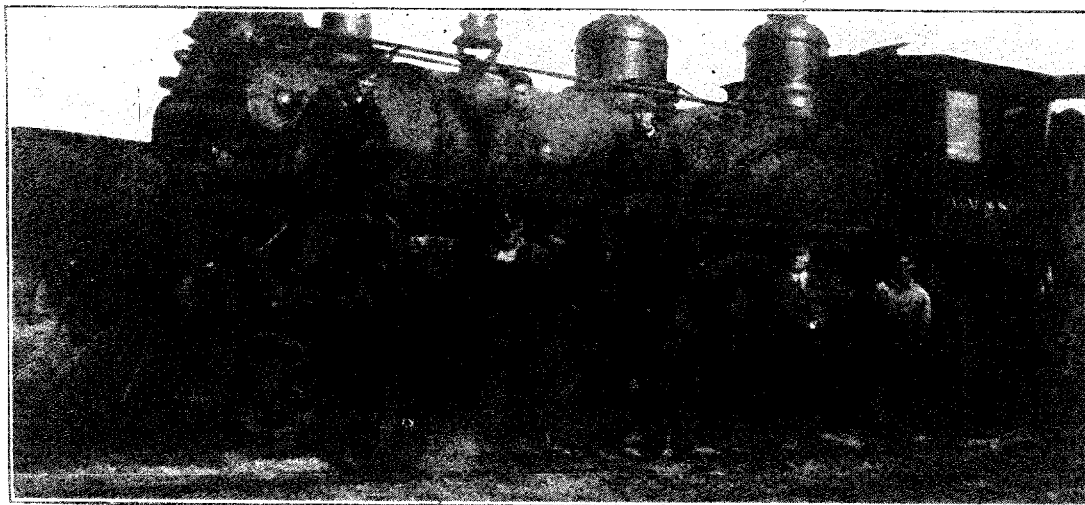
The Kindly Spirit and the Helping Hand in Safety First.

E. H. McCann.

Since the inauguration of the Safety First movement, many contrivances have been put in use for the prevention of accidents. They are present as dumb reminders that danger is near, and they are a great help; but the touch of humanity that lies in a kindly, unselfish soul is needed to strengthen these fortifications. The warning signal sounded by the gong of fidelity which we owe to one another, coupled with the ever-helpful spirit of forbearance, and that greatest of all weapons in the good fight—kindness—will help to clear the road to safety of dangers which are the real, though unseen obstacles in the way of a solution of many of the problems which confront the people of the present day. If we would drive away forever dissension and strife, and put in their stead, deliberation and reasonableness the wall of discord would soon crumble, revealing to us the banner on which the Golden Rule is written. Then would Thoughtfulness and Right guide us in setting the blocks on the road to safety.

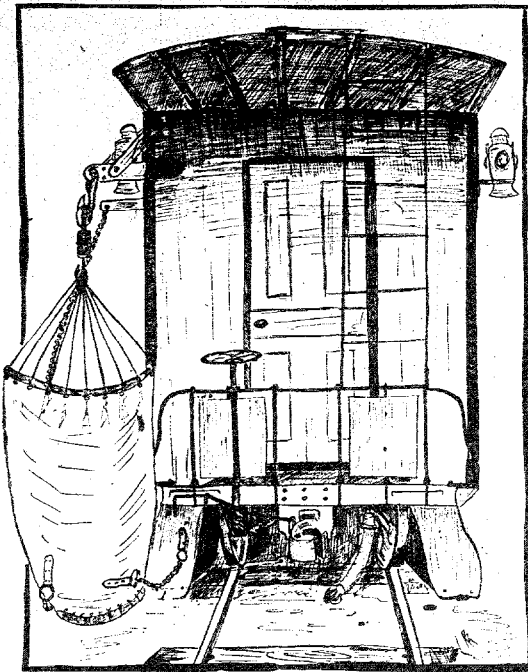
With the Golden Rule for our Safety signals how shall we account for the day in which we have not done some kind act for another? Is it not one that we are proud to remember? Is it not one which we would willingly forget? A kindly reminder and a word of encouragement has a greater effect than the shrapnel of sharp criticism, which pierces the heart, leaving the mind clear for the performance of the daily duties. Likewise a cheerful salutation to one less fortunate than yourself, helps him throughout the day and often arouses a spirit depressed by imaginary evils; and though our troubles are as mountains, they become as molehills in the presence of the kindly spirit of co-operation.

A friendly hand and a helpful disposition will turn back many of the troubles, fears and anxieties of life, and become bright lights of joy and contentment along the path of Safety. These are the things which every man, whether he sits in the engine cab or in the official chair, may well remember, for Safety First lies fundamentally in the desire to do right and the wish to be helpful to one's fellow men.



Roundhouse Force, Murdo, S. D.

Smiles



"Safety First Device for Conductors When Engineers Pull By Too Fast."

Knows His "Motherly" Language Better.

A roadmaster on the west end recently received the following letter from a Greek laborer who is teaching himself English with the dictionary for a text book:

Dear Sir:

I write you a from all the men who working in that extra work you give us to save few dollars for the our board, like you say so and I put great confidence what if that is agreeable you will help us and on the contrary if is against please back pardon. I suppose you know what the man who was last summer assistant foreman in this extra gang No. 5 have been over the Seattle with all his friends. And he came back because the Greeks they working at this section they call him to get position again like he is superintendent. I'm sure they expect to come back in this extra gang with the same unimportant changes they use to working the last summer time. Too bad!!

It is not permitted to me to count it what he made all the past when the our foreman was working here. And also is great shame to write you what he made this time when the company cut off the wrong gang. From all the above and because he is a stranger we don't want it him not assistant foreman, not interpreter, not a helper in nothing since he is unlettered and he cannot talk the English language, he don't know how to read and write so much the English as his motherly language. For effect he working but because the section foreman of the Plummer branch told us he is interpreter we are to much angry for him.

Because we don't like him and want it to be our interpreter with slyness. Well we request to you to help us and send it report to foreman as we have noe to put him in the laborers list because I'm not afraid but sure what the men will be in trouble with him.

We remain with pleasure,

P—— P—— & all the men of the gang.

Patient—"But you promised that when I recovered you would be my wife."

Nurse—"Oh, I know. It's my duty to keep my patients cheerful. Why, I promised, this morning, to run away with a man who has lost both his legs."—*Boston Transcript.*

Why He Kept His Job.

One of the bosses at Baldwin's Locomotive Works had to lay off an argumentative Irishman named Pat, so he saved discussion by putting the discharge in writing. The next day Pat was missing, but a week later the boss was passing through the shop and he saw him again at his lathe. Going up to the Irishman he demanded, fiercely:

"Didn't you get my letter?"

"Yis, sir, Oi did," said Pat.

"Did you read it?"

"Sure sir, Oi read it inside and Oi read it outside," said Pat, "and on the inside yez said I was fired and on the outside yez said, 'Return to Baldwin's Locomotive Works in five days. And here I am.'"

—Lippincott's.

Obituary.



Andrew J. Hart.

Andrew J. Hart, for forty-four years in continuous service of our company, died in Owatonna, Minn., March 20. Mr. Hart was in B. & O. service nineteen years as foreman and general foreman and twenty-five years as district carpenter. He was in his eighty-second year.

Mr. Hart accepted employment with the company in 1868 as foreman of a bridge construction crew, and during his long years of service was prominently identified with construction work all over the system.

Peter Betz, a carpenter at Dubuque Shops, expired on Thursday evening, March 12, 1914, after an illness of five weeks' duration, from an attack of appendicitis. Members of Key City Lodge, No. 275, Brotherhood of Railway Carmen of America, and of the Loyal Order of Moose, of which he was a member, conducted the funeral and acted as pallbearers.

John Conniff, for several years past employed by the Milwaukee Railway Company, died at 11:20 o'clock last night at his home, 354 West Main Street, of a complication of diseases. He was 68 years old.

John G. Sullivan, of Merrill, Wis., for a number of years an engineer on the Milwaukee, died at his home on February 26. Mr. Sullivan was born in County Kerry, Ireland, June 10, 1835, of real old Irish stock. He was genial and upright and has a score of friends who mourn his loss.

Engineer Frank Walters, who has been running on the Western and Middle Divisions since 1908, died at his home in Perry the fore part of March. Mr. Walters had been sick since last August and his death was due to tuberculosis. He is survived by a wife and four small children. Interment was made in the cemetery at Perry, the services being in charge of the Brotherhood of Locomotive Engineers, of which order he was a member.

The Prairie du Chien Division has again been unfortunate in the loss of one of its highly efficient and loyal conductors, Mr. Calvin Westbury, who departed this life at his residence in Milwaukee March 4, 1914, at the age of 64 years. Mr. Westbury entered the service in May, 1867, as a switchman; became a freight brakeman in 1868, freight conductor in 1874, and passenger conductor in 1886.

His record shows that at no time during this long period of service did he in any way endanger the safety of the trains entrusted to his care. He was a man of sterling integrity and was held in the highest esteem by the officers and his brother workers.

Friends of Frank Tyler will be grieved to learn of his death, which occurred February 25, at the home of his parents in Savanna. Frank was the eldest son of Engineer and Mrs. Al Tyler and was at one time employed as chief clerk at the yard office, but was compelled to give up his work when his sickness came on, a little more than two years ago. Frank was 28 years old and leaves to mourn him a wife and child, father and mother, four brothers, two sisters, and a host of friends. We all sympathize with them in their sad hour. Interment was made in the Catholic Cemetery in this city.

Thomas Riley, the well known railroad detective, died at his home on Mill Street, Kansas City, Wednesday, March 18. Mr. Riley had not been in the best of health for months. The sympathies of all are extended to the bereaved family. The funeral was held Saturday morning, March 21, at 9:30 o'clock from St. Augustine's Church.

Pierce Heims, for thirty-five years an employee of the Chicago, Milwaukee & St. Paul Railway, died at 3 o'clock a. m., March 2, at his home, 7024 Independence Road. He was 67 years old and had lived in Kansas City fourteen years. Mr. Heims is survived by a widow, three sons (Edwin J., Michael L., and William S., of Kansas City), and three daughters (Mrs. Agnes Howard, Mrs. L. Davenport, of Napoleon, N. D., and Mrs. Dina Wells). Funeral services were held at the home. Burial in Mt. Washington Cemetery.

Personals.

On March 11 a bulletin was issued from headquarters announcing the change in assistant roundhouse foremen. Mr. Edward Kupferschmidt comes to Perry from Dubuque to take the place of Harry Collins, who was made roundhouse foreman at Ottumwa Junction. Mr. Collins displaced J. H. Lord, who goes to Coburg. The Perry friends of Mr. Collins, while regretting to see him leave, are rejoicing with him in his promotion.

John Fish, an employee at the depot at Perry, has been suffering from an attack of the grippe.

Howard Scarff, day baggageman at the depot, will enjoy a trip to Chicago, Milwaukee and Minneapolis the fore part of April.

Brakeman E. A. Lomax and wife welcomed a baby girl into their family the fore part of March.

Night Yardmaster John Curler from Manilla was in Perry the middle of March visiting with his mother and many friends.

Can easily be applied by UNSKILLED Labor

P. & M. Boltless

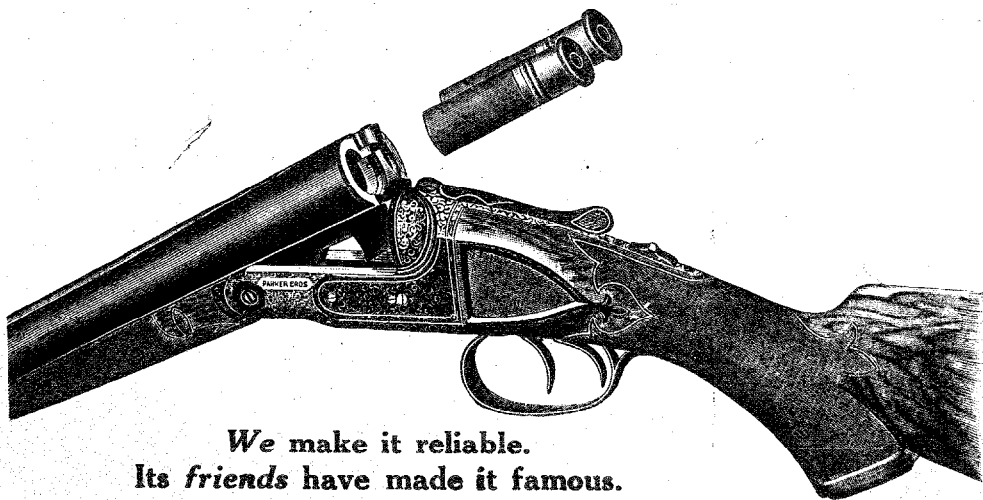
Anti-Rail Creepers

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

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At Home



Master A. D. Kemmerling, McLaughlin, S. D.
—"The Boss of the Section House."

The Boy Who Didn't Die.

By S. E. Kiser

One time, when father punished me,
I wished that I would die,
And then he'd be so sorry he
Would cry and cry and cry
And blame himself, and every day
Be sadder than before,
And wish I'd not been took away
To not come back no more.

I wished that I would die and go
To live with God, up there,
And look at father here below
And know how much he'd care,
And see him when he sadly knelt
Beside my little grave
And hear him say how bad he felt
And blame himself and rave.

And pretty soon I fell asleep
And dreamed that I had died
And crossed a river that was deep
And very, very wide,
And when I reached the other shore
It wasn't anywhere,
And I could hear the wild things roar
That hid around me there.

And when I woke my father stood
There, looking kind of blue,
And said he hoped that I'd be good,
And then I hoped so, too;
And pretty soon he gave a sigh
And stroked me on the head
And called me "Sonny Boy," and I
Was glad I wasn't dead.

Garden Essentials.

In planning the vegetable garden you want first to place it as close as possible to the house so that the very fewest steps will have to be taken in getting to and from it. Next you want it well fenced, for there is nothing more exasperating than to see six or seven chickens trying their best to scratch out your best vegetables or some of the other farm animals destroying in a few minutes what has taken many hours' work to raise. Most plants require plenty of sunlight, and to plant the garden in a spot where the sun could strike it for only a few hours a day would certainly not be the best arrangement for profitable results.

You will find that planting in straight rows the length of the garden simplifies the work greatly and takes up much less space. Then, too, vegetables planted in rows present a much neater appearance than those planted in beds, and neatness is a thing that should not be overlooked. The more attractive we can make our gardens the more interest we shall take in them. A well-kept garden is as important in beautifying the country home as a well-kept lawn.

