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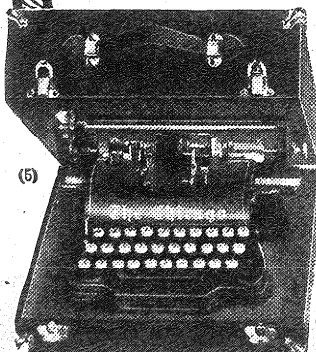
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MILWAUKEE RAILWAY SYSTEM

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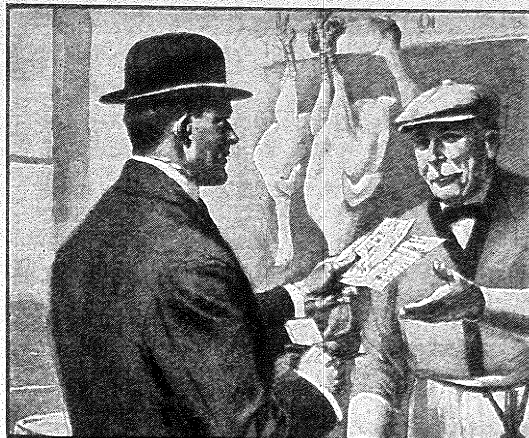
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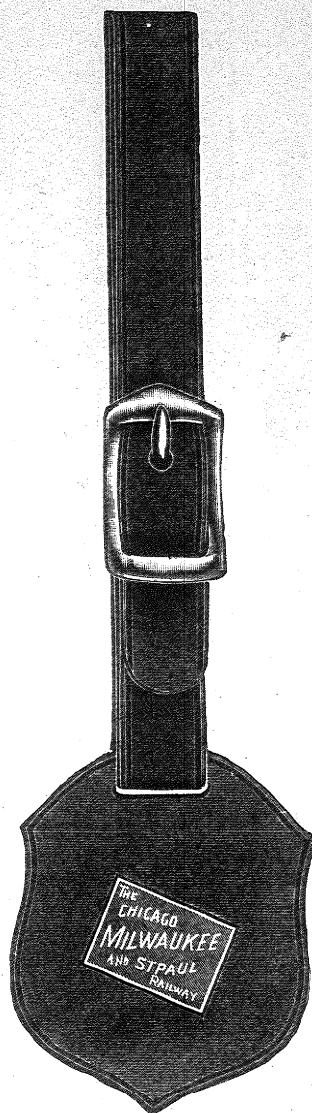
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The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

CARPENTER KENDALL,
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VOLUME II

DECEMBER, 1914

NUMBER 9

The Closing Year

The extraordinary conditions which have prevailed in the commercial and political world during the year 1914 make especially desirable a brief review of the field as the year closes: January was ushered in with a marked falling off in traffic as compared with the preceding year, which condition continued to a greater or less extent until August, when an abnormally early grain movement threw the balance to the other side, and the gross earnings for August and September showed some gain. Throughout this period the net earnings were somewhat larger than in the corresponding months of 1913, through a regrettable, but necessary, reduction in all lines of operating expense not essential to safety. Good crops presaged a fall of normal business, but the opening of the European war, August first, created a money situation of great severity and uncertainty, the effect of which upon the railways of this neutral country cannot yet be foretold. The reduction of the live stock business as the result of the foot and mouth disease in widely separated sections added further complications; the grain business, though stimulated by the foreign demand, being insufficient to offset the loss in loading in other commodities.

Your attention was called in the November issue to the disappointing results for the fiscal year ending June thirtieth.

The future is still one of much uncertainty, depending upon the cessation of world-wide hostilities and other causes beyond the control of those re-

sponsible for the operation of the railways in this country.

Thus it will be seen that the calendar year has brought unusual and severe disappointments, which would have had a much more injurious effect upon the company, but for two conditions entered upon the opposite side of the ledger:

First, the excellent physical condition of the property, and,

Second, the unswerving loyalty and efficiency of the employees of the company as a whole.

These conditions, and these alone, have upheld the hands of the management and made certain an outcome which may be viewed without embarrassment.

Time was when the President of the company knew personally all the employees holding positions of responsibility, and a considerable percentage of the remainder. The growth of the system has made such close personal contact impossible, greatly to the regret of the management. But the Employees' Magazine furnishes a happy medium for communicating to each and every one a Yuletide Greeting, and it affords me much satisfaction to take advantage of its columns and wish for you and yours

A MERRY CHRISTMAS AND A
HAPPY NEW YEAR.

A. J. Earling

Christmas In Sixteen Mile Canon

By Frederick L. Chapman.

Snow had kept me in the mountains. I had gone West in middle December to take account of stock on our big ranch and to find whether the years work would stand to the good or end in loss.

Stock meant sheep. The fall weather had been fine and the bands had been left to graze far up in the foot hills,—up higher than usual. To count part of them—1,800 more or less, we had to follow them clear to the snow line, where they were parked on a green slope whose single exit to the open valley was a steep and narrow canon whose walls were so naked and precipitous that not even a jack pine, most persistent and audacious of mountain flora, could find an anchorage of soil for its searching tendrils.

It was the shortest day and the longest night of the year,—four days before Christmas. Our work must be finished speedily to catch No. 16 on the day following to keep holy tryst with the family Christmas eve. They were 1,500 miles away, but I could almost see the kiddies' faces against the western windows watching the red winter sun dissolving in the purple bank of clouds and they in fancy could see the best Santa they ever knew come trooping home with Christmas spoil.

"Would it be tonight or tomorrow, Mother?"

Unluckily it would be neither.

The sheep were scarcely half counted. For a reason which we could not at first understand, they bunched together, and obstinately refused to go through the shoot and be led or driven down the canon. Their instinct told them what we did not know; a storm was brewing. At three in the afternoon the north wind began to whistle through the fir-trees and blew vapory mist which almost immediately enveloped the mountains and the valley. In half an hour the mist turned to snow, and before we could stake our pack horses or spread our slickers and beds

of sheep pelts under the frail protection of a fringe of evergreens which bordered the canon, the blanket of night had suddenly fallen and we were marooned.

The next morning brought the glorious sun and a cloudless sky, but what did they reveal? A white investiture of snow, knee deep on the level, but in gulch and canon over which the relentless wind had driven his air chariots, the drifts were as deep as the gulches themselves. There was no visible exit from that snow prison. Perhaps we could use tent ropes and bridle straps if they were long enough and strong enough to let us down over the edge of the mountain, but could we find level ground below that was not more than waist high with snow? However one does not turn hastily away from \$10,000 worth of live stock which will be dead in a week if it does not get sustenance. Cattle and horses will paw their way to the grassy turf, if it isn't ice capped, but sheep will simply huddle and starve.

There is one fine thing about these storms in Montana. You know that however fierce their lash or appalling their threatened disaster, they infallibly bring an avenger on their trail, to them an inexorable Nemesis, but to the ranchman, a good fairy who with the lifting of her wand and the expulse of her warm breath takes the sting from the blizzard's whip and converts ice and snow again into vapor. The Chinook is the fairy's name—the warm western wind from the Pacific. By noon it had begun to blow and with the sun's cheerful aid started our rescue. But it would be many a day before their united efforts could beat down those snowy barricades at least in the deep canon which we must traverse if we hoped to take our sheep. They had drifted with the storm and were now packed in almost a smothering mass on the very edge of the canon. To leave them there much longer meant suffoca-

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tion for them even did they not fall from their precarious position. To avoid this, one of the herders edged his way around carefully on the very brink of the precipice to urge the band back more into the open, but, instead, he himself lost his footing and fell or perhaps slid down the steep slope to the bottom of the canon where he arrived not only safely, but arrived to discover 100 feet below that the melting snow had augmented the small stream until it had eaten a considerable tunnel beneath the hard packed snow, and through this opening he could see the light from the open country 500 feet away where the canon ended.

I need scarcely describe the work of the next two hours. There were two of us above and we saw our way of escape and the way of retreat for our fleece-coated army. Each of us gripped a sheep and pushed it into the opening which the herder had made in his accidental descent. They went down as safely as did he and as they landed at his feet he passed them down the tunnel made by the running stream. They had no alternative but to go. Thus the whole band was rescued and we followed and worked our way eight miles to the home corral with 1,800 sheep before us. But it was past midnight of the 24th and that is why I ate Christmas dinner on the train instead of in Chicago.

But the day was not without its blessing and this is another story. The Olympian had begun to climb Sixteen Mile Canon. The observation car which yesterday and previous days had been crowded with passengers hurrying home for the Christmas celebration, was today all but deserted except for its attendant and myself and the rear brakeman. He also was a Wisconsin boy and a fine one. He had no kiddies back home with their faces pressed against the window looking for his return with his Christmas pack, but he had a mother, and being twenty-two, it was his first year away from her. His clean, good face made it easy to believe that her prayers had followed him and that he had not made them unavailing by loose living like the Prodigal in this far-off-Country. I saw him tie up the day's newspapers,

which were disheveled about the car. Soon he laid beside the bundle another package, more securely wrapped and bound. At the signal for a crossing he went to the rear platform and tossed the two bundles, one from each hand, over a gate which stood in front of a log shack. This was all I saw except a face behind the upper sash of the cabin's front window, and a smaller face pinched and pale behind the panes below. The cloud of steam and smoke and snow in the wake of the flying train obscured a better view, but I saw that the faces were those of a young woman and a little boy.

The motive which prompted the kindly act was not apparent. I had instinctive feeling that it was sacred, too sacred for the intrusion of curious question or comment. The young woman was not his wife, for she would not be living in this wild canon 100 miles from either end of his run. Was she a sister, perhaps, who had married a chum, a railroad man who had taken a homestead up on the bench, but wished to live near the familiar click of the wheels and the scream of whistle and the groan of the air brake laboring to hold the loads of the west bound trains as they twist and turn and wind down the canon? Did he, for this reason, choose his dwelling next the track where familiar sights and sounds would be near him? Or was this just a ranchman's daughter and her little brother; had she caught some day the sight of the fresh young face of the rear brakeman and his tidy blue coat and his cap with white braid and letters, and had she thought he could not be much more handsome even when he comes to wear the gold stripes of a conductor or when he travels in his own private car as superintendent of the Division. For, (as perhaps she knew), even Railroad Presidents come from the ranks of just such men as this.

It was such ruminations and speculations as these that helped me while away the Christmas afternoon.

But I must disappoint you. There is no romance to be woven into this little tale if I stay true to facts. They are brief and unadorned and perhaps not unusual. I got them from the conductor who had time to visit on this least busy day of the year. He told me that the

MILWAUKEE RAILWAY SYSTEM

log cabin in the canon, back near Deer Park or Maudlow, is the shack of an old rancher who must have lived there twenty or thirty years, long before the yellow trains of the Puget Sound Extension had awakened the echoes of those ark deep lanes in the mountains, or before the penetrating searchlights of their big engines had lit up the variegated peaks, which look like painted frescoes on the granite walls. Perhaps he was a derelict left from the construction gang which built the old "Jaw Bone" road which used to tread its tortuous way from Lombard to Lewistown.

His wife, like himself, a foreigner, had borne him fifteen children, only nine of whom are now living and besides bearing and caring for the children, the wife and mother had tended the garden, milked the cows, raised chickens, in fact, did most of the outside work on their miserable ranch. She died last month and is buried on the south side of the track opposite the log shack.—The only marker at her grave is the twenty-ton boulder that slid off the mountain when the right of way was blasted. The oldest child was the nineteen-year-old daughter whose face I saw in the frame of the window. She is not pretty. She is not strong. If there were not work to do she might be called delicate. But she is dutiful. Since her mother's death, denied as she is, a sober father's help, she is the sole shepherdess of six younger children. They work the ranch. The small boy of nine and a girl of six (the intervening child is a cripple), herd a few sheep up on the mountain and bring them home at night. With them there is no school, no church, no Sunday, no Fourth of July, and no Christmas. Every day is labor day and everybody works but father. Their living is mostly potatoes and pork. They must keep the sheep for sale since from them is their only income. Some of the older children have picked up a little knowledge of reading and their sole entertainment, diversion, relief from monotony, solitude and work, work, work, is found in the papers which kind trainmen toss them when passing.