If the garden is inclosed by a woven-wire fence this will make an ideal support for lima beans and peas of the climbing varieties, and the space thus saved in the garden can be used for other vegetables.

On the side of the fence nearest the house sweet peas and nasturtiums may be grown, and it will be pleasing to have a few of the old-fashioned flowers—larkspur, phlox, lilies of the valley and many others that come up every year and grow and bloom without much effort on your part.—*The Country Gentleman*.

Give the Boys a Flock of Chickens.

There is no better way to interest the boy in his home than to put him in charge of a flock of standard-bred fowls. Even if you live within the city limits, but still have a small patch of ground at the back of the house, a flock of six or eight hens will give the boy a chance to study their care and the ways and means of making them profitable. Six or eight hens of the Plymouth Rock, Rhode Island Red, or other good, egg-producing variety, will supply a moderate sized family with all of the fresh eggs required for table use. Moreover, the boy who owns his flock and is induced to take an active interest in good birds will soon be desirous of winning a prize or two at the neighboring poultry show. He will also become acquainted not only with the characteristics of the variety he owns, but will be intimately acquainted with and become very fond of each individual Biddy in his

(Continued on Page 34.)

Clip This Coupon!

It Saves You

\$41⁵⁰

On Genuine No. 3 Model
Visible Oliver Typewriter

TYPEWRITERS DISTRIBUTING SYNDICATE
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Date.....

Gentlemen: Ship me an Oliver Typewriter, Model No. 3, for examination. If satisfactory, I agree to remit \$4.00 after five days from the date I receive the machine, as full payment for one month's rental, and \$4.00 each month thereafter, as rental for the use of the typewriter. When I have paid you \$56.00 in this manner, the typewriter is to become mine. Otherwise I will return the typewriter to you at your expense.

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The regular catalog price of the No. 3 Oliver is \$97.50.

By purchasing in wholesale quantities and selling to you direct, without agents, salesmen or branch houses, we are able to make the astonishingly low price of \$56. And we allow you to pay for it like typewriter rent—\$4 per month. No deposit—no collectors—no interest—no red tape. 13 cents a day for a few months, and this splendid No. 3 Oliver is yours!

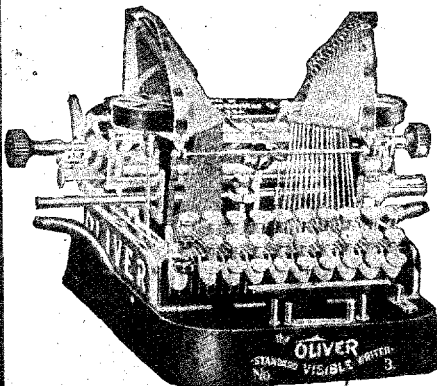
Use It FREE at Our Risk

If you mail the coupon in this advertisement, we will place this machine in your home or office on free trial.

Don't rent or buy any typewriter—don't pay \$10 or \$100 or anything in between—until you get this genuine No. 3 Oliver and see what a tremendous bargain it is. Examine the machine. Practice on it. Use it in your work for five days. Then, if you decide not to keep it, we will take it back and pay transportation charges both ways. The trial will cost you nothing.

Complete Oliver Equipment

This is the genuine Oliver No. 3 Model, shipped to you in the same box it leaves factory of the maker. Visible writing; universal keyboard; downward stroke type-bar, giving light action; light running carriage; automatic line spacer; double type-bar, insuring perfect alignment; left hand carriage return; finger release key; writes on ruled lines; makes 20 carbons at a time; easiest running machine in the world. Equipped with every device regularly furnished with this



Oliver model. Guaranteed for full life of machine.

Rent Money Buys It

For the same sum you would ordinarily pay for some obsolete, inferior machine, you can own a real No. 3 Oliver. You really rent this machine for 14 months at \$4 per month. Then it's yours. Nothing further to pay. No complicated documents to fuss with. All you sign is coupon attached hereto. Fill it out and mail to us today.

Send No Money Now

We ask no payment until you decide to keep the machine. And after that no collectors will bother you. We can make this low price of \$56 only by letting you be your own salesman. That is our plan. And we invite you to take advantage of it. With the machine we send everything—metal carrying case, cleaning and oiling outfit, ribbon, practice paper, carbon paper and complete illustrated instruction book. You can begin using the typewriter the moment you unpack it.

18,000 Machines Sold Under This Plan

Our customers are scattered all over the United States. Some perhaps, in your own vicinity. We sell even in foreign countries. For this plan has a universal appeal. It is made from the buyer's standpoint. It means that you can now buy a genuine No. 3 Oliver Typewriter at almost half catalog price, and pay for it as convenient.

But let us send you the machine itself. Let it do its own talking. By mailing the coupon today you save \$41.50. It is the only way of getting this famous No. 3 Oliver at the present low price on Rental Purchase plan, and on five days Free Trial. Fill out and mail the coupon today.

Typewriters Distributing Syndicate

166-R81 N. Michigan Blvd.

CHICAGO

(209)

A Few Easter Dishes.

Nest Eggs—Prepare bread dressing as for chicken, season with onion and red pepper. Form this into nests twice the size of an egg, and place them in a pan well buttered and set in the oven. When partly baked break an egg into each nest and return to the oven until the eggs are set. These are good served with drawn butter sauce, or chili sauce.

Curried Eggs—Slice three small onions very thin and put them into a sauce pan with two tablespoonfuls of butter. When they are soft, add a teaspoonful of curry powder, quarter of a teaspoonful of ginger, half a teaspoon of salt, and one tablespoonful of flour. When you have mixed these well, pour in gradually half a pint of water and stir until it boils. Place the halves of hard boiled eggs on a platter and pour the curry sauce over them.

Macaroni With Eggs—Boil macaroni in salted water for twenty minutes. Drain and arrange in layers in a well buttered dish, sprinkle each layer with cheese, butter, and cracker or bread crumbs. Add three well beaten eggs and a cup of milk, and pour over the macaroni. Bake until the eggs are set in a custard. Serve with hot, melted butter, flavored with lemon juice, or with deviled eggs and tomato sauce.

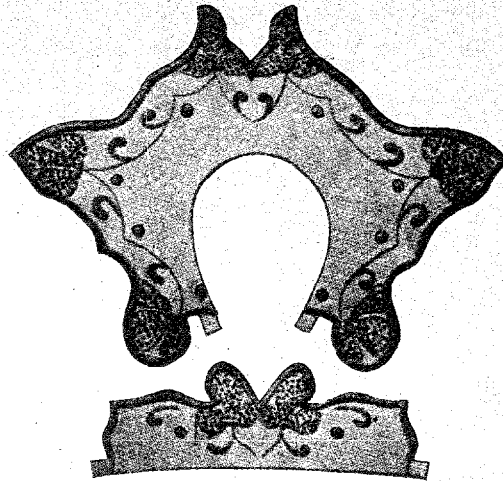
Eggs and Ham on Toast—Toast as many slices of bread as you need, allowing one slice for each person, put a nice piece of boiled ham on each, and on top of this place a poached egg; over all pour some cream sauce, and serve very hot.

Pickled Eggs—Boil some red beets and a dozen eggs, put them in a stone jar, and pour over them hot vinegar into which seasoning of pepper, salt and a little sugar has been added.

Delicious Easter Dish—Make little nests of hot boiled rice; break an egg into each nest, add butter, salt and pepper; put in hot oven until eggs are set. Garnish with parsley, and serve very hot.

Corn Fritters—To one can of corn add the yolks of two well-beaten eggs, three tablespoonfuls of cream, salt, pepper and half a cup of cracker crumbs, stir together, and add the whites of two well-beaten eggs. Put about two tablespoonfuls of lard in a pan and have very hot, then drop a spoonful at a time, fry to a nice light brown, serve with either syrup or butter, as preferred.

A man who wears an overcoat with a fur collar and lolls back in a \$6,000 limousine may have little wit and less refinement, but it would be useless to try to convince him that he has not achieved success.



Collar and Cuff Set.

This collar and cuff set shows the application of the French knots, and is worked in black and three shades of blue. A striking feature of the design is that the flowers are arranged to form the irregular shape of the collar. The edge should be padded and button-holed with the darkest shade of blue, the same shade being used for outlining the flower petals. The surface of the petals is filled with French knots of black and the lightest shade of blue. The stems and leaves are of the medium shade of blue, the stems being outlined and the leaves worked solid.

Cocoanut Pie—Beat three eggs, saving the white of one for the meringue; add five tablespoonfuls sugar and a very little grated orange peel; remove the pulp of half an orange and add to above mixture. Heat one cup of milk with a half cup of shredded cocoanut; to this add a half cup of cold cream and stir into the mixture. Line a deep pie pan with rich crust, pour in mixture and bake slowly until custard is done; cover with meringue of white of one egg and one tablespoon of sugar, sprinkling a little cocoanut over top, and return to oven until a light yellow.

As You Think.

Does your neighbor always smile,
While your face is pinched with care,
And his life seem all worth while,
As you struggle in despair?
Does the foe we know as trouble
Pass him by to grapple you?
Do your many burdens double,
When you scan his harmless few?

Get you busy and begin
Seeking good and all that's true.
Letting nothing false come in,
Even though 'tis hard to do.
Imitate your cheerful neighbor;
Wear a smile the whole day long,
And the discord of your labor
Soon becomes a rippling song.

—Mal Rose.

Announcing the NEW MODEL ROYAL, No. 10

THE MASTER MACHINE
that need not be traded out
FEATURE No. 7

THIS typewriter masterpiece, the New Royal "10," was created to meet the modern demand of "**BIG BUSINESS**" for the typewriter that *need not be traded out*. So fast is the strenuous pace of modern business that there is no longer time or logical reason to "trade out" periodically machines made of iron and steel. And the expense of it in the aggregate is enormous!

Built for "Big Business" and its Great Army of Expert Operators

"Big Business" demanded a typewriter of *long-term service*, that must improve the *presswork* and stand the modern "grind" at high speed for years without trading out. For years, men who have done big things—heads of great corporations and far-seeing executives have been asking: "Why is it *necessary* to trade out typewriters every little while? Is it because they have been *built* to be traded out?"

The *ANSWER* to this big question is the new Royal Master-Model 10, which is built for *long-term service*, not to be "traded out."

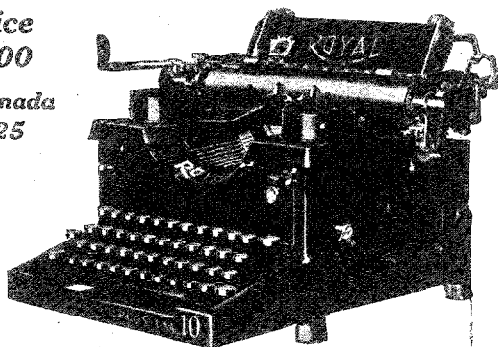
We believe the No. 10 Royal will outlast any other writing-machine in the world. *It will stand the grind.* Turn the machine sideways and you can see daylight right through it. Mark the absence of complicated mechanism. It's what you *don't* find there—a 1,000 working-parts less-than-others—that proves the Royal's durability. Here at last is the *master-machine*—the typewriter that won't "die young!"

Get the Facts!

Send for the "Royal Man" and ask for a *DEMONSTRATION*. Or write us direct for our new Brochure, "*Better Service*," and a beautiful Color Photograph of the new **ROYAL MODEL 10**—"THE MACHINE WITH A *PERSONALITY*"—Read our advertisements in *Saturday Evening Post*, *Collier's*, *Everybody's*, *System*, *Cosmopolitan*, *Hearst's*, *Business*, *Metro-politan*, *McClure's*, and many more! "Write now—right now!"



Price
\$100
In Canada
\$125



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The Sign of Fair Weather

When this great book of bargains appears on your horizon it is an omen of fair weather ahead for the family and its expenditures:

Millions recognize the Catalogue of Montgomery Ward & Company as an unfailing sign of economy—of purchases that satisfy—of forty years of fair dealing.

The famous shopping centers of the big cities cannot offer more in variety. Over seventy acres of merchandise supply the 100,000 offerings described and pictured in this Catalogue. Right into your home it brings the best shopping counters of the nation. And every day is bargain day on every article from pins and pans to gowns, furniture and machinery.

The latest Catalogue of Montgomery Ward & Company is a wonderful exposition of the latest styles, the newest ideas in everything you need at prices which are the lowest.

There is a copy of this great book waiting for you. It is absolutely free. Simply send us your name and address and it will go forward to you at once. Address Dept. K. K. 48.

Montgomery Ward & Co.

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flock. Encourage him to build up the standard of his flock, however small, as this will instill ideas of efficiency which he will not forget to exercise in the business of his later life, whatever vocation he adopts.

Some Don'ts In Preparing Meals for the Kiddies.

Don't give them cereals which have not been sufficiently cooked.

Don't give them fried meats, and give them only one ration of meat each day.

Don't give them vegetables that in cooking will not soften. It will cause bowel trouble.

Don't feed them at any old hour. Regular hours for meals are best. If a child eats between meals, give him bread and milk, but no sweets.

Don't give them unripe or decayed fruit. Don't give them unsterilized milk unless you *know* it to be clean.

A good system to follow for the young child is:

For breakfast—Milk, cereal, stewed fruit and bread.

For dinner—Meat, two vegetables (potatoes and a green), and dessert.

For supper—Bread, milk, stewed fruit, and cake.

Don't give the young child tea or coffee. Milk is one of the best of foods for children of all ages.

Remember that bread is "the staff of life," but bakery bread is not a very stout prop.

Puddings, stewed and sweetened fruits, tapioca cream, rice pudding, prune gelatin, blanc mange (chocolate), baked apples, molasses cookies, ice cream, apple tapioca, prune pudding, apple betty, chocolate farina custard, oatmeal macaroons, peach tapioca, cornstarch mold, custard, Dutch apple cake, baked bananas, currant rolls and junket are all good and wholesome desserts for the kiddies. Mother should make the candies from some simple recipes, for the child who has a piece of date fondant, molasses candy, maple or chocolate fudge after his meal will not be so apt to tease for a penny to buy candy at the corner store.

A Spring Snowflake.

Tradition tells a touchingly beautiful tale of the origin of our earliest spring flower, whose fragile white bells we find so unexpectedly peeping up through the snow. It was the first winter our old earth had ever known, and all the laughing flowers of the fields were still sleeping under their soft white blanket made by the falling snowflakes.

Ever so the story says, greatly missed the happy flowers and was very sad. An angel seeing her grieve, "seized a falling snowflake, breathed on it and bade it live for her delight." Thus came to the world our first spring flower—the snowdrop.

ANNA STACKPOLE.

Personal Items

Chicago Terminals.