But today was Christmas. Yesterday being his day off, our brakeman friend had been to the mountains west of Deer Lodge and had bagged a grouse or two,

yes, three. One he sent by Parcel Post to his mother way back in Wisconsin. What would he do with the rest? Why take them to his boarding joint of course, and have them broiled brown for supper. Nix! Not for that blue-eyed boy. He thought of his mother's long example in good deeds and he thought of that motherless bunch on Sixteen Mile Creek. So he wrapped that brace of fowl in stout paper and put a Christmas card under each wing and got a yard of red ribbon and that was the package I saw him toss from the back platform.

Christmas has been a long time here, but it has been a long time coming to that log hovel in the canon. Has it come to us? Not unless we ourselves have brought it to some heart which perhaps has never been warmed by its holy cheer. Not by getting, but by giving do we discover the key to the treasure house of Joy.



"Indian Chief"—Eugene Hiddleston, Little Son of W. O. Hiddleston, Chief Clerk, South Minneapolis Shops.

Give Me Your Hand

E. W. D.

Just give me your hand; not your wealth do
I crave;
Not the fortune to ride on the crest of the
wave;
Nor what you have earned by laborious toil,
Plodding on in the furrow of earth's dreary
soil;
But when sorrow and loneliness take the
command,
Just give me your hand.

How the world flashes bright with its glitter
and glow,
Enticing for all their best gifts to bestow;
Alluring in blindness the brightness of
youth,
Forgetful of right and regardless of truth.
When famine, at last, darkens all their fair
land,
Just give me your hand.

What is wealth or renown to the loss of a
friend,
Whose charity often in need he will lend?
Or, unknown to the world, his kindest of
deeds
Are lavished where poverty calls in its
needs?
When faith turns away and hopes all dis-
band,
Just give me your hand.

Just give me your hand. I shall know by
its clasp
How much of humanity's needs you can
grasp.
Let your heart be a furnace of friendship
and love,
Ever warmed by the light that is shining
above.
Do not think to deceive—I shall well un-
derstand—
Just give me your hand.

Be it soft to the touch as a rose in the
spring,
Or calloused by toil that compulsion may
bring,
If its sinews are rooted away in the heart,
Who shall say that calamity ever can part?
Let false actions mock, so that we under-
stand,
Just give me your hand.

When the night settles down and dark is the
way
Along the steep path at close of life's day,
And the pitiless storm beats my shelterless
home,
The outlook forbidding wherever I roam,

When the battle with Fate I no longer
withstand,
Just give me your hand.

And in death! Oh, how dreary to go out
alone
To that land unexplored, to that region un-
known,
And to end the last moment of earth with
a sigh
For the need of a friend to be lingering
nigh!
When my feet touch the waters lapsing low
on the sand,
Then give me your hand!
Lake City, Minn.

The Blessed Star

O'er yon far hillcrest, a new Star is rising,
Now night shadows lie purple on moun-
tain and plain;
Wise men from the East, on dun camels,
are pacing
The desert's hot sands for a fabulous gain.
Heard they, strange tales of an infant, a
Saviour—
Who uplifteth men's burdens, and easeth
sad pain;
Born of a young Virgin, within a dark
manger,
Beneath some rude shelter, where cattle
had lain.

Fragrance of spice, from their golden jars
streaming,
Borne by way-farers, jaded with travail
and stain;
High hope in their hearts, and the birth-star
preceeding,
They crossed the blown dunes, whilst
they sung this refrain:

"Come! where the 'Light of the World' is
adorning
With his halo of glory, pale Poverty's
place—
He wakes! and the whole earth is thrilled
as with morning—
For brotherly-love folds each land and
each race."

Lead us, blest Star! to the Soul's-high ad-
venture!
Over hidden, low pitfalls, and snares that
enchain,
The eyes of Christ's pity, behold the torn
tribesmen—
The arms of His strength shall the weary
sustain.
—M. B. Ranney.
Christmas, 1914.

A Suggestion to Railway Employees

By F. D. Underwood

October 28, 1914.

Dear Editor:

Thank you for sending me the October number of the magazine and for the complimentary allusion to myself contained therein.

In the article on "Curtis McCollum," it states "engine 209 handled the special train on which General Grant and General Sherman were passengers." I am sure of two things—first, that General Sherman was not on the train—second, the engine which handled the train was No. 161 (a Mason engine). Engine 209 was not on the Chicago Division until after my time there, which means after September, 1880.

Mr. Hermans' article on the "Racine & Southwestern Division" is admirable. I am sure he will accept my correction which is that the Western Union Railroad was such *after 1869*. It was late in the 70's, I think about 1876, that the name was changed.

I beg to call the attention of all railroad employes to an approaching condition—government ownership, which is of vital importance to all of them. A few owners of railroads, many outsiders, and some railroad employes are advocating government ownership of railroads. Government ownership may be a good thing for the owners and for a portion of the public who are on the lookout for political jobs that Government ownership would develop. However, before the employes of railroads commit themselves to a policy of government ownership, it would be, in my opinion, a good business move for them to send an envoy to Europe, or take other adequate means, to acquaint themselves with conditions there, under which governmental owned railroad employes work. Most advocates of government ownership know little, or less, of it. It would not affect officials to any great extent. I am not, however, dealing with the question from the official point of view, but from that

of every man who is on a railroad payroll—every station agent, the station and telegraph forces, every trackman, every engineman, every trainman and every shopman. Government ownership would be bad for all of you. It is within bounds to state that it would be the greatest imaginable blow to individual initiative and your independence. As American citizens and railway employes what is your remedy? Possibly (and the possibility rests with you and your fellows in the United States) it can be had as follows: The mass of railroaders have never appreciated their political power. At times past in different states and localities they have politically "followed the wrong wagon." Is it not time that we changed and used our voting power to our advantage and also induced our friends to vote with us? The average railroad man could influence five votes and five million votes in this country would be a force, and develop a balance of power for our political enemies to reckon with. What have we to lose in trying to get our friends into Congress, with the end of killing off present anti-railroad laws and prevent further railroad baiting by statute. We are now being killed by degrees through the medium of hostile laws. Suppose railroaders unite and with the help of their friends make some laws that are friendly to capital and themselves.

In the matter of the securities of railroads, the savings of every employe on the Milwaukee road could wisely be put into its bonds which pay from four to five per cent per annum: They are as good as gold—as handy as "Yellow-backs." Railroaders could well in their spare time familiarize themselves with the interest value of these securities. A good bond is as liquid an asset as currency. Take the case of a man with a \$1,000.00 bond who needs ready money. Any bank or money lender will loan money on his bond: meanwhile the interest on the bond will do its share toward paying interest on the loan.

Smaller investors can buy bonds of the denomination of \$100.00. Ten \$100.00 bonds are better, for many reasons, than one \$1,000.00 bond.

My suggestion (wholly for the benefit of employees) is that at least a part of your savings be invested in the bonds of railroads that are of proved value. In doing this you become owners in the property; become of more importance in the community in which you live; become interested in seeing that your property is well used, your investment fairly treated by the authorities—Federal and State—who now knock it about. I am looking forward to the time when a considerable portion of American railroad bonds will be owned by the men operating them—who contribute to their efficiency—whose existence is wrapped up in railroads—who have the most permanent interest—their brain, blood and muscle invested hard and fast in railroads.

I trust that the Editor of your magazine will some time give space enough for an article that will show in a plain and understandable way the financial relation of the bond and shareholders to the railroad; their differing ownership and the comparative value of railway bonds as a security in which the savings

of employees can be wisely and profitably invested. The treasury balances of the several organizations could not be better invested than in the bonds of a reliable railroad.

Summarizing: A move on the part of employees to put their individual *and organization savings* into the kind of property they are a part of and know—or can know—all about, will be a long step on the right road.

My best greetings to my old friends and comrades on the "Milwaukee."

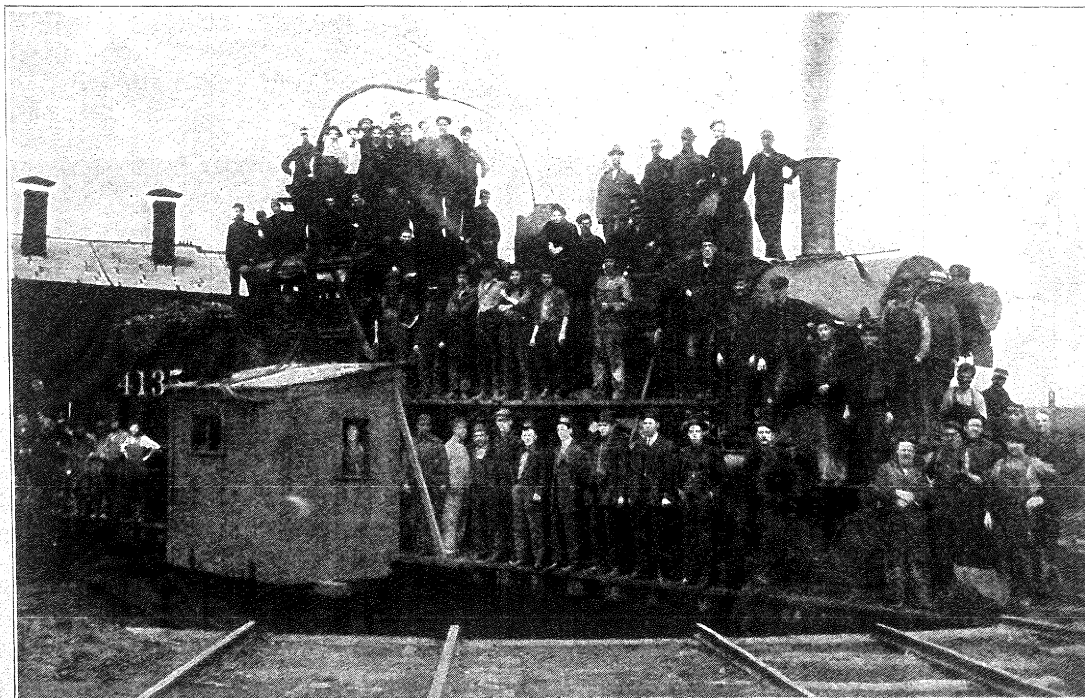
Sincerely yours,
FREDERICK D. UNDERWOOD.

The Prize Awards

The winner of the prize for the best essay on "How to Become a More Loyal and Efficient Employee" is Mr. William L. Hunter, stenographer in the office of Vice-President D. L. Bush, Chicago.

The Committee found that none of the essays on Safety First covered the subject as required, which was "Safety First in Its Relation to Life and Property." Therefore no award was made.

The committee on the story not having reported, the announcement is deferred until the next issue.



Shop and Roundhouse Force, Austin, Minn.

Six In The Family

Nora Breckenridge-Sill, Operator, Summit, Montana.

McGaffey smoked long and quietly. He could talk anytime and his pipe to-night was very pleasant.

As is the way with most of us when we wish to watch the fire, some one insists on stirring the pictures all up, so when Sandy shoved the long iron rod under the stove, McGaffey took his pipe from his mouth and looked earnestly at the back of Edwards' head.

Presently he leaned against the wall and pulling his hat down over his eyes, stared into the sputtering fire again. Edwards laughed. "Macs most got it I guess," he said covering the last "OS" with a bit of blotter.