The Chicago Terminals have an indoor baseball league comprised of seven teams as follows: C. M. & St. P., I. C., C. E. I., C. G. W., L. S. & M. S., Soo Line and Erie, and the most interesting game of this winter's series was played the evening of February 26 between the C. M. & St. P. ball team and that of the Illinois Central, with a score of six to two in favor of the C. M. & St. P. This is very good when it is known that the I. C. was heretofore considered the crack team of the league and which honors now rightly belong to the C. M. & St. P. Our team is made up of players from both Union street and Galewood. Mr. M. W. Wilber claim clerk at Galewood, is president of the league, and the captain of the C. M. & St. P. team is Grover Justice, rate clerk at Galewood. The event was accompanied by the regular baseball rooters both from Chicago and Galewood, with their war cry as follows:

"Ice cream soda, ginger ale and pop;
C. M. & St. P. always on top,"
which was truly exemplified by the above score.

February 1, 1914, James L. Brown, formerly chief clerk in the office of Superintendent P. L. Rupp, was promoted to position of car tracer, and is now located at Fullerton avenue. Mr. Frank McPherson formerly chief clerk in Agent Peebles' office at Galewood, has been promoted to position of chief clerk in Mr. Rupp's office. Both Messrs. Brown and McPherson were presented with beautiful watches, the one to Mr. Brown being presented by the employees of the Chicago Terminals, and the one to Mr. McPherson by the employees at Galewood station.

Savanna Shops.

Roy G. Newell.

Roundhouse Foreman A. M. Lawrence has just passed through a very severe attack of sickness lasting more than two weeks. At this writing he is slowly improving and able to call on us at the roundhouse a couple of hours each day. A speedy recovery is earnestly hoped for by all his employees and friends.

Assistant Foreman F. A. Hunt has been acting as roundhouse foreman during the absence of Mr. Lawrence.

Machinist "Eabe" Winkler has returned from Centralia, where he has been visiting relatives and friends for the past three weeks. Otto Eng attended the convention of machinists, held in Milwaukee, as a delegate from Savanna Lodge No. 443.

Machinist John Tobin is out strong for alderman in the third ward.

C. & M. Div. Notes.

B. J. Simen.

John Barbour, engine watchman at Libertyville, returned from his winter's visit at Fitzgerald, Ga., and resumed his duties about March 1.

Conductors A. J. Corbett and J. J. Corbett were called to Gladstone, Mich., on account of the death of their brother-in-law, who was a passenger conductor on the Soo Line.

Mrs. Kirby, wife of Conductor Al Kirby, is visiting friends and relatives at Dallas, Texas.

Conductor J. T. Kennelly is the proud father of a baby boy.

Conductor D. J. Burlingame is now on the Janesville line way freight Nos. 193-194, and Conductor J. L. Dalee is on the Libertyville switch run.

G. O. Ripple has been appointed agent at Shermerville vice C. M. Reed, appointed operator in "C. G." general office, Chicago.

Engineer Phil Klumb is running on one of the Libertyville locals in place of Engineer R. N. Scott, who is still in California.

Conductor Dave O'Rourke has resumed work after being off for a few months on account of spraining his ankle at Rondout.

Operator J. R. Alleman attended the funeral of Mr. Frietag at Monticello, Wis., a few days ago. Mr. Frietag was the father of Mrs. Fred J. Alleman, wife of Agent F. J. Alleman of Tacoma, Wash. Mrs. Alleman was also present.

Engineer William Dee, who has spent the greater part of the winter in the South, a part of the time at New Orleans, has returned and resumed his run on trains Nos. 140 and 143.

I. & D. (West).

Mr. B. F. VanVliet, superintendent; Mr. C. A. Anderson, assistant superintendent; Mr. F. S. Rodgers, assistant superintendent motive power, and Mr. H. S. C. MacMillan, district master mechanic, just returned from an inspection trip over west I. & D. and B. H. divisions.

W. D. Griffiths, agent at Scotland, has received notice of his appointment as agent at Sioux Falls. Mr. Griffiths is a popular and competent young man, and S. C. & D. and I. & D. division boys are pleased to learn of his promotion.

At the home of Mr. and Mrs. F. A. Goodroad, at Canton, Tuesday, March 10, occurred the marriage of their daughter, Edith, to Mr. Geo. A. Holsey of Mitchell. Mr. Holsey is one of the popular clerks in the Milwaukee freight office at Mitchell and his host of friends wish he and his bride a perpetual honeymoon.

Conductor I. E. Conners of the middle division has been laying off lately, getting acquainted with a baby girl who came to his home in March.

Brakeman George Coffey, who has been in freight service on the western division for two years, has transferred to passenger service.

C. E. Kinney of the superintendent's office force was in Perry Sunday, the 15th of March, visiting with old friends.

Conductor John Gray and family are visiting with relatives and friends in Nebraska. John has been in work train service continuously for a couple of years and is now taking a rest before he resumes work in the chain gang.

Conductor P. J. Reel and wife have a fine baby at their home, born the latter part of February.

Conductor Charles Kreger and wife visited with relatives in Sioux City the fore part of March. On his return he took the Manning work train, which will keep him pretty busy for the next few months.

Conductor Wm. Simonton and Engineer A. S. Monroe, commonly known as Dad, have taken the work train at Manning handling bridge iron, which will be one of the largest jobs on the western division. Dad has been doing extra passenger work the past few months.

Conductor George Robinson has resumed work after a couple weeks' layoff on account of a fractured rib.

Engineer John Gilligan is back from North Dakota, where he has been looking after some land interests.

Machinist George Doud of the Perry force has a fine baby girl at his home.

Engine Dispatcher Kay Bonebrake has been spending some time in North Dakota looking after business.

Brakeman James Grubbs was called to Ottumwa the latter part of February on account of an injury sustained by his brother.

Train Dispatcher F. E. Jackson and wife were the "victims" of a surprise party the latter part of February, the event being their third wedding anniversary, and the members of the Mow Club, comprised of the wives of the dispatchers, planned it.

J. M. Barnes passed his time card examination in Perry the fore part of March and is now permitted to ride on the right hand side of the engine cab.

Tacoma Store Department.*J. V. Miller.*

Mr. Geo. O. Mason, stock clerk, spent several days at Spirit Lake, Idaho, during the past month, where he went to assist in taking inventory on the I. & W. N. R. R.

The E. & F. rolls have been transferred from this office to the offices of the various superintendents. This necessitated the laying off of three men, and the office is lonesome.

Mr. Geo. Pyette chief clerk, spent a week during the past month at Spirit Lake, Idaho, instructing the store department of the I. & W. N. R. R. in making up reports.

Mr. A. C. Beinert, chief timekeeper, is taking an extended vacation. He contemplates spending part of it in the South.

Mr. Herbert Love, formerly a member of this department, dropped in for a couple of hours the other day. Herb only gets over to see us about once a year, as he does not like the walk. He informs us, though, that he will be over real often as soon as they build the Tide Flats Car Line. We have faint hopes of ever seeing him over here again.

Mr. Joseph Smith and Mr. Francis Loonam are arranging for quite a celebration March 17. On account of their race being in the minority in this department, Mr. F. J. Kratchmer has consented to wear green for that day. Frank is often taken for an Irishman.

Messrs. Manley, Footitt and Heward, the famous English trio, were very busy the first half of the month, and it was all caused by someone failing to give February her full share of days. Cheer up, boys, March has the limit.

Mr. W. Johnson, gang foreman, spent several days in Portland, Ore., during the past month visiting his brother Harry, who was formerly a stenographer in this department. He reports a very pleasant trip, and talks very much about Portland girls, and this has caused Frank Kratchmer to become very restless.

Prairie du Chien Division Notes.

The new passenger depot at Stoughton is now completed inside and will be used commencing February 22. There is still some cement work to do on the outside of the building which cannot be done until warm weather.

A special train was run from Brodhead to Monroe February 20 on account of a basket ball game between the teams of these two towns.

A special train handled a large crowd of people between Madison and Stoughton February 21, on account of a ski tournament at the latter place.

Chief Dispatcher C. H. Agner has been suffering from an attack of the grippe, but is much better at present writing.

On account of ice being scarce at many points, an ice track has been put in at Lake Waubesa, just west of McFarland, by the Consumers' Ice Co., and 50 cars of ice per day are being loaded for various points.

E. F. Hoyer, chief dispatcher R. & S. W. division, was a Milwaukee visitor recently.

O. T. Vaughn, the veteran conductor of the Waukesha "scoot," is enjoying an extended leave of absence and will no doubt be off until warm weather. Mr. Vaughn entered the service in October, 1867, and well deserves the rest.

Plans have been prepared for a new depot at Woodman, and work will be started as soon as the weather will permit. The old station was destroyed by lightning some time ago.

J. J. Kelley, general yard master at Janesville, has been laid up for a few days on account of sickness, but is now able to be on duty again.

Conductor B. Mooney of the New Glarus branch has been off a few days on account of sickness.

Extensive changes are being made in the depot at Brodhead so as to make that building one of the best on the division. The changes were necessary on account of the increased passenger travel and freight business at that point.



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

Mechanical Department

Talks With Engineers

"The Engineer and the Draw-Bar."

G. F. S.

The great number of draw-bars being pulled out of cars while in trains is a condition that concerns all railroads at the present time, especially those having heavy power, and it may appear to us that as long as we continue to use the old cars in trains with the new steel under-frame cars, and locomotives with great tractive effort, that draw-bar troubles will continue, and that such troubles will occur at a time when our most important trains will be delayed as a result.

It is now up to the engineer to perfect his method of handling, to the extent that, as each draw-bar case is investigated, it will not reflect upon him as being careless or incompetent. The writer, as an engineer, pulled out draw-bars, but, unlike the average engineer, in most cases would admit after the deed was done that he was at fault, and he firmly believes that if he were to be under like circumstances again he could avoid like results.

When investigating draw-bar cases, I invariably find the engineer reluctant to admit that he is in any manner at fault, when in most cases it is a well known fact that he has made a mistake in his method of handling, and as a result the draw-bar was pulled out.

There are few of us who will not admit that the average draw-bars and timbers will resist the tractive effort of the largest locomotive successfully until some "slack action" takes place to cause undue strain, which, together with the tractive effort of the locomotive, causes the draw-bar to come out.

We are required to pull trains that at times use the maximum tractive effort of the locomotive, so we must then learn to control the slack in our train, and when we have become expert in this we have done all we can to avoid pulling out draw-bars, and until we do we can make our services more satisfactory and valuable if we will admit any fault on our part contributing toward a draw-bar failure. During investigations of draw-bar troubles, if we feel that our method of handling was not just as it should have been and that under the same circumstances we could avoid the damage done on the previous occasion, we should make out our statement accordingly and give an opinion as to how it should have been done. This would not belittle us in the estimation of others and we will gain the respect of all concerned, and we can profit by the other fellow's experience. Quite the contrary, if we always insist that the trouble was due to old defects, improperly made-up train, etc. Our superintendent will be inclined to administer discipline, and this the average super-



Engine Room and Air Compressor, Deer Lodge—John W. Hurst, Engineer.

intendent dislikes very much to do, but what is he to do when we pull out six draw-bars in one month and the other fellow in like service is not heard from.

We should be frank in our statements and speak of our own faults as freely as we would of the old defects, etc., and we will improve conditions generally and will solicit instruction from anyone capable of giving it to us; and we must admit that we can always learn and improve in the manner of handling long, heavy trains.

The old cars are with us and we cannot expect the railroads to destroy them, neither can they confine them to localities having the small power. So it is up to us to do our best, and when we find that we have made a mistake, and through our method of handling the action of the slack in our train has been so severe that a draw-bar has been pulled out, we should make out our statement accordingly and we will not be criticised as much as if we insisted that the trouble was in the make-up of the train, etc. Our employers know that we are not perfect and they want us to learn; the man that pretends to know it all is hard to teach.

I may say in conclusion, however, that an "all star" team of engineers on a division will not eliminate draw-bar damage without assistance on the part of inspectors and others at division points. In my opinion, assistance should be given something as follows: After trains are made up a

few hand-brakes should be applied on the rear of the train and the train thoroughly stretched and inspection made for "long necks" and air leaks, cars having long necks set out or switched to the rear and all air leaks repaired. A few dummy hose supplied to each caboose to couple hose at long necks that develop between terminals. And with the assistance of willing brakemen to run for switches to avoid trains stopping on heavy grades we can reduce the draw-bar damage to a minimum.

The Requisites for a Good Engineer.

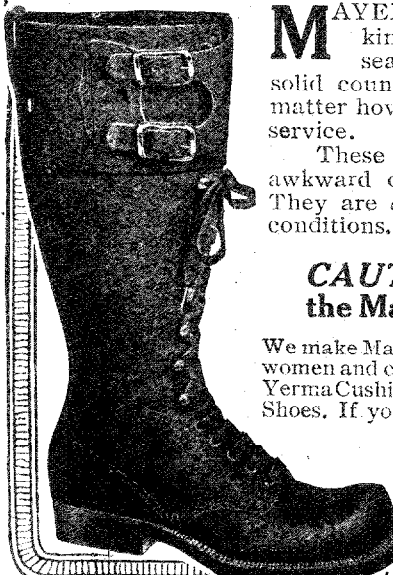
Railroads having become so important a factor in nearly all branches of human endeavor, a few words to the men who operate the trains, I trust, will not be amiss.

The modern locomotive engineer is perhaps one of the most important personages in the business today, as witness when some oversight or dereliction of duty on his part cripples the road for hours, or even days, thus affecting other business along the whole line because of delay to the traveling public and goods enroute, together with the large money loss resulting.

On our modern trunk lines, where traffic is heavy and the track, signal and operating system is complicated, those who want and those who expect to become successful engineers should begin early to make a study of the system in its operation and management, together with every physical




HONORBILT SHOES



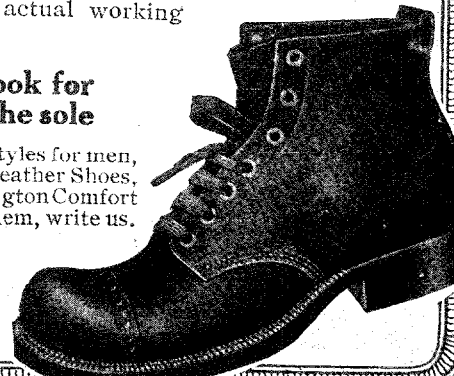
MAYER HONORBILT WORK SHOES are made for the hardest kind of use. They are stout and strong, made from thoroughly seasoned, extra durable leather, with heavy oak tanned soles, solid counters, double leather toes and double rows of stitching. No matter how hard on shoe leather your work is, they will give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

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



condition of the road. To be a successful engineer, a man should have a clear mind, sound judgment, a close and intimate knowledge of all things pertaining to his work. In order to have this all-important quality, he must abstain entirely from intoxicants and stimulants, for they only excite the mind and then deaden it and ruin the nervous system. An intimate knowledge of the rules and their strict obedience are imperative. The locomotive, fuel, train handling, air brakes and time-card schedules should be thoroughly studied. It is also a good idea to become familiar with the rules, signals, etc., of parallel lines, and their railroad crossing requirements.