"Well, I'll tell you what I was thinkin' about" and McGaffey came down suddenly on the two frontlegs of his chair. "I was tryin' to kinda figure out where I seen that fellow, that was in my caboose las' night, 'an' now I know."

"Sherlock Holmes the second" laughed Edwards and turned to the bunch beside the stove. "Say, if Mac ever gets on your trail you're good as gone," and he added, reaching for McGaffey's tobacco sack, "what was he sent up for?"

McGaffey smoked. It was the same old office, and 'twas nearly Christmas. In the west window overlooking the yard, a loose pane rattled with the wind, and snow and sleet dashed against it. Inside on the floor, a tiny drift piled up underneath the rattling pane.

"ro.....ro.....ro.....," a far away mountain station was calling. The operator took his feet off the table and answered him.

Across the back of Sandy's chair hung a new mackinaw, and the pipe on the table beside Edwards would need much smoking before it got a "color" like the one in McGaffey's mouth. The "Peace on earth" season had arrived and each man to himself was thinking of the gift givers at home and was glad.

"When I was workin' down in Kansas on the Rock Island," McGaffey began, taking the pipe from between his lips, "we used to eat, sometimes at a little

town out of Liberal, I forget the name of it. We used to try an' make there when ever we could an' lots of times we'd let dinner slide if we could get supper there by doin' it."

The folks was named Malloy, an' countin' the ol' man there was six of 'em, though you couldn't count much on the ol' man. Mrs. Malloy was the head of the family an' done all the work an' paid the bills an' cooked and took care of four kids of her own an' as many others as might happen to be around at the time.

Ol' man Malloy was what we called down there a "boot legger" an' though nobody'd let on much about it, everybody knew an' seemed like was just waitin' for the time to come when he'd get took up. Mrs. Malloy couldn't do much with him, ever, an' after while didn't try, I guess, an' he'd come home when she had any money an' get out when the town got too hot for him an' she'd keep on workin' an' cookin' an' lookin' after the kids an' the rest of us. Seemed like the jail ought'a just reached out an' grabbed him long before it did."

McGaffey squinted at the fire and continued. "Well, one day we was goin' to make there for dinner an' we got to town about two in the afternoon, but she had it all nice an' hot for us an' a dinner you'd remember, too. We didn't see nothin' goin' on around there, but afterwards we heard they took the ol' man away that night an' sent him up to Leavenworth for four or five years."

McGaffey paused and puffed quietly on his short stemmed pipe. Edwards with blue pencil was busy with his order book and across the room the loose window pane rattled with the storm outside.

The sidetable man was quiet and wondering what had started him to thinking of a little one horse Iowa town where he'd lived so many years. He had wanted to go to Chicago for Christmas. He wrote lots of letters to his folks,

what did they keep at a fellow all the time to come home for? Had it been four years since he was home. Well, the time went awful fast when you was workin'. The back yard was all fenced in with chicken wire, an' there was a lot of moss around the pump platform. His Mother always said she wanted it where she could throw water on it when she went out doors. She wore clean looking blue dresses, in the kitchen and the kitchen was always kind of shiney looking. That moss was pretty looking stuff, all red and yellow flowers. What would she say if he was to come sneakin' up to the back door with his arms full of things. Gee, a fellow could go to Chicago any time, two days 'til Christmas, he could make it easy

"Well, it was long some time in November," continued McGaffey, "about a month afterward, before things come right so we'd eat there again. I was tellin' 'em to order supper for five of us at Mrs. Malloys an' the Agent there told us she was gone. Didn't know where, just moved, folks said. Well, we was out of a good place to eat an' that was all we thought about it, but one day this same agent was tellin' me some about her an' what was left of the family.

Seemed like she was tellin' the kids their Father was dead an' guess they all thought he was, except likely the oldest boy. She was gettin' along same as ever, but all broke up over the ol' man doin' like he did. Seemin' to have the idea folks was lookin' down on 'em for what he'd done. Always talkin' about when the kids got bigger an' folks'd tell 'em their Father was a jail bird.

"Well," he said, "'she kept on workin' doin' the best she could with four to feed an' buy shoes for an' winter comin' on an' the oldest boy helpin' after school with odd jobs an' whatever he could get, 'til one day she got a chance to sell out what little she had an' she sold; but where she went nobody seemed to know, just moved, they said, but some of 'em seemed to think out west some place; but nobody was ever sure about it."

This Agent that was tellin' me was kind of busy, I remember, an' he'd turned back to his desk an' then kind of laughed an' turned 'round again an'

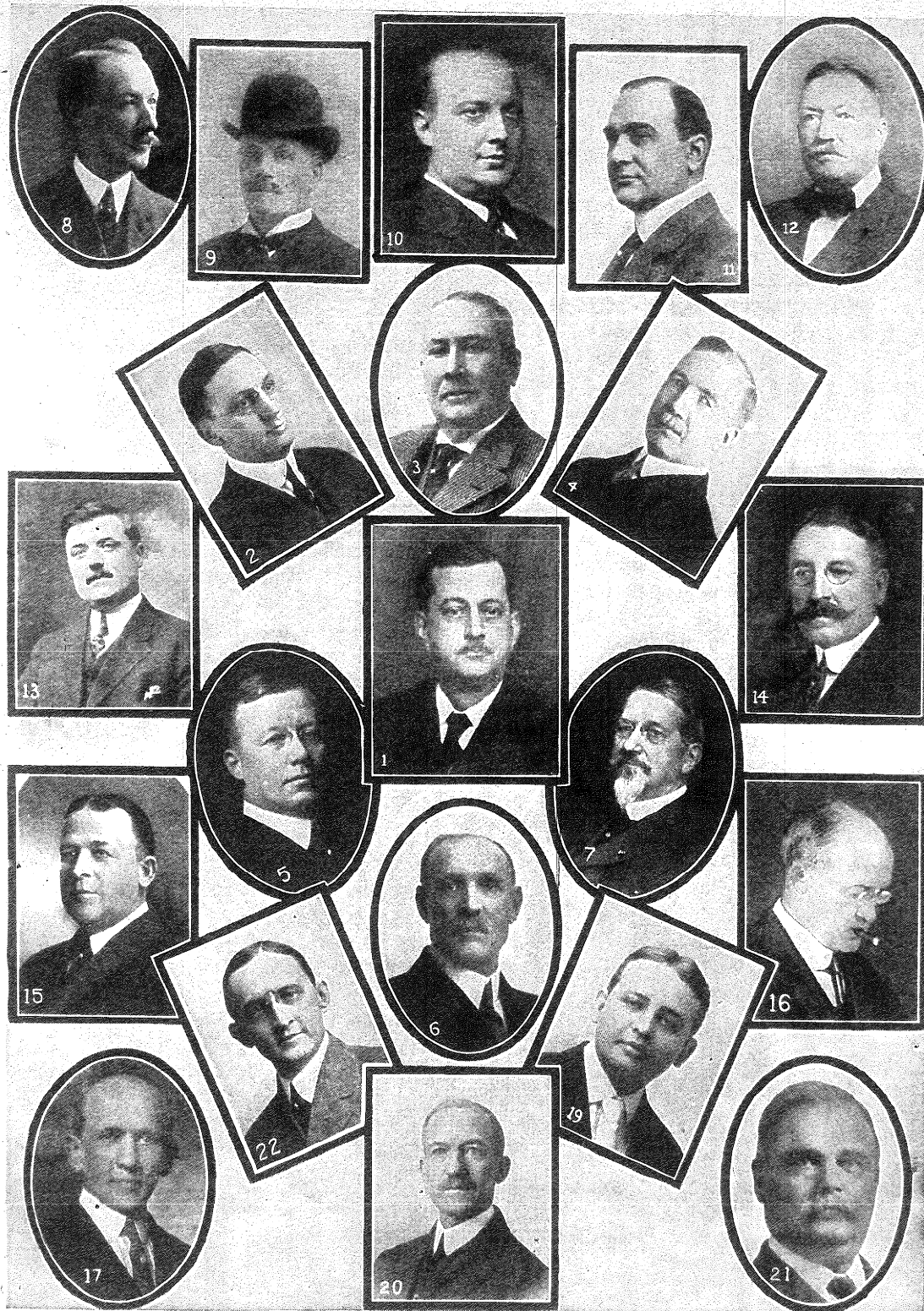
said: "There was a woman lived next door to Mrs. Malloy who had been awful sick with some kind of a fever, an' the Doctor said she needn't hope to get well, an' she didn't. She had a little kid three or four years old, an' folks was wonderin' what's to become of the little thing an' so one day Mrs. Malloy come in an' took it. Nobody seemed to have any right to say anything about it an' she took it home. When she was fixin' to move folks was askin' her what in the world she meant, her tryin' to make both ends meet, workin' her fingers off for four little kids of her own, but she just kind of laughed an' told 'em since the children's Father'd gone it made it so unhandy settin' the table, she couldn't get used to it. He always set at the head an' her at the foot an' two of the children on each side. She said Jimmy was gettin' big enough to take his Father's place now an' it would all come out right with six in the family.

McGaffey paused and in the short silence that followed, Sandy spoke. "Somebody dropped off the other day an' left Jimmy Malloy's Mother, that lives down by the round house, three or four hundred dollars" and at the sudden though that struck him, he turned to McGaffey. "There's six in that family."

"Sure," said McGaffey, "that's the Mrs. Malloy, though I don't know how she got here, but here she is an' all the kids at home, Jimmy with a good job callin' an' happier'n they ever was when I used to eat with 'em down in Kansas."

"What about the fellow you took through in your caboose last night," said Edwards, smiling at McGaffey, where he sat watching the fire, the thin line of smoke from his lips drifting through the open door of the stove.

McGaffey moved a little uneasily in his chair. "Well," he said, "he didn't ask me nothin' about her, I heard him tellin' some of the boys he was lookin' for her, but guess none of 'em thought about this Mrs. Malloy, anyway," he added, shutting the stove door with his foot. "It's Christmas time an' I kind of like the sound of that "Peace on earth" sayin'; she's happy the way she is," and looking up to see what Edwards was laughing at, "there's six in the family now"



Representatives of the Passenger Department.

The Makers of Passenger Traffic of the Milwaukee Road

This group of men represents a part of the planners and skirmishers for passenger business on The Milwaukee Road. While much has been written about the efficiency of other departments in the pages of this magazine, it can be said in strictest adherence to truth, that there is no department on the road with a better roster of officials, and no other railroad has a passenger organization that out-strips our own. The acid test of deliverance is reckoned by results. On this basis the above high-sounding statements are sustained. It is business, revenue and the number of passengers carried that proves the might of this department.

Scattered throughout the large cities of this country and even in distant England, China and Japan, you will find on the main thoroughfares, offices of the Milwaukee Road. In charge of these outposts where business is recruited, are many men old in the service. The title of Empire Builders has been given some men in our line of work and the right to bear it is not disputed, but if there are Empire Builders, these passenger men assuredly should be called Empire Populators.

During the early history of the Milwaukee Road, when the vast territory penetrated by the growing line represented uncounted acres of undeveloped, unpopulated tracts, it was the passenger representatives that waited at the docks for the incoming ships and visited the territory that was thickly populated, where land values were high, and induced farmers and stock-raisers to reap the rewards which awaited the man who applied his industry to the fertile lands flanking the old lines of the Milwaukee Road. We have men still active in service who helped colonize these districts and second and third generations have been reared on the tracts that these passenger representatives selected for the original settler. Some roads have compiled statistics, showing what every settler located along its line is worth in revenue, directly and indirectly, amounts ranging from \$500.00 to \$1,000.00 a year. It is hardly necessary to further amplify the importance of the passenger representative's work so far as the settler is concerned.

The passenger on "The Olympian" en route from Chicago to Seattle, is not there by accident. Invariably, passengers destined to distant points, reached also by other lines, are secured in the face of keenest competition. The passenger representative must have at his tongue's end, rates, routing, train service and connections. He must know the scenic advantages of the line and be prepared to answer questions that it is impossible to anticipate, as passengers frequently want information on a variety of subjects before a decision is made as to which route they will travel.

Regardless of how satisfactorily and com-

pletely a passenger representative, located in some distant territory off the line, takes care of a passenger, the Milwaukee Road does not actually commence to deliver on the promises the representative has made of superior service, until the passenger boards the train. How vital it is therefore, that every employe on the road coming in contact with the passenger, should accord them that quality of service which will sustain the glowing statements the passenger representative has made to secure the business. Cooperation and team work between all departments, has made the Milwaukee's enviable position in the passenger field possible.

1—F. A. Miller, Passenger Traffic Manager, Chicago, has been in the service of the Milwaukee Road for thirty-two years. Prior to his promotion to his present office, he was General Passenger Agent and dean of officials holding that title as he had been General Passenger Agent for a greater number of years than any other officer holding that title of any line entering Chicago.

2—Geo. B. Haynes, General Passenger Agent, Chicago, has been with the Milwaukee since December, 1893, starting in the Omaha office as a clerk under F. A. Nash. He has been consecutively Traveling Passenger Agent, Immigration Agent, Assistant General Passenger Agent, and was promoted to his present position March 1st, 1913.

3—Geo. W. Hibbard, General Passenger Agent, Seattle, likes to remind us that he is the youngest member of "the family," but even if he did enter this home circle but five years ago, his previous affiliations for many years had been with closely connecting lines, and he was, on that account, not by any means "an outsider."

4—W. J. Cannon, Assistant General Passenger Agent, Chicago, has been with the road for thirty years. Starting as a clerk in the general offices when they were located in Milwaukee, Mr. Cannon was rate clerk and chief rate clerk for the company until his promotion. On rate making and divisions, he is the best posted authority on this line of work in the railroad business today.

5—W. B. Dixon, Assistant General Passenger Agent, St. Paul, entered the Milwaukee service in February, 1888, as a stenographer in the office that he now presides over as Assistant General Passenger Agent. He has mounted the intervening rounds of the ladder as ticket clerk, ticket agent, chief clerk, traveling passenger agent, Northwestern passenger agent, and was appointed Assistant General Passenger Agent on April 1st, 1907.

6—W. P. Warner, Assistant General Freight and Passenger Agent, Spokane, entered the service of the company April 1st, 1889, as Contracting Freight Agent, Kansas City. Mr.

MILWAUKEE RAILWAY SYSTEM

Warner has been located at Davenport, Ottumwa, Mason City and Portland, Ore., in different capacities representing the Freight and Passenger Department until February, 1912, when he was promoted to his present position.

7—Col. James G. Everest, General Traveling Passenger Agent, entered the service of the Milwaukee, February 1st, 1871, as Traveling Passenger Agent under the late A. V. H. Carpenter, who was then General Passenger and Ticket Agent of the company at Milwaukee. In Col. Everest's forty-three years of service he has witnessed many changes and improvements in the Passenger Department. We had a 2,000 mile railroad when the Colonel entered the service.

8—C. N. Souther, General Agent, Chicago, started with the company September 1st, 1876, as night operator at Truesdell. Later he was agent at Morton Grove, and was promoted from this position to a clerkship under T. E. Chandler, who was General Agent for the company in the old Ashland Block, Chicago.

9—Col. W. J. Boyle, General Agent Passenger Department, Milwaukee. Col. Boyle has been a resident of this city for forty-one years and has been engaged in railroad service during this entire time. He is one of the prominent men of this city and has served on the staff of three governors of the State of Wisconsin.

10—J. H. Skillen, New England Freight and Passenger Agent, entered the service of the company as a clerk in the New York office of the Milwaukee in September, 1893. He has been promoted to many different positions in the East representing the company.

11—G. L. Cobb, General Agent Passenger Department, New York City, entered the service of the Milwaukee, January 1st, 1901, as Traveling Freight and Passenger Agent at Denver. With the same title he was transferred to Philadelphia and in December, 1903, was appointed Southwestern Passenger Agent at Kansas City, which office he held until August 1st, 1912, when he was appointed General Agent of the Passenger Department in New York City.

12—C. C. Mordough Traveling Passenger Agent, Cincinnati, entered the service of the company in the spring of 1884. During his thirty years of service he has represented the Milwaukee at Indianapolis and Cincinnati.

13—E. C. Hayden, District Passenger Agent, Cleveland, Ohio. On September 11th of this year, Mr. Hayden completed his thirty-fourth consecutive year with the company, starting in the old general offices in Milwaukee, in the Ticket Department. Mr. Hayden has represented the company in Cleveland for the past seventeen years.

14—P. H. Scanlon, Division Freight and Passenger Agent, Great Falls, Mont., started with the company as an office boy under J. A. Chandler, General Agent at St. Paul, May 1st, 1882. In 1892, Mr. Scanlon was appointed Traveling Passenger Agent. He has also represented the company at Butte and Helena, Mont., as Commercial Agent.

15—W. W. Winton, District Passenger Agent, Madison, Wis., started with the company on October 8th, 1880, as a stenographer

in the office of General Freight Agent at Milwaukee. Mr. Winton has represented the company at St. Joe, Mo., and New Orleans, also as District Freight and Passenger Agent at Chicago. He has been District Passenger Agent at Madison for the past fourteen years.

16—A. L. Eidemiller, Traveling Passenger Agent, Indianapolis. Mr. Eidemiller began railroad work as a ticket seller for the Milwaukee thirty years ago. He has represented the company as Traveling Passenger Agent at both St. Paul and Indianapolis.

17—C. H. Miles, District Passenger Agent, San Francisco, has been with the company since July, 1894. During Mr. Miles twenty years of service on the Coast, he has covered this entire Western country seeking business for the company.

18—D. T. Berry, Commercial Agent, Los Angeles, entered the service of the company as Contracting Freight Agent in San Francisco, in 1903, and was promoted to his present position on March 1st, 1912.

19—H. H. Hunkins, Traveling Passenger Agent, Salt Lake City. Mr. Hunkins has been in railroad service eighteen years, eight of which have been with the Milwaukee.

20—H. W. Steinhoff, District Passenger Agent, Detroit, Mich., was appointed to his present position June 7th, 1909. Mr. Steinhoff has spent a number of years in railroad service and is well posted on railroad matters.

21—John R. Pott, District Passenger Agent, Pittsburgh, has represented the Milwaukee Road for thirty-five years in the East. It would be hard to find a town in Pennsylvania where the jovial "Jack Pott" is unknown.

A. P. Chapman, General Agent Passenger Department, Seattle, is a highly efficient employe with a mighty youthful appearance for one who has thirty-two years continuous service with the Milwaukee Road to his credit. Prior to his appointment as General Agent at Seattle, "Chap" was for a number of years City Ticket Agent in Chicago.



The final and deciding game of a series of ball games between the north end and the south end of the general foundry at Milwaukee shops was played on Saturday, September 19, and was won by the south end boys by a score of 10 to 8.

The above picture illustrates the "get-together" spirit that has developed at the foundry, as the picture not only shows the players, but also the foundry fans, all united while at play as well as while in the shop.

The foundry boys are very enthusiastic readers of the magazine and watch for the coming issues.

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A Pertinent Query

Milwaukee, Nov. 16, 1914.

Dear Editor.

I would like to ask for a little space in the Magazine to put a question to our employees, and would have it understood at once that I am myself an employe of this company and have been for nearly thirty-five years; and I am just as much interested in seeing every man on this System get a "square deal" and be protected by Safety First as anyone is.

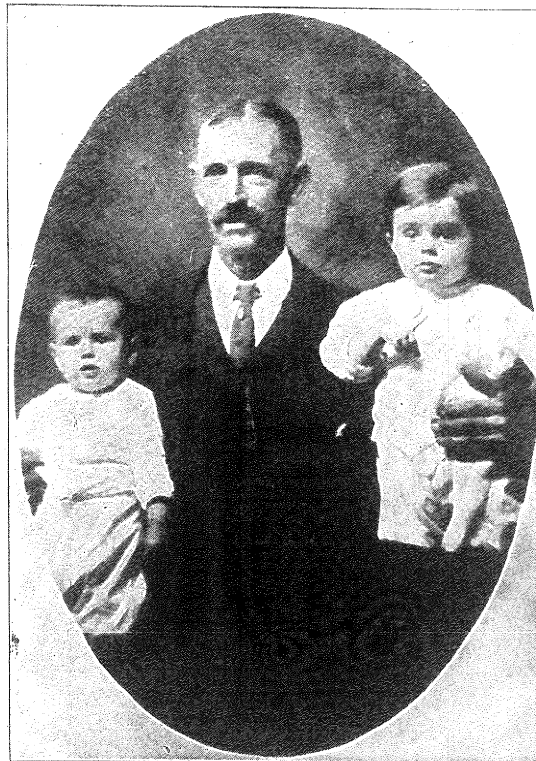
I have lately been told that a conductor on our railroad, somewhere in South Dakota, has taken a lay-off and is going around the state agitating for the introduction of a bill limiting the number of freight cars in a train to fifty, claiming it is in the interest of Safety First. Now, the question I want to ask is: "Is such action strictly loyal to the company that employs him?" It seems to me that it is not; that this is a good deal like biting the hand that feeds you.

The men on this railroad, and working men everywhere know, or they should know if they keep up with the times, that all railroads are having a hard time to earn money enough to run their trains, even when they put in as many cars in a train as the power will haul, and it is also pretty evident that government regulation has gone so far that the railroads cannot do anything toward increasing their earnings on the business they haul. Where then is the money to come from to run fifty-car trains? And has not the claim that it is unsafe to operate longer trains, "An African in the timber" somewhere? I think our loyalty to the company we work for requires us to look on both sides of these questions, and if we don't want to do that, and insist that we will not do that, perhaps we will have a chance, sooner than we expect it, of looking straight into the face of government ownership with some of its unpleasant consequences. There is one thing for us to consider, whether we wish to be harmonious or the opposite,

and that is if we want railroad men all employed, the public has got to quit throwing obstacles in the way of the railroads and causing them unnecessary expense—which a law of this kind would surely do.

What we want more than anything else is good times and lots of business and the way to get it is for every employe to "boost" for the company, and to turn in and help to get all the business in sight without troubling ourselves to imagine dangers where none exist. If train crews are on the job as they should be while at work, they can operate long trains with entire safety. There can be no question about that and I believe that we should be loyal to the company and to the business that gives us our bread and butter, instead of trying to work up legislation that is going to work hardships to those interests. If we conscientiously do this, then if we have demands to make, fairness and justice will be on our side. Yours for

THE SQUARE DEAL.



C. & M. Division Engineer Frank G. Cleveland
and His Grandchildren.

MILWAUKEE RAILWAY SYSTEM



1. Clarence E. Hobbs. 2. John McCauley. 3. David Slightam. 4. W. H. Ellis. 5. W. E. Slightam. 7. Mike Mackdon. 8. A. B. Brasted. 9. W. E. Wilson. 11. James W. Dunn. 13. W. B. Chamberlain. 14. John N. Woodman. 15. Thos. J. Campion. 16. P. Thompson. 17. James McMahon. 18. John Sprague. 19. C. S. Wilbur. 20. F. McMahon. 21. Lewis McGovern.