On an engine on the road, at no time should any conversation other than that pertaining to the business of that train be indulged in, as it opens trains of thought that lead many times to disaster. Railroad-ing is a business, and the modern railroad man works under a high nervous tension, and, therefore, he should take good care of his health, live happily at home and abstain from all practices unhealthy to mind or body. He should train his mind to dwell at all times while at work on the business at hand, to the exclusion of everything else.

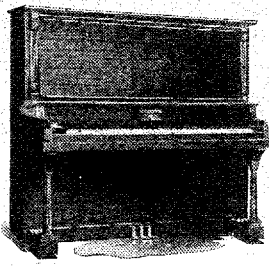
An intimate knowledge of fuel properties, combustion and air brake operation, are great agents for the successful operation of a locomotive. Knowledge and practice will do away with almost all break-in-twos and all preventable wrecks, as well as delays chargeable to negligence and slow methods of work.

In my many years of work on a locomotive I have always made it a practice to spend one hour on my engine before time of departure, and when called leave behind me all matters not pertaining to the work at hand, and on the road keep all trains constantly in my mind, and allow no conversation not pertaining to our work. At points of lay-over (turnaround, etc.), I have long talks with fireman, but always in a way to help him to realize the importance and responsibility of his position and impress on his mind that "minutes mean miles."

Once while riding with another engineer and after pulling into a siding, he had a lengthy conversation with his fireman about some trouble another engineer had gotten into. The expected train arrived and he got a signal to go, but had to wait until he had consulted his time card. His business was out of his mind. He was an unsafe man on a locomotive. It is the unexpected that happens, and at the unexpected moment, but by study, mind training and vigilance a man can become a valuable asset to his company.

With such a good and just company as the Milwaukee Railroad is, it is the duty of all of us to become such and "boost" for the road and company, and explain to all whom we meet the safety and justice of the good old Milwaukee, its gentlemanly

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The Pattern-Making Craft.

By J. F. Devine, Assistant Foreman.

First of all it is my wish to offer success to the Railway Employees' Magazine, every number of which I have read with pleasure.

The machinist, blacksmith, boilermaker, all first-class craftsmen, the fireman, and engineer, have all been heard from, and while the achievements of all are worthy of commendation, it is my desire to bring to mind the existence of the pattern-maker, who is still the leading craftsman of intelligence.

Pattern making is a trade of comprehensiveness and variety, in which intricate problems are constantly arising that require the patternmaker to be possessed of knowledge covering a wide field, making the craft a most interesting one, the foundation on which the foregoing craftsmen absolutely depend.

In the pattern-making trade one must be on the lookout for new ideas, one must be ready at all times to undertake work involving principles which he has not hitherto had occasion to use. He must be possessed of the faculty known as imagination, to be able from the inception of a piece of work to imagine it in its complete form in order that the molder may readily make the casting, the machinist to easily finish and assemble, the fireman to get up steam, the engineer to open the throttle, etc.

At Milwaukee shops there are two buildings, the Pattern Shop and the Pattern Storage Building. The Pattern Shop, 80x80 feet, is equipped with the most modern woodworking machinery, including saws, jointers, planers, woodturning lathes, and the latest addition, one of C. H. Besley's combination drum and disc sandpapering machines. Seventeen patternmakers and three apprentices make all the patterns used on cars, locomotives, bridges, buildings, and in fact for anything that a casting is required.

The Pattern Storage Building, 80x150 feet, of three floors, contains all of the patterns from which castings are made, numbering in the neighborhood of 25,000, and valued at around \$2,000,000, for the entire Milwaukee.

I sincerely hope the foregoing will find space in our valuable magazine.

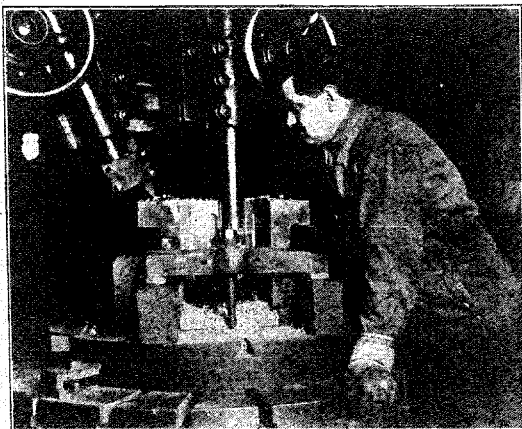


Machine Shop, Murdo, S. D.

A new year has begun and so far I have not seen any article in our magazine from a pumpman of our company. I will start the ball a-rolling. Much has been said in our magazine about efficiency and loyalty to the company we are working for. It strikes me that a pumpman can work for or against the company to quite an extent. There is quite a difference between a man that is running a pump station along the line and a man that is working in the yard, shop or factory. The latter is more or less under the eye of his superior at all times, while the first may not see a superior for months. Right here is a good chance to show what kind of a man you are. Inasmuch as you have been entrusted with all the apparatus needed for the work, take care of it as if it were your own. Do not handle your machinery and supplies with the idea "that there is lots more where this came from." Let us work not only with our hands, but with our brains, let us look about and see if we cannot improve a little here or there, and let us make up our minds to have as neat a place to work in as we can get, inside and out. Let us get away from mere cold duty and insert in our work a warm, inspiring love for the work we have chosen, and we will be astonished how quickly the clouds of discontent and seeming drudgery will disappear. And having read so far, let's fill our pipe, sit down, and think the matter over. A. CROME, *Pumper.*

North Milwaukee, Wis.

The new loading magnet at the Tacoma shops is creating a great deal of interest at the local shops. The apparatus is attached on the traveling derrick and will load about ten carloads of scrap in a day. This device is guaranteed to lift a weight of 1,500 pounds, will handle a heavy steel 30-foot rail as easily as a 10-pound bolt, and was built by Cuttler, Hainer & Co., of Milwaukee. It is the first machine of its kind to be used in the Western districts.



Driving Box. Two-Jaw Chuck, Dubuque Shops.

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The Get Together Section

With the April number, The Magazine enters upon its second year. That the first year should have been one largely of experiment, and of making its way into the affections of its readers, was to be expected. From all reports, and from letters like the following, of which many have been received, it would seem that its success was assured from the start.

"Malden, Wash.

"Dear Editor:

"In transmitting the enclosed letter, permit me to extend my felicitations upon the steady improvement in The Magazine, which is simply remarkable in view of the high standard established in the early numbers. With cordial regards, I am,

"Yours very truly,

"(Signed) MOTT SAWYER,
"Superintendent.

The aim has ever been to promote good feeling, to be helpful, to maintain lofty standards of manhood, and by bringing our great organization into closer touch, make TEAM WORK more effective. These combine the real meaning of our slogan—"Co-operation - Efficiency"—and without them and without a genuine feeling of good-will and interest in our work, the most elaborate organization must fall short of its highest efficiency.

No class of labor is more important than railroad craft, and none demands a higher standard of manhood. On the excellence of our work, and upon our faithfulness, depend the lives and safety of human beings, and this is a standard which mere money can not buy. Every true railroad man honors his work and feels that his duty does not stop with receipt of the pay-check; his is a moral responsibility, more than in any other craft in the world of industry. He gets good money, and the "value received" which is due his company is his best and most interested service.

In beginning its second year, The Magazine bespeaks the continued co-operation of all employees in promoting the ideals already established. That we have the best organization and the most loyal army of employees is well known; so let us continue to have the best magazine.

Non-Scheduled Freight and Passenger Agents' Association.

Here is a Get-Together which should have more attention:

On April 12, 1913, the above named association was organized at Madison, Wis., with seventy-five agents from various parts of the system.

The President, elected at that meeting, is F. W. Zimmerman, agent at Janesville, Wis.; H. B. Donaldson, agent at Sioux Falls, S. D., is Secretary and Treasurer;

and there is an Executive Committee composed of Messrs. Ober, Vaughn and Nichols.

The object of the association is, "Protecting and promoting the mutual interests of the non-scheduled freight and passenger agents and the Chicago, Milwaukee & St. Paul Railway Company in general. Also to exchange views and advance the interests of all and to insure uniformity in the transaction of business between the railway and the public."

The initial meeting, which occurred one year ago this month, was addressed by J. C. Prien, of Madison, on behalf of the mayor of the city and the company's representatives of the Capital City. Mr. Prien said, in part:

Assembled here this afternoon are more railroad agents than I have seen gathered together for some time on any occasion. Hailing, as you do from different states and all parts of this state, makes it doubly gratifying to us all because of the opportunity to grasp each other by the hand and to exchange words of greeting, encouragement and good cheer. We are all more or less hungry for just such meetings as this to enable us to create a closer relationship and friendship. I feel that many of you have made a long and tiresome trip and I hope you have been repaid for any trouble or inconvenience it may have caused you to attend this meeting.

While I am on my feet, I wish to call your attention to one matter which has not been touched on this afternoon, that is the frequent getting together of agents and inviting officials and heads of departments to co-operate with us by lending their presence, and this association which is formed today can do much about launching something of this kind. Frequent meetings can be arranged to bring about the required results. These meetings can be made very interesting, educational and instructive. For instance, heads of the various departments, such as auditing, traffic, operating, baggage, safety, tariff, claims, personal injury claims and legal, could call in person, make a talk and give us a verbal interpretation of the duties which we are to perform.

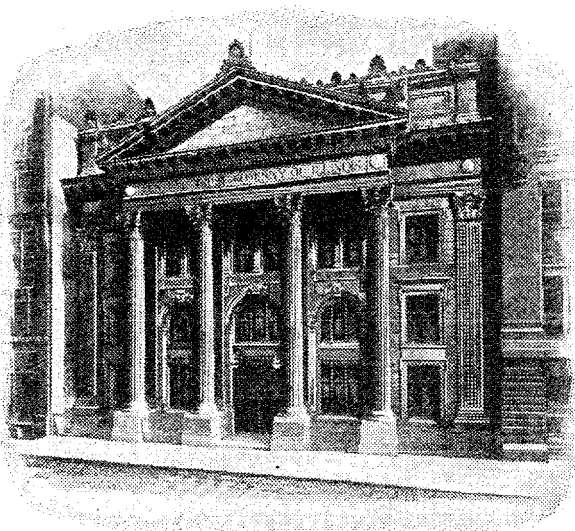
Personal interviews and talks and not correspondence do the business, a circular arrives, the reading of same is held in abeyance until time arrives when no other work is at hand. It becomes mislaid or lost, hence this link of instruction is lost. Important circulars no doubt would be brought up for discussion at these meetings and their meanings thoroughly planted in the minds of the agents and others interested.

Let us take as an illustration, to demonstrate what education and personal explanations can do. Supposing a shipper calls up our local freight office here with a view of ascertaining a rate on a certain commodity to a given point. The rate clerk or tariff clerk finds it difficult at once to give the information. He is sparing for time and becomes rattled; he has not enough ability to master the situation, for the reason that he has never had the proper training and initial guidance in looking up matters of this kind. The shipper becomes impatient and uneasy and after being told to wait a few minutes longer, or that the information must come from the general office, he gets into communication with the other line; they happen to have a man who is up on tariffs and gives the information offhand or nearly so, which impresses the shipper, and he, no doubt, will do business with the alert employe or the road

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R. CAMPBELL, Secretary

SCOTT CALHOUN, Counsel

Puget Sound Savings and Loan Association

"A Mutual Savings Society"

222 Pike Street Seattle, Wash.

The Northwestern National Bank

Minneapolis

Salaried Men

will find one of their chief needs filled by the

Savings Department

of this bank. Besides yielding a return on money deposited, a savings account is an incentive to thrift.

3½% interest is paid on savings.

Affiliated with the

Minnesota Loan and Trust Co.

Combined Resources, \$40,000,000

which equips such employees with guidance and training.

If an agent could attend meetings occasionally at which general discussions were held along the lines of tariff instructions and rulings, his mind would be kept refreshed and stimulated from time to time with the new methods of handling tariffs with expediency and dispatch, which he could convey to his rate clerk. This in turn would gain for the agent the confidence of his understudies. The agent must know his business or his organization is bound to go to pieces and the earning power of his office becomes disturbed.

There are numerous other advantages which can be gained, but for lack of time I am unable to go into that.

I just mention these matters to show the valuable use we can put our organization to, along the lines which are indicated in the preamble of our constitution.

I thank you for your attention.

Charles W. Searles of the Accounting Department, who made the journey over the Puget Sound Lines to Seattle, Tacoma and other western points, during his last vacation, saw an opportunity to "boost" for his company by writing a series of exceedingly interesting letters—concerning the country, the railroad and the service—back to his "old home town" in Adams County, New York.

The Puget Sound Lines traverse some of the most beautiful scenery in the world, and they serve some of the finest and most productive sections of North America—all of which is interestingly set forth by Mr. Searles, in a manner calculated to attract travel to our line. This, as Mr. Sewall has expressed it, is "Efficiency—plus." Every employee of our road, whether he is in the advertising department or between the rails, should constitute himself a committee of one to get business—either by doing as Mr. Searles did, by speaking a good word for the service and for the scenic beauties, or by making friends by his courteous treatment of patrons and expectant travelers.

The second annual meeting of the Puget Sound Pioneers' Club will be held in Seattle in June. The exact date will be fixed in time to make positive announcement in the May magazine.

Among the Madison folk who have become imbued with the "back to the soil" idea are Mr. and Mrs. William W. Winton, who have lived for a number of years at 209 North Hamilton street. They removed a few days ago to a farm which is known to everyone about this vicinity as the Miller farm. It is owned by Mrs. Winton's father. Mr. Winton, who is district passenger agent for the Chicago, Milwaukee & St. Paul Railroad company, will continue his work in that capacity just the same, as the farm is conveniently located for street car service and the distance to town can quickly be covered.—Madison Democrat.

We are looking forward to and hoping for a larger magazine this year and our publisher promises it as soon as he is able to secure a few more pages of advertising. We are strict in respect to the kind of advertising which is acceptable, but here is our chance to co-operate with the publisher, by writing to advertisers when they have something which interests, always mentioning our magazine. This will convince advertisers that the magazine is thoroughly read, and a publication which is read from cover to cover is always considered a good advertising medium.

Special Commendation

Conductor H. L. Biggs, west I. & D., is deserving of special commendation for preventing an accident to No. 1 recently on account of a broken rail one mile east of Dolton. Mr. Biggs was on way freight west, ran over this rail, stopped his train and sent a flagman back to protect No. 1. No. 1 was notified and picked up section men, but before it could pass over this rail it was necessary to put a new tie under the broken piece, which was about three feet long.

At 5:30 a. m. Pat Ryan and switch crew, with switch engine 1023, going up onto the east loop at Manilla to open the switch for S. C. & D. train No. 1, discovered a rail broken and immediately summoned Section Foreman N. E. White. No. 5, the fast mail, which was nearly due, was allowed to pass over it slowly, then two freight trains pulled out cautiously, after which Foreman White and his men soon had the rail changed without occasioning any delay to traffic. Foreman White says, "Come again, Pat, but not so early in the morning, please."

On Feb. 10 Operator A. J. Aason at Junction switch reported to the train dispatcher that train No. 1 had a flat or broken wheel passing Junction switch. The train was stopped at Milbank and inspection showed a broken rim on the wheel of mail and express car 490 about thirty inches long. Operator Aason is to be commended upon noticing this defect when the train was passing and promptly reporting it to the dispatcher.

Train No. 64 March 2, consisting of sixty-two loads and twelve empties, 3,030 tons, when passing double track switch near Ortonville, Minn., Operator Harry Milton discovered a brake beam down on St. P. car 500448 and flagged the conductor, who was riding on the caboose. The train was stopped as quickly as possible and the brake beam found to be in a very bad condition, being completely down, and both brake shoes sliding on the rails ahead of the wheels, the car being the twelfth car from the engine.

On extra west Feb. 29 H. L. Biggs, conductor. While passing Floyd tank west of Sanborn the pumper, Mr. William Pangborn, discovered a brake beam dragging and succeeded in calling the attention of the train crew to it. On stopping the train it was found that the brake beam hanger on one of the cars was broken and the brake beam locked between rail and wheel, which was liable to cause derailment at any moment. It is gratifying to note the interest in these matters manifested by our employees.

On Feb. 12, while Ex. West B. Carleton, conductor, was pulling out of Lyndon, Conductor L. D. Daniels of No. 93 at that station discovered a brake beam dragging on the fifth car from the engine and promptly flagged the train. It was found that the forward and back bolts on the box of the forward trucks were gone and only a slight jar was necessary for the box to tip over, as the lower strap was hanging down and nothing held the box except the weight of the car. But for Conductor Daniels' vigilance and the prompt stopping of the train a serious accident would undoubtedly have occurred and a credit mark has been placed on his record.

Brakeman August Bishoff of Waterloo, Wis., performed an act of heroism worthy of a Carnegie medal in saving the life of the little daughter of Mr. and Mrs. Victor Wagner of Waterloo. The child stood near a car where a heavy piece of machinery was being unloaded. The machine slipped off the skid and was about to fall on the child when Brakeman Bishoff leaped to the platform and thrust the child aside, receiving the blow himself. He was severely injured and narrowly escaped death, but his friends will be glad to know he is recovering.

Foreman C. Miller, Galewood, and Engineer E. McArdle, Chicago, have received special credit for quick movement of train with 35 loads and six empties from Yard No. 2, Galewood, to the Belt R. R., on Feb. 26. This train left Yard No. 2 at 8:55 p. m., arriving at Division street at 9:45 p. m.; leaving there at 10:15 p. m. and arriving at Belt R. R., 22nd street, at 11:55 p. m., thus saving the per diem expense, amounting to \$13.45.

L. E. Daniels has received a letter of commendation for his devotion to duty, when he remained by a broken rail which he discovered on February 19 in eastbound track east of Cheney, Wis., until relieved by the section crew.

Engineer Fred Kennison, who is working on the switch engine at Manilla, was given a credit mark and letter of commendation for the discovery of missing nuts on the column bolts of a car about to leave the terminal.

Conductor Elmer Gardner, Brakemen Walter Walrath and Clarence Workman, and Engineer Seymour Brown and Fireman Ralph Van Dorin were given letters of commendation and credit marks for special service performed for the company's interest during a blizzard when the section force at Tama refused to work.

A. H. Claussen, operator at Newhall, received a letter of commendation and credit mark for discovery of brakes sticking while No. 11's train was passing his station March 17.

Operator Grossman noticed broken oil box on mail car on No. 11's train when it stopped at Elberton station February 23. Report was made of the matter and car set out to avoid damage. The operator was given a letter of commendation and credit mark.

Operator G. A. Stigler of Collins station discovered defects in No. 11's train as it was passing his station February 23, and was given a letter of commendation together with credit in his record.

Engineer E. P. Eischied, Conductor W. H. Brown, Brakeman Edward Davis and Brakeman Ross Erven of the Middle Division were given letter of commendation and credit mark for special service rendered the company at Tama February 6.

Credit mark has been given Section Foreman Martin Larson of Red Wing, who discovered a brake beam dragging under a car in Extra West, Blackstone, conductor, February 25, and whose prompt action was doubtless the means of preventing a serious wreck.

Conductor C. A. Burg has been given a credit mark for discovering a box with no packing on St. P. car 54920 at Winona. With the long trains handled over the River Division, a conductor must be unusually watchful to discover anything of this nature.

Station Baggage-man H. C. Langdon at Faribault has been given a credit mark for his watchfulness and his prompt action in stopping train No. 65 March 4, when he discovered a brake rod down and dragging on the engine. His action indicated that he is imbued with the spirit of co-operation.

A credit mark has been given Section Foreman J. Krelberg at Frontenac, who discovered a brake rigging dragging under car in train No. 68 February 13, and went considerably out of his way to make sure that the train dispatcher was immediately advised.

Section Foreman G. Christianson at Calmar, noticed a brake rod down on one of the cars in train No. 93 February 10 and promptly notified the train crew so that repairs could be made before the train left the station. Mr. Christianson was given a credit mark for his watchfulness and prompt action.

A credit mark has been given Signal Maintainer J. L. Sokolik on the River Division, who discovered a broken rail two miles west of Wacouta February 19, and made immediate report of it.



A BIGGER JOB for YOU

Young man—there's a bigger job, a better job, more money, more responsibility waiting for you in a **NEW AND UNCROWDED PROFESSION**. New conditions have arisen, new problems; for modern transportation is a jungle of routes and rates calling for specialists, calling for men who have been trained, men who possess expert knowledge of the trails of traffic. And you can now get this training. Simply clip the coupon below and mail it. You can get the necessary knowledge; at small expense and in a short time; you can fit yourself to command a *high salary* as

TRAFFIC MANAGER

For our *Interstate Commerce Course* enables you to study **AT HOME**, without leaving your occupation or sacrificing your present income. It is a simple, practical, logical course—*easy to understand*—which makes you thoroughly versed and proficient in the *strategy of shipping*, including routes and classifications, interstate commerce rules and regulations, etc., etc. The instruction is given by some of the biggest traffic managers in the country. So simple that anyone with ordinary intelligence, with reasonable application, can master this new profession.

Earn \$35 to \$200 a week

There are *half a million* **LARGESHIPPERS** in the United States. Practically every one of them needs an expert traffic man, and this need is recognized as never before because of the recently enacted railroad rate laws and interstate commerce regulations. The demand for trained and efficient traffic men is many times greater than the supply. **THERE'S ROOM FOR YOU.**

All you need is training

And you can now get this training easily. Simply clip the coupon below, sign and mail it once, and we will send you **FREE**, postpaid, a handsome portfolio containing complete information concerning the opportunities and requirements of this splendid profession. **Get your start now—RIGHT NOW.** Clip the coupon at once.

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La Salle Extension University
Dept. 702, Chicago, Ill.

I am interested in the new profession—Traffic Management. Please send me full information and Traffic Book, free of all cost.

Name _____

Occupation _____

Free

One of the best runs ever made in this district was done with fifteen cars stock from Montevideo and nine cars, local stock. C. & M. extra east, Conductor Dodge, Engineer M. Durkin, Fireman John Dennis. Stock passed Pacific Junction at 10:31 p. m., February 22, en route to Galewood; taken off at Hermosa 10:46 p. m. and arrived at Western avenue 11:10 p. m. Departed Western avenue 11:45 p. m. and arrived Union Stock Yards, Chicago, 12:35 a. m. February 23. Handled through terminals in one hour fifty-nine minutes with three switches at Hermosa to get stock together (a delay of 15 minutes), setting out one car of milk at Western avenue and three cars meat at Ashland avenue for C. J. Ry. Employees involved have received letters of commendation from Superintendent P. L. Rupp.

Crossing Flagman J. Fisher, Wausau, Wis., has received letter of credit from Superintendent Ober. He discovered broken rigging dragging on St. P. car 60457 February 20 and notified Conductor Munger, thereby preventing serious damage.

Special commendation is due Conductor E. L. Swalley, Cedar Falls, for discovering sprung axle on St. Paul car 501682 at Monroe, Wash., on January 10. The timely discovery no doubt prevented a derailment or more serious accident.

March 12, on Tacoma Eastern, Brakeman Mitchell discovered car off track in train No. 92—got signal to head end and stopped within six car lengths, thereby saving a bad derailment.

Engineer H. J. Viet received commendation for noticing a brake beam in rear of his train dragging under train by the dust it stirred up. He stopped train and prevented what might have been a bad accident.

Conductor T. H. Dunn deserves special credit for flagging extra east Peterson, whom he met at Bridgewater, to call attention to brake beam dragging under train. Train was stopped in time to prevent bad derailment.

Section Foreman C. Leppens of Reliance deserves special mention for reporting bad flat wheels on car in westbound train passing his section.

Section Foreman H. M. Drown deserves special mention for calling attention to pair flat wheels on car in No. 98 passing his section.

Recently a certain delegate from Marmarth to the Yellowstone Trail Meet at Mobridge, S. D., lost his pocket-book in the observation car of the The Olympian. The book, which contained a large amount of money but no identification, was picked up by Flagman Dan McGrath, who at once took extraordinary measures to identify the owner. He was successful and the property was restored after a bad half hour spent by the owner.

James Kinney, section foreman, T. M. Division, has received a letter of commendation from Superintendent F. G. Hill for discovering a broken flange in wheel under car of coal, recently. It possibly saved a very serious accident.

Record to the credit of Brakeman J. W. Russell, of the Stoughton, Wis., switching crew, has been made for discovering injury to track caused by a loose truss rod on car in No. 61 February 24, which caught in the scale track switch, leaving it open. He flagged No. 4 and thus saved a bad accident to the passenger train.

On February 27, between Healy and Grayland, on train No. 151, Fireman Oscar Warner discovered a car door that had fallen and lodged in a bridge on eastbound train. He notified agent at Grayland, who arranged to have the obstruction removed. Fireman Warner is to be commended for his alertness and action taken.

The following letter to Superintendent E. W. Morrison, from Mr. Carl Kinsey, secretary of the Apollo Musical Club, speaks for itself:

Dear Sir—For the past four or five years I have been making a round trip between Delavan, Wis. and Fort Wayne, Ind., by freight train, that I might have my saddle horse at

Delavan Lake during the summer months. During my travels over the St. Paul line from Chicago to Delavan and return I have had the pleasure of meeting some exceedingly courteous and delightful trainmen; and on my last trip I met your conductor, W. F. Ingraham. He showed me the most courteous attention in more ways than one and I beg to assure you such attention is appreciated on a trip like this.

Very truly yours,

CARL D. KINSEY.

Milwaukee Terminal Division.

Josephine Healy.

Highly commendable and worthy of mention is the work performed by Engine Foreman Jacob Meyer, Chestnut street district, Milwaukee terminal division, when he saved the company a large amount of money by having the company's interest at heart, and "being on the job."

A car loaded with hides at Chestnut street, leaving Milwaukee at 12:40 a. m. on March 4 was pilfered in transit between Gibson district and North Milwaukee, the thieves throwing numerous bundles of hides from the car, along our right of way, no doubt expecting to collect their booty later.

Foreman Meyer left Milwaukee at 6:10 a. m., and in the vicinity of the Milwaukee-Northern crossing discovered that our right of way was strewn for blocks with these hides. He picked up and located 49 bundles, bringing them to Chestnut street. It was found on rechecking the car that eleven bundles of hides were missing.

Mr. Meyer received a letter from Superintendent Hinrichs assuring him that this meritorious work is appreciated by the officials of the company. This is a demonstration of what a valuable asset to the C., M. & St. P. Ry. Co. a loyal employee proves himself by being on the alert and ever watchful to do a little more than is expected of him.

On February 23 Car Inspector Ed Neville, Marmouth, N. D., discovered a man unconscious in the bunks of St. P. refrigerator 29596. The man was, of course, "stealing" a ride; had crawled in beside the charcoal heaters and been overcome by the poisonous gases. He was removed to the hospital and now rejoices that Inspector Neville's timely appearance saved his life.

Olympian Service.

Spokane, Wash., March 11, 1914.

Editor Milwaukee Magazine:

Having just returned from the East on The Olympian, I would like to express through your magazine my gratification at the service and courtesies extended to me by the Milwaukee employees. I took pains to learn the names of the men who seemed to take real pleasure in helping to make the journey comfortable and enjoyable. The sleeping car conductor, Mr. McDermott; our porter, John Bryant; Mr. Ingraham, the steward, and Richard Bradshaw, the waiter who served me in the dining car, all seemed so interested in making the passengers happy that I hope you can find it convenient to make special mention of them in the Railway Employees' Magazine, a copy of which I have seen.

Yours very truly

MRS. A. C. BRINTNALL.

The following was received from Mr. J. H. Bryant, relative to our excellent trans-continental service:

Portland, Ore. February 7, 1914.

Mr. E. M. Taylor, City Passenger Agent,
C., M. & St. P. Ry.,
Portland, Ore.

Dear Sir: This is to advise you that my mother arrived from Dell Rapids, S. Dak., on the 6th inst. over your system.

I want to express to you my appreciation for the manner in which mother was taken care of on her trip, being nearly seventy years old and not in good health, we were somewhat concerned about her making the trip alone.

Mother advises me that your employees showed her every attention possible from conductor to porter, and stated that it would seem

Genuine
"Illinois"

One More
Chance
For You!

\$100
Cash



I have decided to offer once more to readers of this paper these terms that are the sensation of the watch trade.

I have enough more of these watches to satisfy all who order promptly. Be one of those to profit this time, sure.

Arthur Spiegel
Pres't & Gen'l Mgr.