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Engineers of the 70's

W. Alexander.

The first number of this magazine contained an article giving a brief history of thirteen engineers who started running engines in the 60's. Some reference was made to engineers of the same period on other parts of the railroad, but an examination of the records shows that besides those mentioned there were only two in service on other parts of the system who started in as engineers during this period. They are William Bloomfield of the River Division, who had a service date of 1868 and who retired from active service several years ago, and C. M. Jones of the same division, with a service date of 1869. Of the 1,300 engineers in the Milwaukee District, thirty-three started service in the 70's, while of the 1,600 outside of the Milwaukee District, thirty-one saw service as engineers during this period. A majority of the engineers of the 70's have been interviewed and considerable information obtained, which may be of interest to the readers of the Magazine.

Closely associated with the engineers of any period are the engines themselves, and during the 60's they were all of 14-inch, 15-inch or 16-inch cylinders, mostly of the American or eight-wheel type wood burners, equipped with crosshead pumps and steam oil cups. Most of them were named after prominent railroad men, government officials, towns or states. The cylinders were covered with polished brass coverings. The hand railings and other parts were of highly polished and ornamental brass work. During the period from 1870 to 1879 a number of new types were put in service. Fifteen 17-inch standard Rhode Island American type engines were purchased in 1879. They were considered heavy power and used exclusively in freight service. A number of 18-inch McQueen passenger engines were placed in service in 1877. These engines were later changed to 17-inch engines and for many years handled the heaviest passenger trains on the system. Three or four six-wheel and a number of four-wheel switch engines were placed in service in the late 70's and these engines were also considered powerful machines for switching service. Nearly all of these locomotives are still in service. The engineers who started work during this decade, in addition to seeing the size of the engines thus greatly increased, also witnessed the consolidation of a number of lines into the present Chicago, Milwaukee & St. Paul system. They were called upon to handle some of the new appliances which were put into general use at that time. The principal improvements were the automatic brake and the non-lifting injector. The automatic brake supplanted the straight air, steam and vacuum brakes used before that period. During the

early 70's a number of engines were equipped with non-lifting injectors, which early type of injector was quite satisfactory to force water into a boiler while a locomotive was standing still, but just the opposite when the engine was moving. About 1878 the first Sellers lifting injector was used, and from that time on the crosshead pump and the non-lifting injector were gradually replaced by Sellers lifting injectors. Another improvement which was made about this time was the changing of the cylinder oil cups from the top of the steam chest to the inside of the cab.

In the Milwaukee District the first engineer of the 70's who is still running an engine is Engineer Clarence E. Hobbs of the Mineral Point Division. Mr. Hobbs was born on September 8, 1842, in Brompton, Pa. His first railroad experience was obtained running a stationary shop engine at Watertown for the Milwaukee & Watertown Railroad in the summer of 1857. In 1859 he fired a few trips for Engineer James Freeman and then returned to work in the shops. He was one of the first to respond to the call of arms in 1861. After serving out his enlistment of ninety days he again went to the front with a company that was formed entirely of shop men from the old Mississippi shops, in Milwaukee. The recruiting of this company of 100 men took the majority of the employees of the shop. After the war was over, Mr. Hobbs returned to the service as a fireman when there was work for him as such and at other times worked in the shops, until he was finally placed in charge of a switch engine at Janesville in 1867, and in 1871 was promoted to road service between Milwaukee and Madison, since which time he has been employed constantly as an engineer and for a good many years past has run on trains Nos. 6 and 21, between Milwaukee and Mineral Point.

Engineer John McCauley, with a service date of September, 1871, was born in Milwaukee January 4, 1851, entering the service of the Milwaukee & La Crosse Railroad as a brakeman in 1865, and two years later becoming a fireman, continuing in this capacity until he was made an engineer, and has been on the pay-roll as a yard engineer every month since that time with a single exception. Mr. McCauley asserts, in response to an inquiry as to a comparison of railroading then and now, that our system of today is a marvel of efficiency and safety compared to what it was when he first became a railroad man.

David Slightam was born in Packlington, Yorkshire, England, August 10, 1846, and came to America in 1851. He was employed

MILWAUKEE RAILWAY SYSTEM

in the roundhouse at Madison in 1863, but, like a large number of the boys, enlisted in the army and served until the war was over. His first trip as a fireman was made on engine No. 22, which was in charge of Engineer Tilden. George Hackney was master mechanic and N. S. Kimball roundhouse foreman at Milwaukee at this time. He was set up in 1872 on a switch engine at Madison and soon after transferred to freight service and assigned to engine No. 109. Engineer Slightam was not an exception to the typical enginemen of that time and he tells me that the day he first stepped on engine No. 109 as an engineer he still considers one of the happiest days of his life. Upon being asked to express his sentiment, he writes as follows:

"It is now forty-seven years since I began my service on the Prairie du Chien Division. Many of our friends have passed away, and as I look around I see that many of us are growing old, but such is life—we pass away, and yet the wheels go round."

Many nationalities were represented by the enginemen of this period, and we find that the next one on the list is Engineer W. H. Ellis, who was born near Hamburg, Germany, October 7, 1845. Like Engineers Slightam and Hobbs, Mr. Ellis is also a veteran of the War of the Rebellion. After being mustered out he was employed, in 1866, as a brakeman in the Prairie du Chien yard, at Milwaukee, spotting cars. The motive power used was a horse, with which the cars were started, and the duty of the brakeman was to stop them at the proper place for loading. After holding down this exciting position for several months he was transferred to real railroad service as a brakeman on the Milwaukee & Mississippi road with Conductor William Harrison. Louis Rock was superintendent at the time. Two years later he was assigned to a place as fireman and he tells me that during all his firing experience he never handled a scoop, which is something that none of our modern firemen can say. The engine was a wood burner, and during the two years he was employed as a fireman he became quite an expert in the handling of cord wood. After firing one of these engines over the road, the day's work was not considered completed until the slivers had all been located and extracted. In September, 1873, he was promoted and ran an engine between Milwaukee and Madison. James Hackney was master mechanic, James Austin roundhouse foreman at Madison and Joe Adams at Milwaukee at that time. Mr. Ellis lays claim to a record for continuous service on the same train, which is the passenger run between Milwaukee and Mineral Point, where he has been running continuously for the past twenty-six years.

W. E. Slightam, another Prairie du Chien Division engineer, was born at Packlington, Yorkshire, England, October 15, 1848, and started his railroad career as a fireman in the Milwaukee yards in 1871 on engine No.

71, in charge of Engineer Bob Ellis. After being set up in 1874 he ran a switch engine in the Milwaukee Terminals and also performed some service as an engineer in the Chicago Terminals. He is now in passenger service between Madison and North McGregor.

Engineer George F. McEvoy of the Northern Division was born in the town of Denmark, Lewis County, New York, October 18, 1851. He entered the service as a fireman on engine No. 146, running between Milwaukee and Winneconne, and in 1875 was promoted and assigned to engine No. 75, switching in Winneconne and Omro. Mr. McEvoy considers that conditions now are far superior to what they were when he first commenced to operate a locomotive. At that time an engine crew stayed with an engine regardless of the length of time used in completing a trip. The enginemen were held responsible for all defects and breakdowns that might occur, and they were all quite willing to assume the responsibility due to the greater interest they took in the operation of the locomotives in their charge, and it might be said that an engineer partly owned his engine, owing to the pride he took in it. Mr. McEvoy is running the passenger engine on the Fond du Lac Branch.

Engineer Mike Mackedon of the Prairie du Chien Division was born in Newark, N. J., September 16, 1845, and located in Milwaukee in 1856. In 1858 he entered the service as a helper in the shops. He served an enlistment of three years in the 24th Wisconsin Regiment, and after the close of the war started in as a fireman and was set up in 1875, and is at present handling the Milwaukee-Janesville milk run.

Mr. A. B. Brasted of the Wisconsin Valley Division was born December 18, 1845, at Bridgeport, Addison County, Vermont. He served in the army and marched with General Sherman from Atlanta to the sea. Starting his railroad career with the C. & N. W. Ry., in 1877 he was employed by the C., M. & St. P. as an engineer on the Wisconsin Valley Division. At that time this division extended only from Tomah to Wausau. Engineer Brasted is at present assigned to trains Nos. 5 and 6 between New Lisbon and Tomahawk.

Engineer Walter E. Wilson of the Prairie du Chien Division was born in New York City, November 18, 1853, entered the service as a fireman in 1869 and was promoted to a switch engine in Milwaukee in 1876. Several years after he transferred to the road service, and for many years has handled the throttle of a passenger engine between Madison and North McGregor.

Edward Wardle, the oldest engineer in the Chicago Terminal, was born in England, March 9, 1849, and started in as a fireman in 1870 with Engineer John Slater on engine No. 14, running between Portage and Horicon. Ed Wilcox, who is remembered by many of the readers of the Magazine, was

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roundhouse foreman at Portage at the time. He was promoted in 1876 and performed his first service as an engineer in the Chicago Yard. At that time there were six engines working days and one working nights, while at the present time there are 80 engines operating in the Chicago Terminals. Engineer Wardle is now running engine No. 1528 in the Galewood Yard.

Engineer James W. Dunn of the Prairie du Chien Division was born in Burlington, Vermont, November 10, 1851. He started his railroad career as a brakeman at Madison in 1868 but not being in love with the pin and link couplers used at that time, he gave up his place as brakeman and went to work in the freight department and later on obtained an assignment as fireman in the same yard and was promoted in 1877. When the new line between Chicago and Janesville was opened up he was assigned to a passenger run on that line and has held that assignment for the past 12 years.

M. C. Twitchell, Prairie du Chien Division engineer, was born May 7, 1850, in Milan, N. H. After firing from 1867 to 1877 he was promoted to road service as an engineer between Madison and Prairie du Chien, and is at the present time running on trains Nos. 14 and 33 between Janesville and North McGregor.

Engineer W. B. Chamberlain is the pioneer of the Chicago Division. He was born in Briggsville, Marquette County, Wisconsin, on July 25, 1852, and lays claim to the distinction of being the oldest native Badger in the service as an engineer. When 7 years old he first saw a railroad train, the sight of which made such an impression on him that he decided to become a locomotive engineer. As a starter he obtained a place as watchman on the bridge across the Wisconsin River at Kilbourn. All locomotives passing the bridge stopped there to take on wood and water, which was quite an event to the young fellows in that vicinity. It was no small task to wood up an engine and Watchman Chamberlain usually assisted with this work. He became acquainted with most of the engineers and through their influence obtained a position as fireman. After firing for several years he was assigned to the pay car engine as fireman and made many trips over the system with Paymaster Place and Chief Clerk Austin. These trips usually took about two weeks. This pay car was the only private or business car then in use and was used by General Manager Merrill, General Passenger and Ticket Agent Carpenter, General Solicitor John W. Carey, Chief Engineer D. J. Whittemore and other general officials of the road. Mr. Chamberlain cites an incident that happened in the early part of his career. An engine he had charge of broke an engine truck journal. The wheel and the broken end of the journal were put back in place and the box repacked and the engine was run to Milwaukee. The roundhouse force, noticing the wheel in place,

paid no attention to the engineer's report and the engine was on the turn table going out the next morning when Engineer Chamberlain arrived. He says he had quite a time convincing the roundhouse foreman that the journal was broken. The moral of this is, "Never doubt the word of an engineer." Engineer Chamberlain was promoted in 1877 and saw service on a number of divisions in freight service before he was finally assigned to the C. & M. Division. He is still in passenger service on that division.

Mr. John N. Woodman of the La Crosse Division was born on June 24, 1849, in London, Canada. He was set up as an engineer in 1877. Engineer Woodman calls attention to the Creamer brake, which was used on a number of passenger trains before the air brake was first installed. This brake consisted of a drum with a spring enclosed, which was wound up by the brakeman. Mr. Woodman considers conditions, as far as enginemen are concerned, to be at least 100 per cent better than when he started running.