Here's the chance for everyone, no matter what his income or financial condition may be, to own a really fine timepiece. 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 \$1.15 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 timekeeper. Ask anyone who knows watches.

Big Jewelry Book FREE

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

Tear Off This Blank and Mail

Good 30 Days We cannot deliver this watch to cities of over 100,000 population

SPIEGEL, MAY, STERN CO.
3221 Wall Street, Chicago

I enclose first payment of \$1.00, for which send, express paid, the 17-jewel Illinois Watch No. D4FE277, described in your advertisement. If I keep it, I will pay \$1.15 each month until \$13.75 has been paid. If I return it within the 30-day trial period you are to send me back my \$1.

Name.....

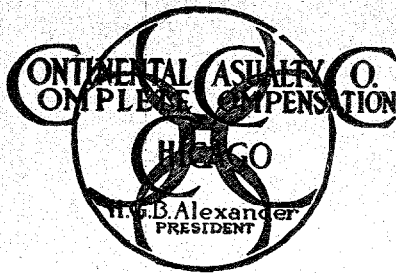
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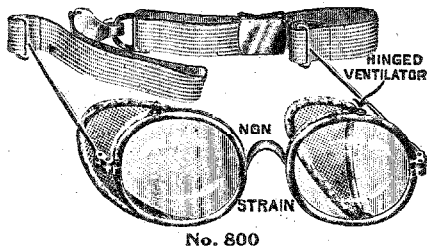
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**Insures More Railroadmen
Pays More Railroadmen
Employs More Ex-Railroadmen
THAN ANY OTHER
COMPANY**

Before I'm
hurt tell me
how little In-
come Insur-
ance costs.

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

Non-Strain Goggles



**Look at this Clear Vision
Comfortable Fitting Goggle**



Ask Your
Watch Inspector



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

Ophthalmoscope Co.

440 Dorr Street Toledo, Ohio

that all had instructions to see to her comfort.

I would like to have written all of your employes whom she met if I had their names, and thank them personally, but I have only one, Mr. P. J. Hooval of Jackson, Minn., and I have written him thanking him for his courteous treatment.

Again thanking you for kind treatment, and assuring you of our future patronage, I am,

Very truly yours,
J. H. BRYANT.

Now the Pioneer

Even the globe trotters recall with longing Dan Healy's dinners on the Pioneer. Here's a letter from Frankfort, Germany, dated Feb. 17, 1914:

"Mr. Healy: If all goes well I will eat dinner with you on the Pioneer Limited March 19 (Thursday), which means I will travel almost 5,500 miles to do it, but it is worth the trouble. I sail from Liverpool Feb. 28 on the Lusitania. My dear wife writes me she had dinner with you on Dec. 31 and greatly enjoyed it. I dined in Paris that evening.

"Remember me to Sam. Best regards to yourself. Yours truly,

(Signed) "DR. HOLCOMB."

It is hoped Dan had the doctor's favorite salad that night.

Mrs. Pankhurst Liked Our Service.

11 Avenue de la Grande Armee,
Paris, January 5, 1914.

Dear Sir—Mrs. Pankhurst wishes me to express her appreciation of the comfort she experienced while traveling on the C. M. & St. P. Railway, and of the kindness and attention which was shown her by members of the staff. I am,

Yours faithfully,
C. BURROW,
Secretary.

Mr. C. N. Souther,
Chicago.

Kansas City Terminal.

Chas. A. Holcer.

Archie Brown, formerly a machinist apprentice at Kansas City, now a machinist at the Dubuque shops, was in Kansas City renewing old acquaintances recently.

L. J. Mertz, formerly engineer on the K. C. division, has been visiting friends in this city.

Engineer Chas. Green and family have been visiting friends and relatives in Oklahoma.

Albert Schlitz, machinist apprentice, has been transferred to the Dubuque shop, where he will complete his apprenticeship.

Mr. Frank Zemanek of Dubuque is serving a portion of his apprenticeship at the Coburg roundhouse.

Mrs. J. E. Jones wife of our local live stock agent, has just recovered from a serious operation at the St. Joseph hospital.

The C. M. & St. P. baseball stars are brushing up their uniforms preparatory to a training campaign.

Miss Ethel Kopy, stenographer in Superintendent Richards' office, returned recently from a visit with friends and relatives in Toronto, Canada. She reported having had a very enjoyable time. We feared very much that some young Canadian would induce her not to return to Kansas City, but somehow she escaped them, for this time at least.

Lawrence V. McDaniel, storekeeper at the roundhouse, and his wife visited relatives and friends in Adrian, Mo., recently.

George Shettler recently made a business trip to Laredo in the interest of the callers.

Engineer E. C. VanBuskirk was called to Racine, Wis., due to illness, which later resulted in the death of his sister.

Engineer Joseph Fitzgerald has been called to the bedside of his brother, who is dangerously ill at Joliet.



E. A. Rupp.

To follow the suggestion of Conductor D. J. Marlett in our January Magazine, I herewith present my photo also, in my fiftieth year, and a brief review of my services.

I entered the service of the C., M. & St. P. Ry. the 20th of March, 1878, at the age of 14, in the capacity of messenger and call boy, in what was then known as the old Prairie du Chien yard, with office at foot of Seventh Street, Milwaukee. I had for my immediate superior Miss Caddie Philbrook, operator, who also taught me telegraphy. I entered the train service as passenger brakeman in 1880. In 1882 I was transferred to C. & C. B. Illinois Division as freight brakeman, promoted to freight conductor February 1, 1887, and to passenger conductor May 1, 1901, which position I now hold, making in all (with a few intermissions totaling about two years) a service of thirty-six years with this company, and I want to say in connection therewith that I am proud of the fact I am in the employ of a company like ours, for I don't believe there is another railroad with so considerate and efficient a staff of officials. They certainly have the confidence of the rank and file, and having the confidence and good-will of your officials makes work a pleasure and to the company's interest as well as your own.

I also want to voice my sentiments towards our B-I-G little magazine, bringing news and information from the entire system, something we never had before only indirectly, and then only some local items that would probably interest a few acquainted with the surroundings.

Conductor C. & C. B. Ill. Div.



A Grip Like Iron
A "Feel" Like
Silk

Soft, strong, built to fit your hand and built to last: these are the unequalled advantages you get in Hansen's Gloves.

Their careful building includes a glove for every line of railroad service—a glove with every detail of pattern fitted exactly to every detail of your work.

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The Gloves of Efficiency

Soft and pliable, yet strong enough to give complete protection against water and steam, heat, weather and hurt. Perfect leather—specially tanned to wear long and look fine to the last. Easily cleaned in gasoline. Write for booklet.

Ask to see the handy Protector or lighter "Glad Hand," the Switchman's Slip-Off Mitten, or any of our 500 styles for driving, farming or sport. If your dealer has not the Hansen Line we will send booklet and tell you where to buy.

O. C. Hansen
Mfg. Co.

287 Milwaukee St.
Milwaukee, Wis.



Hirsch Uniforms

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

Made by Union Tailors

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

Give Us a Trial

Jas. H. Hirsch & Co.

M. F. BIRK, Manager

223 W. Jackson Boulevard

CHICAGO

Pantasote

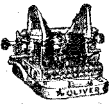
A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE CO.

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NEW YORK

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SAN FRANCISCO

TYPEWRITERS

Any Make  You Want

SLIGHTLY USED AND REBUILT

YOU will be interested to know that you can buy a good, reliable typewriter for from \$15 up. Every machine fully guaranteed. Satisfaction guaranteed. We refer you to C. M. & St. P. Home Office or ask J. H. WELKER, Savannah, Ill.

Write now for catalogue and prices

BEN SAMUELSON & CO.

DEPT. C, 219 SOUTH DEARBORN ST., CHICAGO

On The Steel Trail

Notes from Rocky Mountain Division.

G. M. Hayden.

Dispatcher R. W. Magett returned January 1 from a thirty days' leave of absence spent in the "Sunny South" at his home in Wilson, N. C.

Mr. C. H. Oberholtzer, chief clerk to Superintendent Murphy, went to Aberdeen, S. D., January 24 to attend a meeting of chief clerks relative to mail weighing. Messrs. Willis, Dietrich and Larson of the president's office were also in attendance.

February 6 at 2 a. m. the thermometer registered 40 degrees below at Three Forks. Up until that time we practically had no winter at all and now again it is like Indian summer.

Mrs. Lillwitz of Butte, wife of chief clerk to Assistant General Superintendent E. H. Barrett, is in the East visiting for six weeks.

A. Bullwinkle, claim agent, received a letter a few days ago from Sinclair, Mont., addressed "Superintendent, Killed Cow Dept., C., M. & St. P. Ry."

Stenographer G. E. Hoople spent a few days in Tacoma and Seattle the early part of the month.

The writer returned the 15th of February from his two weeks' vacation and took a ride on the baby "Olympian" over to Spokane. This is some train and they certainly go some.

Engineer Chas. Davis, who pulls the "Olympian" just returned from a two weeks' visit to the Twin Cities and Milwaukee. We expected Charles to bring some one back with him, but evidently she said "No."

Material Clerk G. R. Game spent a day the early part of last week in Butte having his picture "took." The proofs which were received were evidence that the ordeal wasn't too much for the machine but we had our doubts.

Machinists and Boilermakers Lodge gave a very pleasant dancing party at Three Forks February 18. About 150 couple were in attendance and all report a very pleasant time. The decorations were in excellent taste, and the music for the occasion was furnished by Brennan's Orchestra of Butte.

Mr. J. J. Murphy, formerly trainmaster on the Columbia division, has been appointed superintendent of the Rocky Mountain division, vice W. H. Molchoir, assigned to other duties; and A. H. Wilkins, trainmaster of the Missoula division, has been transferred to the same position on the R. M.

Southern Minnesota Division Notes.

T. P. Horton.

Lots of changing around on this division and some new names on the payroll.

R. H. Solberg bid in the station at Easton, new man named Plunkett going to Houston. Plenty of work around Houston in the freight rustling line.

E. H. Laugen, extra dispatcher on the east end, bid in the side wire at LaCrosse and is now on the job.

J. C. Whalen from Easton has been installed agent at Isinours in E. H. L's place.

R. C. Sackett, who has been relieving at Isinours, has returned to his home in Lanesboro.

Roy Wood, operator at Lanesboro, worked at Lax on side wire a few days while R. N. Miner was being transferred to Howard station on bulletin. Emergency Man Sackett filled in at Lanesboro.

Dispatcher Canfield at Madison has left the service and Extra Dispatcher Malone from Jackson has gone back to Madison. First trick operator's position at Jackson, operator at Houston and agency at Welcome up for bids. New man named Fisher from some seaport west of Jackson is filling in temporarily at Jackson. There seems to be a change of operators at that place weekly.

Vienna station up for bids again. Stevens

from Jackson acting as relief in Bailey's place. Don't know where Bailey blew to.

Agent Lasely at Alpha on sick list. Helper Huff from Whalen worked as relief until L. A. Schendel arrived and took the reins.

Agent Hanson at Wessington Springs escaped for a few days, relieved by a new man named Ellers.

Every one is trying to get rid of foreign cars just now, so all should do their part.

This is our journal of information and it is up to all of you to assist in sending in the news so that those on other parts of the system may know what is going on.

We have completed a year and I certainly have appreciated the many items of interest that have appeared.

Here's success and prosperity to the Magazine and the Milwaukee for a long time to come.

Milbank Notes.

J. M. Colter.

Wm. Ross and Victor Hanson of the B. & B. department attended the "Safety First" meeting at South Minneapolis, February 9, and reported a good meeting.

General Foremen T. S. Manchester and J. Opie made a call at Milbank February 19, looking up the use of soda ash.

E. B. Gibson, dispatcher helper, had the misfortune to fall in one of the pits in the roundhouse the morning of February 4, thereby injuring his side. Harry Boerger is taking his place.

G. A. Colter, roundhouse foreman, was in Minneapolis February 2 and again February 9.

Mr. and Mrs. Wm. Letts were called to Minneapolis on account of the illness of their daughter, Miss Kate Letts, who underwent a serious operation at St. Barnabas hospital.

Mrs. Amos Reeve, wife of Engineer Reeve, is making a short visit with friends in Montevideo.

Roadmaster E. W. Phelan has just returned from a trip to the Pacific coast.

West I. & D. Items.

M. C. Corbett.

Mr. John Anderson of Monona, Iowa, father of Assistant Superintendent C. A. Anderson, Mitchell, visited his son for a few days this week. Mr. Anderson worked for the Milwaukee Co. for thirty-five years, being at one time roadmaster on the I. & M. division.

Mr. and Mrs. G. C. Ferguson have been sojourning at Excelsior Springs, Mo., where Mr. Ferguson went for the benefit of his health. Reports received from there indicate that he is improving, which I. & D. boys are glad to learn.

Mr. M. M. Burns, one of our popular passenger conductors, and wife are on a pleasure trip in the South. Card received from Mr. Burns at Florida states that they are having an enjoyable trip. Conductor J. C. Wiley has his run during his absence.

Engineer C. A. Beebe has returned to work after an absence of about ten days, spent on his farm near Reliance, where he made arrangements for spring planting. Engineer Wm. Long covered Mr. Beebe's run during his absence.

Operators H. A. Jacobs and L. L. Long of Rock Valley, also Fred Sweep, agent at Parker, are attending Ticket Agents' Convention, which includes side trips through Grand Canyon of Arizona and other points of scenic interest in the South.

Mr. G. H. Elton, operator at Canton, is on the sick list.

Mr. T. J. Ryan, agent at Menno, is taking a two weeks' vacation attending to business matters at Lewiston, Mont.

A. J. Rozum, dispatcher, is taking a few days' layoff attending to business matters in Minnesota. Extra Dispatcher E. A. Farr is working Mr. Rozum's trick. Mr. A. W. Hakes, until recently postmaster at Rock Valley, is working in Mr. Farr's place.

Miss Mary Johnson, clerk in assistant superintendent's office, spent Sunday in Sioux City.

Dakota National Bank

United States Depository

ABERDEEN, S. DAK.

GEO. G. MASON, President
S. H. COLLINS, Cashier
R. P. ROBERTS, Asst. Cash.

Responsibility of Stockholders
\$15,000,000.00

W. A. CLARK *Established 1877* J. ROSS CLARK

W. A. Clark & Brother

Bankers

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Butte, Montana

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

UNION SAVINGS & TRUST COMPANY

Hoge Building Seattle, Washington

Capital and Surplus - \$ 800,000

Total Assets over - \$4,900,000

JAMES D. HOGE
President

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Cashier

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

The National Bank of Tacoma

Tacoma's Oldest and Largest Bank

Capital \$ 1,000,000.00
Assets over \$10,000,000.00

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Vice-Presidents
STEPHEN APPLEBY, Cashier
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The First National Bank of Missoula, Montana

ASSETS \$2,000,000

Oldest National Bank in Montana

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

Correspondence Solicited

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

Farmers-Merchants State Bank

Malden, Wash.

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

Any Correspondence Cheerfully Answered

Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS

Interest Paid On Time Deposits

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JOHN D. RYAN, Vice-President

C. C. SWINBORNE, Cashier

R. A. KUNKEL, Assistant Cashier

R. W. PLACE, Assistant Cashier

Charles H. Brown, Engineer, C. & C. B. (Illinois) Division.

My service with the C., M. & St. P. Ry. commenced in 1873, when I accepted employment as engineer with the old Western Union, between Rock Island and Milwaukee. Previous to that time I had been in railroad work in New York State, where I was born, and in Ohio and Indiana. I remained on the run between Rock Island and Milwaukee until 1881, when I asked to be and was transferred to the Council Bluffs Division. At different times since then I have operated between Chicago and Savanna, Chicago and Janesville, Chicago and Kirkland, Chicago and Elgin, and was given my present run from poorhouse to poorhouse (mine and the county's), Chicago and Dunning, on January 1, 1900.

I am now in my forty-first year of service on the Milwaukee, have become bow-legged going around curves and bald-headed from sleeping in short beds. I have had no accidents worth mentioning, am the youngest of a family of four, all of whom are living, and, although in harness for nearly fifty-five years, can still do a full day's work.

News of the Coast Division.

J. S. Eccles.

Miss Gusta Furst, stenographer in Superintendent Richards' office, has resigned to accept a similar position in Superintendent Willard's office at Missoula.

Conductor C. B. Willard and wife are taking a two months' vacation, making an extended trip to Hot Springs, Ark., and other places of interest through the central states.

Night Station Baggage-man Foster, Tacoma station, is on leave of absence, having gone back to Des Moines, Iowa, to close up matters in the estate of his son, who died some time ago.

Robert Thompson, foreman in B. & B. department, has resigned and will enter business for himself at Oconto, Wis.

J. Manuel, chief clerk in the commissary department, has returned after a ten days' business trip to Chicago.

Miss Clara Field, stenographer at the freight office, is taking a three months' leave of absence. Miss Florence Cooper, formerly of the superintendent's office, is relieving her.

Thos. J. Hughes, chief clerk to District Master Mechanic Hamilton, has resigned to accept a position elsewhere.

Fireman Arthur Hand is laid up in St. Joseph's hospital with a badly cut hand, which he received while on a pleasure trip at Thrift, Wash.

The editor-in-chief made us a call last week in the interests of the Magazine. Our genial agent, Fred Alleman was delighted to meet her at the Union station and take her for a tour of inspection in his automobile about the shops.

Machinist Theo. Grunert is the proud winner of a box of 50 extra fine cigars from General Master Mechanic Rusch. Mr. Rusch claimed that he didn't have a man in the Tacoma shops who could line up the big tandem compound engine in the power house, which was in bad shape. Mr. Grunert took the bet and has made a record.

Section Foreman Wm. Schindall of Kapowsin expects to make a trip back to Oshkosh, Wis., soon. It is rumored that he expects to bring back a bride.

The old U. S. Grant locomotive No. 126 is still doing service around the yards and working extra on T. & E. passengers Nos. 3 and 4. The Grant's running record extends back to

1880 for the company, and she is the oldest engine in service on the western division.

The fact that there are many fast amateur ball players among the Chicago, Milwaukee & St. Paul railroad employees in this city will be proven this spring when they enter the field well trained and togged in new uniforms.

Milwaukee employees numbering something like 1,000 men in this city, among them being many good ball players, are very enthusiastic.

R. A. Grummel, manager of the telegraphers' team of last year, has begun a movement to get together all the first-class players of all departments for a general tryout of three Sundays. The first tryout was held Sunday, March 8, and the infield selected. Catcher Melroy; first base, Casey; second base, Henry; shortstop, Kratschmer; third base, Baughn and Hennesey.

Iron Man McGinnity, owner of the Tacoma Tigers of the Northwestern league, assisted the boys in this selection.

The committee in charge is as follows: R. A. Grummel, manager; F. Kratschmer, secretary; M. J. O'Conner, treasurer and F. A. Valentine, press agent.

Items from North La Crosse.

H. J. Bullock.

Conductor Moody of Dubuque division has resumed work after an extended absence.

General Yardmaster J. H. Lutiger and Yard Foreman J. W. Cary have returned from Minneapolis after a few days on legal business.

Conductor W. W. Conley, who has been suffering with pneumonia at Chicago, is reported out of danger and doing nicely.

Mr. D. C. Cheney recently visited La Crosse in the interest of the equated tonnage system.

Veteran Switchman John E. Wilson is visiting Washington, D. C., trying to pick out the old marching route he made with the Union army in 1863.

Safety Appliance Inspector J. M. LaCourt was called to Minneapolis on important business a short time ago.

Safety First Committee for 1914, LaCrosse division, is as follows:

Superintendent J. A. Macdonald, chairman.

Trainmaster D. E. Rossiter.

Chief Train Dispatcher J. F. Voltz.

Road Masters P. H. Madden and F. H. Buffmire.

Master Mechanic W. Alexander.

Master Carpenter W. O'Brien.

Conductors H. M. Hatch, F. W. Ramsey and B. Hauer.

Engineer F. Chapman.

Fireman Geo. Koepcke.

Station Agent W. N. Upham.

Conductor B. Carleton has resumed services after a trip to California points.

Conductor Roy Haines is again on duty after an extended western trip.

Claim Agent C. M. Griswold transacted important business here February 17.

Engine Caller Daniel Dinneen, who suffered serious injuries recently, is reported to be improving.

Conductor R. W. McKay visited LaCrosse a few days ago. Bob used to run into La Crosse on the old through time freights 61 and 63.

Persons who know him best and read Road Master Buffmire's writeup in the February magazine cannot fail to note his modesty regarding his efficiency as a section foreman at Camp Douglas, Wis., in 1888. He also failed to mention that Mr. E. W. McKenna selected him to handle a crew in replacing a terrible washout on the C., C. & B. division about that time, where he beat all records for this class of service.

The young folks and some of their elders, too, like to follow the fancy of a "birthstone." Here is the list of the gems which the daughters of each month may wear: January, garnet; February, amethyst; March, bloodstone; April, diamond; May, emerald; June, chalcedony or agate; July, ruby; August, sapphire; September, sardonyx; October, aquamarine or beryl; November, topaz; December, turquoise.

Savings Depositors

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Established 1872

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Surplus and Profits, \$2,250,000

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Pacific Mutual Life Insurance Company

Assets \$29,338,151.99

If you are interested, please complete this coupon and mail to Company

The Pacific Mutual Life Insurance Co.

RAILROAD DEPARTMENT
725 Peoples Gas Building, Chicago, Illinois

My occupation is _____

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Please send information regarding
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Name _____

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American Casualty Company

Home Office: Tacoma, Wash.

Will pay you every month when you are injured
Investigate our "Railroad Special" policy

ROBERT D. BEDOLFE
Superintendent of Railroad Department

First National Bank of Miles City

Organized 1887

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

Open Your Account With Us
H. B. Wiley, Cashier

CITIZENS STATE BANK S. Dakota

Mobridge

5%

Interest Paid on Savings Accounts

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

The First National Bank

OF HOQUIAM

Capital and Surplus \$200,000

Directors

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

Items from the I. & M.

K. R. McShane.

Fireman Oscar Haverberg is taking a few days' vacation and will go to Alpha for a visit with friends.

Operator Walt Gleason of Cresco called on Austin friends between trains today.

Mr. and Mrs. "Dick" Hinckley are the proud parents of a baby girl.

Vern Cullen is working for Roundhouse Call Boy Jerome Waters, who is taking a little vacation.

The marriage of Mr. Clinton McKay, freight handler at Austin, and Miss Minnie Barnitz occurred here Wednesday, March 11. The best wishes of all are extended to them.

Dan. Booth of the agent's office force is back at work after a few days' vacation.

W. B. Jack has begun work as freight handler at Austin.

Fireman Roy A. Smith is taking a few days' layoff on account of having injured his foot.

Sam Jones, the veteran engineer of the I. & M., has returned from a few weeks spent in Florida. He says Minnesota looks better to him than "the Sunny South."

Fireman Frank Baier has returned from a visit with relatives in LaCrosse.

Chief Carpenter M. Caton is enjoying a visit with his brother, Matt Caton, of Aberdeen.

Superintendent W. J. Thiele, Trainmaster L. T. Johnston, District Carpenter F. E. Rice, C. E. Prichard and Division Freight and Passenger Agent W. F. Cody are out this week on their spring inspection trip. Chief Carpenter M. Caton and Road Masters T. V. Robinson and M. McShane accompanied them over their divisions.

F. P. Rogers, chief clerk in District Carpenter F. E. Rice's office, was a business caller in Austin Thursday.

District Engineer W. R. Powrie and Assistant District Engineer W. E. Duckett were in Austin yesterday on business. They were looking over the work at bridge S-180, where they are putting in concrete abutments and piers for an iron girder.

Brakeman Joe King is taking a forced vacation, owing to the fact that he smashed two of his fingers.

Roundhouse Foreman W. A. French and wife spent Sunday at the home of Mrs. French's parents at Farmington.

Mrs. H. E. Wilson, wife of Agent Wilson of LeSueur Center, spent a few days visiting at the home of Brakeman Joe King in Austin this week.

Machinist Jacob Herzog is spending a few days in Milwaukee.

Pebbles from the Musselshell.

W. F. Maughan.

The editor of the Magazine passed through Melstone March 16 with business car 5004 on her return trip over the P. S. lines. Through the kindness of Superintendent Spencer the writer had the pleasure of making her acquaintance.

Engineer Robert Duncan of the S. C. & D. division stepped off 18 one day recently to say hello. He had been out on the coast visiting his people.

Mrs. L. Jones, wife of Brakeman Jones, is visiting at her old home in Michigan.

Conductor F. Deavel is back at work after an extended visit in the East.

Section Foreman Thomas Flynn will move his family from Missoula to Melstone and take charge of the Melstone yard. Tom is a good track man and is getting the yard in good shape.

Mrs. Florence Doud, mother of Train Dispatcher F. R. Doud of Mobridge, has been visiting her daughter, Mrs. M. M. Galven. Mrs. Doud was formerly a resident of Mitchell, S. D., where her mother still lives.

C. J. Moss, the two-story brakeman, is on the West Musselshell talking "Safety First." after a few days' layoff.

Engineer Oscar Hinley of the I. & D. has spent the winter out on the coast visiting his parents.

Recently we had a good case on the Musselshell division where "Safety First" should have been practiced. Herman Wainbill, pumper at Burgoin attempted to cross the track ahead of train 18 after it had started from the water tank was struck by the engine and badly injured. He should have waited until the train passed by.

J. C. Flaherty, yard master at Roundup, has charge of all the cars in and out of the coal mines there. Joe is the right man for the position and has held it for nearly five years.

Conductor M. M. Galven and wife were visited February 14 by the stork, which left a nice nine-pound boy for a valentine.

I have just been comparing No. 1 and No. 12, Vol. 1, of the Magazine, and find a great improvement in all lines. Let us, each one, take hold the coming year and give the editor all the assistance we can to make it the best employees' magazine published.

Conductor Asa Freese has returned from his southern trip. He says the P. S. country is good enough for him.

Engineer Proctor has changed off on the road, taking the Melstone yard engine nights.

Conductor John Casey, who has been on the east division for several months, has returned to the middle division in work train service.

Friends of Conductor Harry Hill T. M. Division, who was seriously injured on March 3 at McIntosh, S. D., will be glad to learn that his chances for recovery are more hopeful. For a time his life was despaired of.

News Items from Dubuque Shops.

The sympathies of the employees of Dubuque shops are extended to Mr. and Mrs. Hubert Roth in the accidental death which befell their son, Leo, while coasting on one of the hills in this city recently.

Mr. Charles Davis, a car repairer at Dubuque shops, has returned to work after a three weeks' vacation in the Sunny South. "Fiddler," as he is commonly known, made stop-overs at Nashville, Birmingham, Augusta, Montgomery, Jacksonville and other important cities. He also spent a week at Palm Beach enjoying the invigorating baths at that place.

Clarence Horsfall, supply man in the car department, has returned to work after a two weeks' attack of la grippe.

John Schlitz, lumber inspector, suffered a painful mishap by falling on an icy sidewalk near his home, causing the dislocation of his left shoulder. After a week's confinement he has again returned to his old position in the lumber yard.

Mr. James Teeling, MCB bill clerk, has returned from Chicago where he spent Washington's birthday visiting relatives and friends.

Much interest is being manifested in the organization of baseball teams in the various departments at these shops.

The installation of four large electric lighted "Safety First" signs, stenciled "Safety First, Stop, Look and Listen," is one of the latest improvements noticed at Dubuque shops. This was one of the recommendations presented at the last "Safety First" meeting.

Montgomery & Stone's mammoth production, "The Lady of the Slipper," which performed at Dubuque on March 13, was handled over our lines from Cedar Rapids to Dubuque and from Dubuque to Mason City. To handle this production required the services of sleepers Hiawatha, Letoa and Waubena, steel coach 624 and three baggage cars. These cars were cleaned and put in first-class condition, and to all accounts left here O. K., due to the efforts of the car department foreman and his men.

Missoula Division.

By H. H. Tavenner.

K. A. Addleberg of Seattle spent a few days here around division headquarters recently. Mr. Addleberg is labor contractor for the company and was arranging business matters with local employment agencies.

An always welcome visitor is our Chief Carpenter E. E. Clothier of Malden, who drops

Shirley President Suspenders

50¢

Simply cannot
hinder action

"Satisfaction or money back"

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



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

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The State National Bank

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

Interests: 4% in Savings Department
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A Friend of the Workingman

—IS THE—

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Seattle, Washington

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

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SPOKANE, WASHINGTON

THE RAILWAY MEN'S BANK

Depository for the

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

We Pay 4 Per Cent on Savings Deposits

in occasionally to confer with Mr. Willard relative to important matters that come up on this division.

Road Master Ora Miller of the east end of the Missoula division has been enjoying a ten days' layoff to visit some of the old haunts in South Dakota and Iowa. E. H. Brock did the "necessary" during Mr. Miller's absence.

Conductor E. G. Slater of Deer Lodge has returned from a six months' leave of absence spent in Pasadena, Cal. Although Mr. Slater was pleased with the climatic conditions in California during the winter months, he is pleased to be back checking over the waybills on the east end time freight between Deer Lodge and Alberton again. We are thankful to Mr. Slater for a box of delicious oranges which reached us on Christmas day.