Many claims are made by enginemen of being the first to be employed in this or that particular service, and Engineer Thos. J. Campion of the Milwaukee Terminal lays claim to a number. The first is as the first call boy in Milwaukee. This was on July 2, 1869. The second one as the fireman on the first work train used in constructing the C. & M. Division in 1871. The third that in 1874 he fired the first coal burning engine on the system. He was promoted in 1877. He ran engines in freight and passenger service on the C. & M. Division until 1893 when he was assigned to switching service in the Milwaukee Terminal and has been employed on the Northern Division Pusher since 1902. Engineer Campion claims to be quite a young fellow, but a signed statement proves that he was born on September 5, 1854.

Engineer P. Thompson of the Wisconsin Valley Division was born April 9, 1849, in Rhode Island. Mr. Thompson started in as a fireman in 1872, was promoted September 27, 1877, on the La Crosse Division and is still in passenger service between New Lisbon and Tomahawk.

James McMahon of the La Crosse Division was born in Ottawa, Canada, in October, 1850. His first railroad service was as a section man between Madison and Portage when this line was being built. After the spikes were all driven he obtained a position as brakeman and later on as a fireman and was finally promoted in 1879. The first engine he ran was the Colonel Crocker No. 143. He considers that much has been done to make railroading comfortable and safe, besides making it possible for an engineman to earn a fair salary.

Engineer John Sprague of the Milwaukee Terminal was born in Detroit, Michigan, in 1843. After serving four years in the U. S. Navy, he obtained a position as locomotive fireman and was promoted in 1876. He is

still running a switch engine at the Milwaukee Shops.

C. S. Wilber, a native of Wisconsin, first saw the light of Watertown on October 28, 1855. He was employed in 1871 in the rail shop at Watertown Junction. This shop was in charge of Mr. N. C. Daniels. In 1873 he started firing on a switch engine at Watertown in charge of Engineer C. A. Brickell. The switch engines of those days, if they could be seen today, would certainly be objects of curiosity. Mr. Wilber was promoted in 1878 but was hardly recognized as an engineer until two years later when he was assigned to a passenger run between Madison and Watertown. This assignment was due to the fact that they had to perform about nine hours switching service a day at Watertown and none of the older men wanted the run. He was assigned to various locomotives, one of which was engine No. 12, named the Quick Step. Mr. Wilber takes pride in the fact that he has lived in a generation to see the steam locomotives of the sixties and seventies weighing from 30 to 40 tons and with a boiler pressure of 100 pounds, increased to the modern and efficient locomotive of today of 200 tons and over with a boiler pressure of 200 pounds, and also to seeing the company expand from a small line to a great continental system. Engineer Wilber is still assigned to the mixed run between Madison and Watertown.

Engineer Pat McMahon was born in Milwaukee in 1853, but has lived in Portage since 1854. With his brother James, he started his railroad career driving spikes on the line between Madison and Portage

when that branch was being built. He became a fireman in 1872 on the La Crosse Division. It was necessary in those days to wood up the engines every 20 miles, which service, particularly in the winter time, made the life of a fireman anything but pleasant in the seventies. The time of freight trains between Portage and La Crosse was from 12 to 13 hours, and if it took 20 hours the fireman received one day's pay for the service, which amounted to \$1.75. Promoted in 1879 his first service as an engineer was on the H. H. Baxter, a double dome Taunton engine. Every fourth day Pat can be seen on the head end of No. 6 out of Portage and No. 17 out of Milwaukee.

Engineer L. McGovern was born in Highland Park, Illinois, on March 23, 1853. In 1872 the Western Union Railway extended from Racine to Savanna and there were some lines of this road on the west side of the Mississippi, although there was no rail connection between the two points. The main shop was at Racine and it was in this shop that Mr. McGovern started his railroad work as helper, graduating into the engine service as a fireman in 1873 and was promoted to engineer in 1879 on engine No. 18, which at that time was called the Mt. Carroll. Mr. McGovern is an optimist. He sees the bright side of life. He has never been suspended or reprimanded and says that his whole service with this railroad company has been one continual round of pleasure.

There are a number of engineers who started work in the seventies who are not at the present time in service as engineers.



Boulevard Roundhouse Dispatching Force.

Smiles

Asleep at the Switch.

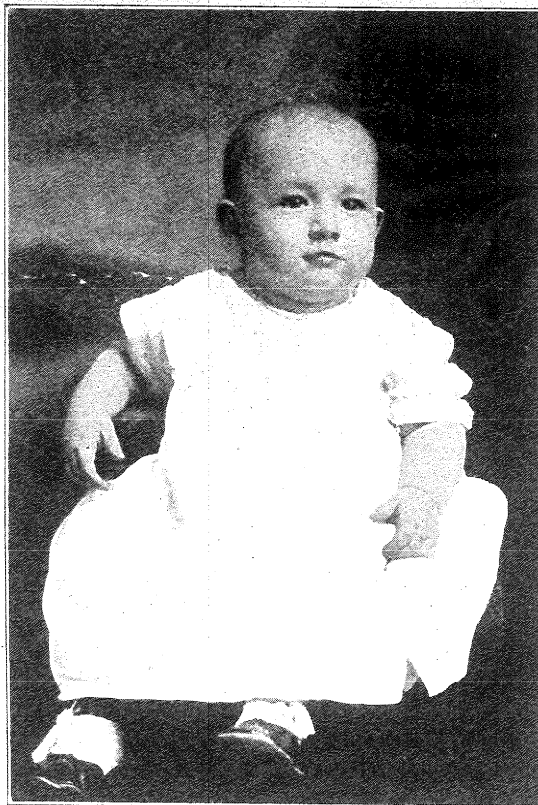
By Hek, I've got a job at last. I bet I'll make a hit with my Old Man, who always says, "Kid, ginger up a bit." I've got a title right, all right, I'm Johnny on the Spot. It's up to me to hustle crews, for that's a Call Boy's lot. I work from dewy morn till night—I read that line somewhere. The guy what wrote that toilsome phrase knew naught of heated air. I'm drawing sixty bones right now, Dad cops them every trip, this Call Boy's life is to the good unless you make a slip; I guess I'll buy some new glad rags if Dad will loosen up, the way this old suit hangs on me, 'twould scare Dick Staeger's pup. The Supe told me the other day when he was young and bright that he called crews for thirty plunks and now he's out of sight. But I must have some clothes, by Hek, if I'm to make a name, the Call Boy's life is to the tough, he's everybody's game; last week they had a red-hot time, the town was decked for fair, they staged a celebration and this Call Boy he was there. By Hek, it seemed that every time I went to call a crew I'd meet that celebration like some old pal I knew: why every time I'd want a man I'd mosey up the street and the crowd was rowdy dowdy and their game was hard to beat. And then I met a saucy dame, her eyes were bright—like glass that's chiseled till it winks and sparks, she was a sparking lass; and when she put her wing in mine and looked at me so nice, by Hek, I was a millionaire and ordered frapped ice. Her cheeks were red as cherry skin, her bark—her voice was low and sweet, and when she looked at me, by Hek, why I looked at my feet. By Hek, when I can get a pull and rise to higher aims—I guess I swiped that from some guy who suffered sprouting pains—just then we met the G. Y. M. this pretty dame and I, he asked me if I'd called that crew and looked me in the eye, and he asked me if Felton knew that he was ordered light, from this and that and other things my job's been biffed with blight. But I braced up and took the gaff and hustled for that crew, and some were here and some were hence. I'm feeling mighty blue. Last night they had a social dance, today I'm dead for sleep, and Wiltout keeps a-nagging me—I'm crazy with the heat. By Hek, it seems that every time I yearn to glide and dance (that's almost like a tango phrase) I never get the chance, for Wiltout gets a crazy hunch; he'll run all trains that day while every crew is on the peeve and wants to hit the hay. Jack Pulley's got a dreadful growl, his grouch is out of plumb, you'd think I owned these trains and crews, they'd like to scare me dumb. And then Bert Curtis bawled me

out and called me pretty pat because I called him out of turn, and I got mine for that. Jack Donlon got a run around; if I can square this game—I wonder where that daisy lives, she was a winning dame. By Hek, my track is riding rough, the Supe is sore at me; he called me on the carpet for some one had welched on me. He asked me what my object was in calling any crew I chanced to meet upon the street and was that all I knew; he asked me for a statement, said he'd call his steno in, and say, by Hek, that steno was the dame that copped my tin for lemon ice and tango tea—she has a shell-like ear, while my pulse worked simple action and my heart a compound gear; and say, by Hek, she looked at me and smiled and closed one eye, you bet I made a statement, it was me to do or die. I never made that last line up, I heard it in a play, that steno made some funny marks and I was waved away. I hung around out in the hall and wondered w'at t' 'ell—my language is improving shows I'm feeling mighty well; and then, by Hek, she hustles out, her tablet in her hand and stabbed me with her pencil and it hurt to beat the band; and then she screamed a little oh, like birdie in a tree, her lips were like a red, red rose, these words don't sound like me—and we shook hands and held on tight, there was a dance that eve she said she'd go if I were game, just leave the rest to Steve. But joy, oh joy, I made a hit, my statement won the prize the Supe has given me a desk. You'd scarcely realize that the young man who's all fussed up and works along with Mame was the saucy kid who called the crews, I'm shaking hands with Fame, and she sits there and notes her notes and throws some smiles at me, if the world were full of Call Boys I'm the only one she'd see. And then some day when work is slack, we're going on a trip; I'll take her to Pine City, where they dance the Pine Tree Dip, and I will look into her eyes, those eyes of wondrous hue, another line I read somewhere—her lips are sweet as dew. And I will fondle with her locks—the books she loans to me are full of just those kinds of speech—we'll drink some pink pine tea. And then we'll talk about the time when first we met, by Hek; when I tell her I'm a Call Boy then I'll get it in the neck. "Wake up," who, me? "Go call the way freight crew," well say, by Hek, I dreamed that stuff, the way all Call Boys do.

If you desire to know what the president and general manager of a great railway system are, or ought to be, doing, go to a barber shop on Saturday night, close both eyes, and listen.

At Home

Anna M. Scott, Editor.



Master Jack Winter, Son of Yard Master Winter, Mitchell, S. D.

MERRY CHRISTMAS AND HAPPY NEW YEAR TO ALL THE HOME FOLKS:

In a recent trip over a portion of the railroad in company with the chief editor, it was my pleasure to meet many of the women belonging to the families of employees, and to hear that the Magazine is a welcome visitor in their homes. The ladies promised their heartiest co-operation in this department and have promised to send in favorite recipes, suggestions for fancy work, new ideas for the reduction in the high cost of living—and on other subjects appealing to the housewife and mother. It is needless to say that I shall be most glad to receive such help, for it is encouraging to know that our Magazine can be of real service toward the health and happiness of the railroad families.

Chief Dispatcher Francis R. Moore of Ottumwa was married at Burlington, Ia., on October 21st to Miss Hazel V. Gephart. The marriage service was performed at the home of Mrs. Julia Swenson, a sister of the bride. Rev. E. Farisholler of Ottumwa officiating at the ceremony. Mr. and Mrs. Moore have taken a trip east and will return to their new

home at 237 Woodland Avenue, Ottumwa, Ia. The employees of the Milwaukee Road extend their heartiest good wishes to the young couple.

Winter Fashions.

The department stores for the past few weeks have been exhibiting some very beautiful gowns. The most striking feature of the whole collection is that each and every skirt is cut short to the tops of the high shoes. Fur is everywhere on suits and afternoon frocks. The newest collars shown on coat suits are deep flat effects that reach from shoulder to shoulder in the back without intruding at all in the front. They are generally of fur, but many of velvet and silk are seen.