Conductor O. I. Campbell of the west end is taking three months' vacation in the East, visiting Chicago, Cincinnati and other large cities.

Roy Campbell, chief clerk in the district baggage agent's office, made a trip on company business to St. Maries and Spokane recently.

Car Service Agent G. F. West of Seattle passed eastward over the division this week, stopping over night in Missoula. Mr. West was out looking for the "delayed ones" that might accidentally have been overlooked along the line. Chief Dispatcher Phelan met him at Avery and accompanied him over this division to Deer Lodge.

J. H. Sheahan, who has been road master on the west end, resigned and severed his connection with this company this week to accept a general road mastership on the C. P. R. Mr. E. H. Brock was appointed to the position left vacant by Mr. Sheahan and will make his headquarters at Saltese.

Miss Laura Everett, stenographer in Mr. Willard's office here, has resigned and returned to the coast. Miss Gusta Furst of Tacoma has accepted the position.

Mr. Ray Webb, who is the most genial of all claim agents, is a busy man these days covering his territory and making some of the best settlements in personal injury claims.

Superintendent Willard was host Wednesday evening for a theater party to see McIntyre and Heath in the "Ham Tree" at the Missoula theater. Mr. Willard's guests were Mr. and Mrs. N. H. Mason, Mrs. Woodward, Mrs. V. B. Skinner and Mr. P. M. Reilly.

Mr. W. P. Warner, assistant general freight agent of Spokane, passed through on the "Olympian" one morning this week enroute to Kansas City, being called there on account of the death of his father.

Passenger Conductor William Greely, who is one of the regulars on the yellow cars between Deer Lodge and Malden has been laying off the past few days on account of illness. Extra Conductor Alex Melchoir handled the punch and cardboards during Mr. Greely's absence.

All the employees around the division headquarters and also at Alberton enjoyed a visit from "ye Editor" recently, who was on her way from the coast to Libertyville.

What's the Use of Saying

The Best Policy—or—The Newest Policy

They all say that—We simply say U. S.

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

United States Health & Accident Insurance Company

—OF SAGINAW, MICHIGAN—

It covers every Accident and every Illness—no exceptions. It pays full principal sum for loss of one hand or foot. And what is equally important, the Company pays its valid claims promptly and without quibble.

Write the Company at Saginaw, Michigan, for any information desired concerning our Policy Contracts.

Harry Bonn of Seattle, traveling passenger agent for the Nickel Plate lines, was calling on the ticket boys recently in the interest of his company and looking for passengers who contemplate visiting Norway this year. Come in again Mr. Bonn; your cheerful smile is always welcome.

Third Trick Dispatcher George H. Hill is now the proud possessor of a new Ford automobile, and George vows when the roads get good again he will see some of this western country that has never been explored.

Chief Clerk H. R. Nelson and wife spent the holidays back in Michigan, which is Mr. Nelson's old stamping ground. Both enjoyed their trip and vacation very much.

Quite a log train business is being done on the Missoula division these days. A train of thirty-five cars of logs is handled at Haugan for the Mann Lumber Co. at Henderson and another train of twenty-five cars is picked up daily at Bogels Spur for the Milwaukee Lumber Co. at St. Maries. The outlook for this business is that it will continue for some time. The boys on the Big Black line handle forty-five cars every day from Potomac to the A. C. M. Co. at Bonner. Joe Coy is the conductor in charge of this run with Frank Underhill as his engineer. Mr. Underhill and wife recently returned from a visit with their daughter in Chicago. Engineer McCullough pulled the throttle up the Blackfoot while Underhill was gone.

G. H. Johnson, who has been operator at Deer Lodge for some time, has resigned to accept the same kind of a position in the Union depot in Minneapolis. W. H. Glover of East Portal goes to Deer Lodge temporarily, and Mrs. G. L. Dean takes Mr. Glover's place at East Portal.

Frank Barlow and wife of Clinton have returned from Milwaukee, where they spent the winter. Mrs. Barlow has resumed her position as third trick operator at Clinton, and Mr. Barlow will go back to work as lineman in a few days. Garrison Hughes worked in Mr. Barlow's place during his layoff.

Kansas City Division Items.

W. W. Posten, the veteran news agent, who serves the company's patrons so faithfully at Ottumwa has papers out for nomination for state representative from Wapello county. He is quite popular and should run well.

Train Dispatcher Jno. Niman spent a week in Excelsior Springs and Kansas City during February. He was relieved by Extra Dispatcher C. T. Nolan.

Lineman C. J. Liston visited in Perry during the early part of March.

P. L. Mullen, formerly roundhouse foreman at Ottumwa Junction attended the firemen's ball in Ottumwa, February 19.

A severe sleet storm put the wires out of business in Missouri for about a week during the latter part of February. Lineman M. Maloney and his gang were very much occupied about that time.

The Kansas City division pile-driver has returned and begun the season's work, with Foreman Jno. Couch in charge.

Superior Division Notes.

Service into Iron River, Mich., was inaugurated Monday, March 2. The first Milwaukee train was greeted by one thousand enthusiastic citizens of Iron River, who turned out to welcome the advent of the new line and were assembled at the station when the train arrived. Vice President D. L. Bush, J. T. Gillick, assistant general manager, and J. M. Clifford, superintendent of the Superior division, and a number of other officials were on the train. March 2 was a "Red Letter Day" in Iron River. School was dismissed, factories and stores closed up and the entire population turned out as official greeters. This is a good city, and the hearty spirit of welcome of these people makes the Milwaukee proud of the line reaching this progressive community.

Through sleeping car service has been extended between Chicago and Iron River with the opening of the new line. J. R. Peebles has been appointed agent.

KIRKMAN'S

"Science of Railways"

For Enginemen

GROUP A—Motive Power Department

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

For Shopmen

GROUP F—Locomotive Shops

Locomotive Appliances
Shops and Shop Practice, Vol. I.
Shops and Shop Practice, Vol. II.
Air Brake—Construction and Working
Portfolio of Locomotives
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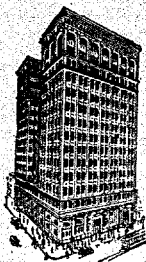
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H. & D. Division Items.

S. D. Keane.

Recently on one of our branch lines which operates a mixed train carrying passengers it was necessary to cut off the engine and run to the next station for water. One of the passengers was a school teacher, who requested a ride on the engine so as not to be late for school. Her request was granted and she was allowed to ride on the seat with the engineer. Everything interested her, and after watching the fireman throw in coal, she began to interrogate the engineer, the final question being "Are these things hard to steer?"

The Order of Railway Conductors, Division No. 258, gave their first annual ball in the Old Elks' Hall at Aberdeen, Tuesday evening, February 17, about 200 couples being present. The grand march was formed at 9:30 p. m. and was led by Mr. and Mrs. W. M. Milby, chief conductor of the local division, followed by the other officers of the Conductors' Union and then by the railway division officers, who were led by Superintendent Melin. Employees were present from all of the different departments and enjoyed the evening. A "Safety First" button was handed to each man with his program, so that all the men in the building were decorated with a "Safety First" button. The program had the "Safety First" emblem printed on the back. The complimentary tickets were in the form of a pass, and the regular tickets were printed in the form of a railroad ticket.

Miss Margaret Weiss, who was employed in the purchasing department for the past five years, was married last month to Mr. Hugo M. Scharr.

Ex-President Taft was a passenger on the "Pioneer Limited" from Chicago to Minneapolis on March 15. The ex-president has reduced his weight about seventy pounds since he was in the White House. The celebrated Taft smile is just as broad as ever, and it was generously passed around among the trainmen on the Pioneer, as he is acquainted with them and an old patron of this famous train. President Earling was at the depot and they exchanged greetings.

Mr. C. Nelson, agent at Spirit Lake, Iowa, who has been in the service of the company for eighteen years, has been appointed postmaster at Spirit Lake. Mr. Nelson should make a good postmaster. He is a courteous, painstaking gentleman, who has made a score of friends during his term of four years as agent in that city.

Black Hills Division Items.

T. A. Biggs.

C. D. McCowan, station agent at Presho, has returned from his farm near Wayside, Neb.

Section Foreman J. H. Peckham and wife of Scenic have returned from California.

Conductor Paul Smock spent a few days at Mason City. He was called there on account of the serious illness of Mrs. Smock's mother.

Conductor Rand is laying off visiting his family in Mason City.

Engineer D. I. Caldwell has gone to Mason City to have one of his eyes treated by a specialist. He got a hot cinder in it, causing a very serious injury.

J. Finnegan, car foreman at Murdo, and his family have returned from a visit with relatives in eastern Iowa.

A very interesting and instructive meeting of the "Safety First" committee was held at Murdo, Sunday, March 8. The attendance and the high order of suggestions and ideas expressed at the meeting are proof that "Safety First" is a live issue on the B. H. division. Thirty men attended, including Assistant Superintendent Anderson and Chief Dispatcher M. C. Corbett, who conducted the meeting in a very able manner and gave good, instructive talks. The committee will meet on the second Sunday of each month hereafter.

Clare Williamson and wife have returned to British Columbia after a visit of over two months with relatives and friends at Murdo. Clare is now running a freight crew on the G. T. P.

C. & C. B., Iowa, Middle and West.*Ruby Beckman.*

Forest Collins, who has served two years as a machinist apprentice at the Perry roundhouse, has gone to Dubuque to take his third year work in the machine shops. George Wimmer, Gus Vath and Robert Capritz, who have had their two years in the shops at Dubuque, are now in Perry taking their year's work in the roundhouse.

Mrs. Ira Hurless and children, family of Engineer Hurless, are expected home from Florida, where they have been spending the winter.

Aubry Thompson of Varina, Iowa, has been a guest in Perry for some time with Earl Chase, the stenographer at the roundhouse foreman's office.

Engineer Guy Cooper has returned to work after a few weeks' layoff, account sickness.

Engineer Charles Hunt's wife has gone to Erie, Pa., for a visit with her relatives and friends.

Machinist Harry Sanford was called to Cedar Rapids the middle of March on account of the death of his mother.

Fireman J. C. Drake and wife have gone to Seattle, Wash., for a pleasure trip.

Eli Brotherson has returned to work at the storeroom after a long layoff on account of sickness.

Machinist Fred Antone has been away from the roundhouse for some time on account of sickness.

Conductor S. G. Lund is back on his run on 26 and 3 after having spent the winter in California.

Mrs. Charles Sheets, wife of Machinist Helper Sheets was called to Lawton, Kan., on account of the illness of her mother.

Machinist Charles Johnson has been in Milwaukee for a few weeks on business matters.

Ed Brownell, the night stationary engineer at Perry, has been very sick for some time.

John Cortner, who has been chief air inspector at the Perry repair track nights, has taken the same position days.

V. W. Everetts, formerly in the train service, has transferred to yard work at Perry yard.

Switchman Frank Mehan has been unable to work for some time on account of sickness.

Caller Harry Emberling has been visiting with relatives in Ottumwa for several days.

Conductor A. J. Dollison has been visiting with relatives and friends in Ohio for a few weeks.

Conductor Frank Lee has been quite sick for some time.

Conductor Thos. Birmingham has resumed work after an absence of several weeks on account of an injured knee.

Operator Herman Krasche of the Perry dispatcher's office was off duty the latter part of March on account of the death of his wife's father.

John Searls, the swing man on the middle division way freights, was off duty a couple of weeks in March on account of an attack of the grippe.

Brakeman Bradley Thomas has resumed work after a several weeks' layoff on account of the rheumatism.

Brakeman K. B. Covey of the western division surprised his Perry friends the middle of March by bringing a wife home from Council Bluffs. The bride was Miss Florence Kilgore of that city. They will make their home in Perry.

Engineer Edward Mullen and Conductor Wm. E. Harvey went to Chicago the middle of March to attend the funeral of Engineer Moule, whose death occurred there March 16.

John Gorman, stationary boiler inspector, was at Perry on St. Patrick's day making his inspection of the boilers at the roundhouse and shops.

Boilermaker Wm. Powers and wife were in Clinton the middle of March, attending the ordination of his brother to the ministry.

Handy Man Harry Hanson of the Perry roundhouse force expects to leave about the first of April for England for a visit to his mother.



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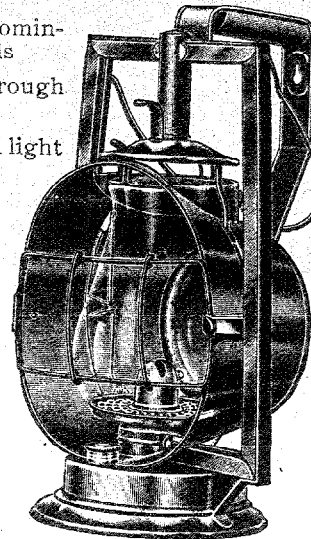
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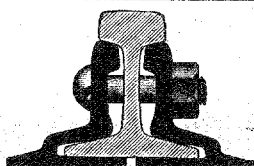
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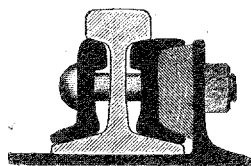
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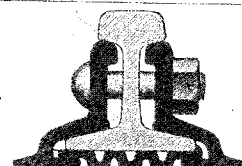
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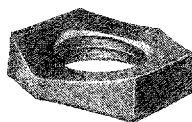
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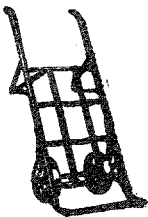
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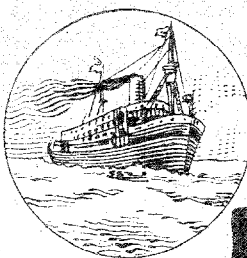
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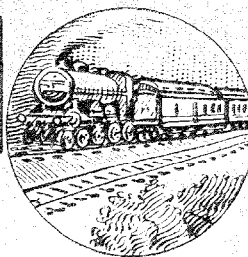
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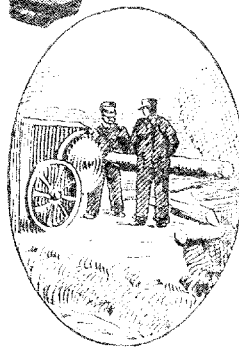
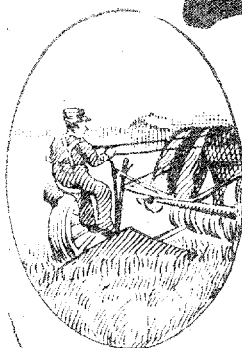


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