Black velvet or velveteen and black satin are in universal favor for afternoon gowns; while gabardine, velvets, broadcloth and serge compose the smartest suits. The probable length for the suit coat for the winter has been a matter of much speculation, the latest reports seeming to indicate that we shall have much variety. Already some of the newest models have short length coats; but there are also longer ones and seven-eighth coats are much in favor.

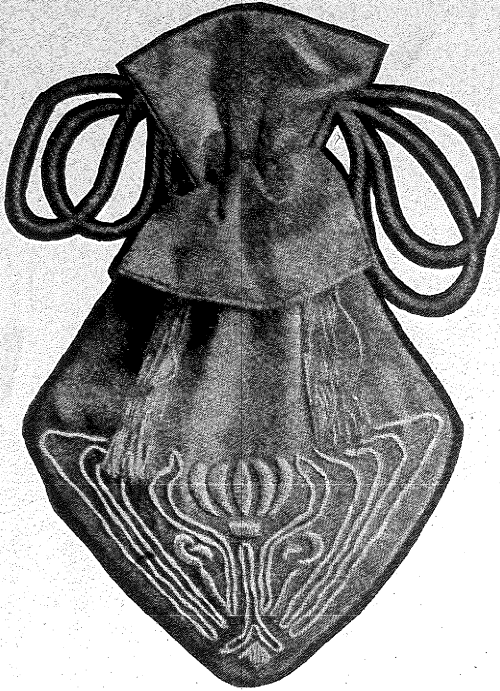
New Ideas in Neckwear.

The very newest idea in collars is the high-standing double ruche, attached to a straight band of velvet. This can easily be made at home.

The linen collar and cuff is a feature of many of the street suits of taffeta, gabardine, serge and other heavy fabrics. The collar is made in many fashions, so that one becoming to every type of face can be found.

A Home-Made Vestee.

Although few blouses are hand embroidered just at the present, one may spend some time on fancy stitches for the pretty vestees that are being worn with plain blouses. If you do not wish to make the vestee itself, simply buy one ready made and proceed to embroider it either in white or colors, as one always needs to have several of these fancy fixings. It is, however, a good plan to make the entire article at home. Use one you have bought for a pattern, by laying it over a paper and cut exactly like the pattern. Then put your new-made pattern on the material and cut that out. If you intend to embroider the vestee better sketch the pattern upon the material before it is cut. Then mark the design to be worked on it and do the embroidery; after which cut out the vestee. Do not use white silk for it will yellow in laundering. This would make a lovely Christmas gift for some dear friend.



One of the most acceptable gifts to make for Christmas is a bag like the sample shown. It is a very handy and convenient receptacle for articles used for evening functions, such as opera glasses, fan, handkerchiefs and gloves, even slippers may find ample room. The bag may be made to match a gown and embroidered in a different shade. I saw a very handsome one in one of the stores—it was of pale blue satin, embroidered in gold color, also the cord and tassels were of gold.

Very few women or girls have too many receptacles for the many things that must be on the dressing table. The new basket tray will be a welcome addition. Use two embroidery hoops and twelve inches of ribbon. Wind them all with a half-inch satin ribbon of your favorite color. Stretch a piece of Dresden ribbon over the smaller hoop, fastening on the outside of the hoop, and also fasten the whalebone handles to the smaller hoop. Slip the larger hoop in place and overhand the two hoops together at the bottom. Gather a piece of insertion slightly narrower than the hoops, through the center and sew across the handle around the larger hoop. Where the handles are joined to the basket tie a large double bow, or a tiny bunch of artificial flowers as a finish and your tray is ready for use. This makes a very pretty Xmas gift.

Good Things to Eat.

Rolls That Will Not Sour.—For twenty-five rolls, break into one quart of cold water one cake of compressed yeast in small pieces, add one tablespoon of salt, one-half teaspoon of sugar. Let stand until yeast is soft, then add two tablespoons of melted lard and flour to make a soft dough. Work this thoroughly and put in a greased bowl or pan to stand over

night or from eight or nine o'clock in the morning until three or four in the afternoon.—Walter Dobbin.

Fig Cake.—One cup brown sugar, two-thirds cup of butter, two eggs, one cup chopped raisins, two-thirds of sour milk, one and one-half cups flour, one teaspoon soda, spices to taste. **Filling.**—One cup chopped figs, one-half cup water and one cup sugar. Cook until smooth, stirring well. Cover top with boiled frosting.

Date Muffins.—One-third cup shortening, one cup sugar, one egg, three-fourths cup sweet milk, two cups flour, three level teaspoons baking powder, one-half teaspoon salt, one-half pound dates. Cream butter, add sugar and egg beaten light. Sift together three times the flour, baking powder and salt. Add these to first mixture alternately with milk. Beat thoroughly and add dates, stoned and cut in pieces. Bake in hot, well buttered muffin tins. (Very good.)

Apple Sauce Cake.—One cup sugar, one-half cup butter, one and one-half cups apple sauce, two teaspoons soda dissolved in a little hot water, one teaspoon cinnamon, one-half teaspoon cloves, one-half teaspoon salt, one-half cup raisins, two cups flour. Have the apple sauce cold and unsweetened; bake in a moderate oven. Will keep moist a long time.—N. S. F.

Steamed Pudding.—Two cups chopped suet, one and one-half cups of molasses, one cup of raisins, one-half cup nuts cut fine, one pound of dates, one-half cup of citron cut fine, one cup of candied cherries; grate rind and juice of one lemon; two cups of bread crumbs, three cups flour with three teaspoons of baking powder, one egg and one cup of sour milk, with one-half teaspoon soda. Steam four hours in coffee cans. **Sauce.**—One-half cup butter, one cup pulverized sugar, cream well; add white of one egg, beaten very stiff. Flavor to suit taste.—Margaret Ferguson, Mitchell, S. D.

Chiffonau Dressing.—One tablespoon chopped olives or onions, one hard-boiled egg, one tablespoon Harvey or Worcestershire sauce, three tablespoons chili sauce, five tablespoons mayonnaise dressing.

Coffee Cake.—Two eggs, well beaten; add one-half cup of sugar and large piece of butter melted. Add one cup of milk and two and one-half cups of flour and three teaspoons of baking powder. Pour into greased and floured pan and sprinkle with sugar and cinnamon. If desired, one cupful of seeded raisins, well floured, may be added last.—Pettie Good

Household Suggestions.

Left-over jelly of several different kinds, mixed together, can be used for cake filling.

Do not put salt in the water in which peas are cooked. It will cause the skin to crack.

Rub brown sugar on a sliced ham before broiling it. The ham will have a delicious flavor.

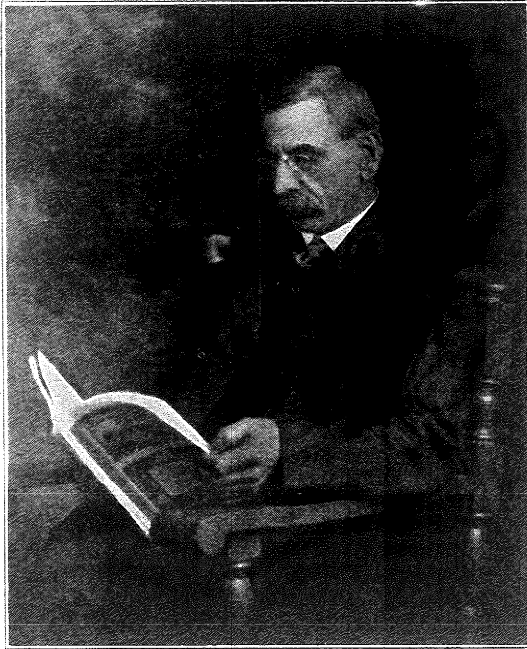
Very often a screw-hole gets worn so that the screw will not stay in. To remedy this, cut some narrow strips of cork and fill up the hole completely, and then force the screw in. This will prove just as tight as if driven into a new hole.

Wild Cat Lake Fish Chowder.

- 2 pounds boneless fish, cut in fine cubes.
- 2 medium size potatoes, cut in fine cubes.
- 2 medium size onions, cut in fine cubes.
- 1 quart can tomatoes.

Fry 3 slices bacon, put in grease with salt and pepper; bacon to be cut in fine pieces. Enough water for amount of soup wanted. Boil 1 to 1½ hours. Just before serving, break in 2 or 3 crackers.

A. H. MUNGER, Wis. Valley.



A. J. Edmonds.

The above photo is not that of a noted writer, nor of a poet, neither is it that of a Chautauqua lecturer, or a politician posing for an innocent bait-securer for votes. The photo just merely represents Mr. A. J. Edmonds, the common, ordinary and eccentric roundhouse foreman at Madison, Wis., with his overalls off and his face washed.

It would take very little tracing of his genealogy to find out his nationality. The accent in his speech would indicate to you at once that he is an Englishman by birth. Being English, those who come in contact with him daily can easily account for some of his eccentricities. This peculiar make-up of his caliber, however, is offset by the many good qualities which he possesses.

The roundhouse at Madison, Wis., over which Mr. Edmonds has supervision, is a very busy place. It consists of twenty-three stalls, boiler and power house, a machine shop and an automatic operated turn-table, to say nothing of the innumerable accessories which enter into the operation of the same.

The local boiler house furnishes power to operate the deep artesian wells which supply water for general engine and roundhouse uses, as well as the passenger station. Heat is also piped to feed the radiators in both the passenger and freight stations. The same boilers also supply steam for warming the lay-over equipment, as coaches, parlor cars, mail cars, baggage cars and other cars. Thus far the boilers have caused no shut-down of any consequence or have they interrupted the service to any great extent, except when being washed. This speaks well for the management.

The pay-roll of the mechanical department at Madison represents a somewhat large number of men. Like all other departments employing common or unskilled labor, Mr. Edmonds' is no exception to the rule with respect to being obliged to employ foreign-speaking men. However, he meets the situation admirably. He now seems to be mastering the different languages, and when he falls down on words he makes signs and gives forth an articulate sound which produces results. Some say its ventriloquism. I don't think so. If he were intemperate and a drinking man I should name it hic-cough. Nevertheless, the stunt does the work with the foreigners, filling in intelligently when interpreting the languages.

Recommendations have been made by Mr. Edmonds and his suggestions followed with respect to equipping his local repair shop, with accumulative improvements to meet the requirements of current and extraordinary repairs, that now engines and important machinery are dispatched with remarkable rapidity, thereby meeting daily all mechanical requirements of the operating department. Of course, delays cannot always be laid at the door of the mechanical departments. However, full co-operation is rendered at all times towards good and sufficient service. Mr. Edmonds courts this feeling in his dealings with the officials and his men.

From what I can learn Mr. Edmonds is now the oldest living roundhouse foreman on the system. His service with this company dates back to 1882. He formerly had charge of the Mason City and Sioux City roundhouses.

In closing I wish to state that few men of his age can stand the trials and tribulations to which he is constantly subjected. Not only his physical condition is equal to the emergency, but his self-education and training has fitted him to be one of the important spokes in the local railroad administration.

West H. & D. Division.

Geo. H. Kelley.

Luke Murphy, day roundhouse clerk, is figuring on helping the machinists in the roundhouse, but as yet has not made up his mind which one he is going to help. Good luck to you, Luke; hope you make out well.

Martin Mettit, machinist apprentice, is on the sick list with an injured hand, but is not as yet unable to be among his many lady friends.

Walter Kelley, day call boy, will soon be riding the goat in the Knights of Columbus lodge. We hope you come out all right, Kelley, and that they don't get your goat.

James R. Henry is about to take a trip to Jacksonville, Fla. Mr. Henry has been employed as a machinist at Aberdeen.

Frank Davis, commonly known as "Reilly," is on the sick list on account of an injured hand from lifting a strength weight found in the roundhouse office.

John Rossmiller, roundhouse foreman, is figuring on buying an automobile in the near future. Better buy a good one, John.

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John C. Fox

I was born in England, July 29, 1827, and came to Milwaukee in the year of 1851, expecting to work for the new Milwaukee & Mississippi Railroad—the only railroad being built in Wisconsin at that time. When I got ready to go to work I commenced to hunt for the railroad and found a street leading from Spring street (now Grand avenue). It was the only one leading to the depot and had been built in through the marsh. This is now called Third street. I found the depot a long shed, built of rough lumber, which contained passenger depot, ticket office, waiting room, freight house and engine house. The engine house held two engines tandem and had a turn-table opposite the doors. The turn-table was just long enough to hold an engine without the tender and whenever an engine was turned, the engine and tender had to be uncoupled. The headquarters of the road were at Waukesha, to which point the road had been completed at that time. The company had a good shop built of Waukesha limestone there, and it contained the few tools they had for making running repairs.

On October 16, 1851, I commenced to work for the company, helping to lay track on the construction work between Waukesha and Eagle. At this time the company had three engines, named the Wisconsin, Iowa and Madison. I worked on track work during the winter and on the 1st of April, 1852, I was given a position firing the engine Iowa. After firing for five or six weeks, and in view of my experience in the old country, I was promoted to engineer of the engine Madison. I ran the engine Madison in construction and gravel service out of Wauwatosa gravel pit and a small gravel pit west of Genesee. During 1852 the company received another engine, called the Minnesota. With the change at that time I was put in charge of the engine Iowa and ran that engine in gravel and construction service. During the winter of 1852 and the spring of 1853, I worked in the machine shop at Waukesha. The balance of 1853 I was on construction work on the Janesville branch and the extension to Madison. From that time until 1862 I was in freight and work-train service. The greater part of the year 1862 I worked in the shop in Milwaukee. From 1862 until 1866 I was in passenger service between Milwaukee, Prairie du Chien and Madison.

On March 1, 1866, I took charge of the new roundhouse at Janesville. There were three, and at times four, engines in service here. I ran one of them, between Janesville and Milton, and did the running repairs on the others. By hard work I got along very well until we got more engines, and then I got a man to take charge of the one I was running. In 1881 I was given charge of the shops at Mineral Point also, the car work at Mineral Point and Rockford and the Rockford roundhouse. I continued with this work until I was taken ill in 1908. Mr. George Hennessey was then appointed

roundhouse foreman at Janesville, under my instructions. He served there for three years, and I wish to take advantage of this opportunity to express my appreciation of his loyal and efficient services. He was loyal and efficient to the company and loyal to me in faithfully carrying out the instructions I gave him.

It has been said that "kind words never die."

The Milwaukee Company employs over fifty thousand men, and if they were all loyal and spoke kind words the road would be the most popular in the country; also it would help to neutralize the present tendency to freak railroad legislation.

I believe in being loyal. I think I can say that I tried to practice loyalty to my superior officers during my service of over sixty years.

In my opinion, it is one of the most potent factors of efficiency and applies from the highest official to the man with a shovel on the track.

Without loyalty no man can render a just equivalent for what he receives from his employers.

The Men of Deer Lodge.

Upwards of 600 men are now employed 65% of whom are skilled mechanics; and in the shops at Deer Lodge, Montana, about many of the number are from the Old Guard—most of them, at least, have been constantly in the employ of this company since the opening of the Deer Lodge shops, which is something that cannot be said in general of any other railroad's mechanical force in the state.

In celebration of the fifth anniversary of this plant the Anaconda Standard of July 12th devoted a page to the shop and the men in charge. Among the old-timers there are:

Mr. George E. Cessford, master mechanic. He is a native of Iowa, and an old-timer of the West Milwaukee shops, even ante-dating that plant, for he commenced his career as an apprentice in the old Humboldt Avenue shops, under Master Mechanic Lowry. In 1880, he went to Minneapolis shops, thence to Oxford Junction and back to Minneapolis as gang foreman. As roundhouse foreman he served at Calmar, Iowa, and Mitchell, S. D. In 1908, he went to Plummer, Idaho, on the Puget Sound Line, in charge of construction repairs, going thence to Tacoma as shop superintendent. In April, 1911, he was appointed master mechanic at Miles City, going thence to Deer Lodge, in 1912. He is the second oldest employe in point of service on the Puget Sound Line.

Shop Superintendent Samuel S. Koehler's service date is June 25, 1888. He worked fifteen years as machinist in Dubuque shops, going from there to Ottumwa, in 1903, as gang foreman. He was round-house foreman at Savanna, Dubuque, Sioux City and Marion, Iowa. On the opening of Deer

Lodge shops he succeeded to his present position. Mr. Koehler has a host of friends on the Iowa lines.

Storekeeper James T. Kelly is a Milwaukeean from his birth, and a Milwaukee employe since 1902, when he entered the service as clerk in the lumber yard at Milwaukee shops. Promotions finally brought him to Miles City as chief clerk of the store department, and in 1913 he went to Deer Lodge in his present position. He is held in high esteem alike by his employers and associates.

The oldest foreman in point of service at Deer Lodge is Mr. Jackson. He entered Dubuque car shops as an apprentice in 1873, having been continuously in the employ of The Milwaukee for thirty-seven years. He went to Deer Lodge in 1909 in charge of the wood mill, which position he still holds. No more loyal or faithful employe could be found than this pupil of Dubuque shops.

Wisconsin employes in particular will remember with pleasure Joe Hurst, now in charge of the Deer Lodge power plant. He is a native of Portage, and entered the Milwaukee's employ in 1875. In 1876 he was firing on a locomotive and in 1881 was promoted to the other side of the cab. He ran the first locomotive on the Wisconsin Valley Division, during its construction, which was in charge of Mr. C. A. Goodnow. He came to Deer Lodge in 1909 to take charge of our power plant, and it is claimed his plant is the neatest and most orderly on the system.

Tacoma, Wash.

Dear Editor:

I have always read and enjoyed the letters published in The Milwaukee Railway System Employes' Magazine and I wonder if you could find space for another old employe of the company to say a few words.

I commenced work for the Milwaukee & Prairie du Chien R. R. in 1856, on the West Division, between Boscobel and Madison, as a laborer. In 1858 I was appointed section foreman at Avoca, Wis. From that time until 1908 I was steadily employed in that capacity at different periods at the following places: Middleton, Wis., Stoughton, Wis., Lyndon, Wis., New Lisbon, Wis., Madison, S. D., Cresco, Ia., Airlie, S. D., Sherburn, Minn., and Iona Lake, Minn.

While I was at Middleton, Wis., from 1860 to 1868, I was the first man to install a fish plate rail on that division. All the rails in use at that time were of very poor quality and many short lengths were in use. While on the Lyndon section, I relaid six miles of steel rails and was complimented by Superintendent Atkins as having the best piece of track on the division.

I went west on the C., M. & St. P. new extension in 1908. My time was there generally employed at lining track. I started to work on the second division and moved along with the construction until I arrived at Tacoma in time to help finish lining track between Black River and Tacoma. Since the extension has been completed I have spent two years on the Tacoma Eastern R. R. and am at the present time employed as crossing flagman at Tacoma.

Hoping that this may interest some of my old-time friends, I remain,

Yours respectfully,

T. K. GARMAN.

How One May Become a More Efficient and Loyal Employe.

By William L. Hunter.

The following suggestions will, I hope, be of interest and benefit to those who wish to become more efficient and loyal employes. By following the suggestions, not only will an employe be working for the best interest of the Company, but he will advance his own interests.

First—Do your own work well, and you will not have time to volunteer advice about the other fellow's. You were hired to do your work. Do it. Do not use your time to see if others are working right; that is the boss' job. However, if you have a good suggestion (but be sure it is good and wanted) offer it.

Second—Be enthusiastic about your work. That means, work and keep your mouth shut, and do not complain about your abilities being unrecognized. Look upon every day as the day you just started to work for the Company. Give the Company \$1.50 worth for every dollar received, and you will find they will want to deal with you in large amounts.

Third—Look upon the work as yours and work accordingly. It is your work, for being hired to fill a job means that you were given an interest in it. Do your work honestly.

Fourth—Study your job in order to improve your work, so that the boss will see you are capable of handling bigger things.

Fifth—Don't get discouraged and grumble. It is just lacking that little extra push that makes so many people failures. The efficient man never lacks opportunity and cannot remain undiscovered, because there are too many who are seeking him.

Sixth—Do not get excited. Getting excited at the wrong time is the big fault of many a man. The exceptional man is the one who takes charge when everybody else loses his head, and he is rewarded, the boss saying there is a man whom I can trust; he knows how to do the right thing when the emergency comes. The railroads serve the public, therefore every employe, individually, is constantly attending to the business of someone else, and if a man gets excited he cannot render efficient service.

Seventh—Be courteous. Treat others as you would like to be treated.

Eighth—Don't get bad habits. Having a good time does not mean drinking and gambling, but enjoying yourself wholesomely.

I would earnestly recommend to ambitious employes, and others, that they adopt such of the above suggestions as appeal to them and then make it a habit to live up to them. Herbert Spencer said: "We are creatures of habit. We succeed or we fail as we acquire good habits or bad ones; and we acquire good habits as easily as bad ones. That is a fact. Most people don't believe this. Only those who find it out succeed in life."

Get Together

A Timely Suggestion.

The Magazine prints elsewhere, a letter from an old and faithful employe, one still in the service, bringing up a question that is timely and important: Is an employe justified in taking a "lay-off" to urge upon a state legislature, or to agitate among the people the passage of a bill that will without question be an added and unnecessary expense to the company? If a man has that sort of feeling in his heart for his employers, should he remain an employe? If he were really sincere, would he not resign his position when he felt the necessity of working up "anti-railroad regulation? To limit trains in South Dakota, to fifty cars, would rob our heavy power of its efficiency, and strike a blow at one of the economies which the Interstate Commerce Commission advocates as a remedy for the predicament in which all railroads today, find themselves. The Commission denied the right to the eastern lines to increase freight rates saying the railroads must practice greater economics—and "tonnage" is regarded as among the really scientific solutions. The Magazine heartily believes in safe-guarding the lives of the employes, and it further believes that every officer of the company has taken all reasonable precautions to that end.

Trains in excess of fifty cars in length are run daily upon all railroads of any prominence in the United States and we have yet to see the first report of an accident attributable to the length of the train.

Do the trainmen in the employ of this company wish to advertise their incompetency by having anyone claiming to represent them, desert his regular work and devote his time to promoting the passage of such a bill?

Electrification to Be Pushed.

The company will go ahead, without delay, on electrification work in Montana, and has contracted for the erection of poles and wires between Three Forks and Deer Lodge. Also for the electrification of the terminal between Falls Yard and the freight house, a distance of approximately two and one-half miles, at Great Falls.

The General Electric Company will furnish the switching locomotive for Great Falls, and the entire installation is to be in service by January 1st, 1915. The contract for the locomotives, and sub-station machinery for the installation between Three Forks and Deer Lodge has been made with the General Electric Company, and it is expected that the full installation will be in operation by October 1st, 1915. The Magazine will shortly publish pictures of the proposed locomotives and sub-stations with the machinery which they are to contain.

The Editor extends thanks to the employes of I. & D., Black Hills and Southern Minnesota Divisions, and those at Austin and LaCrosse, who were cordial and kind on the recent trip for The Magazine in enabling the party to meet as many as possible and to see the wonderful South Dakota country, and their thriving little cities. At Austin and La Crosse, the visits to round-houses and car shops were especially pleasant and beneficial.

In some of the Divisions Items, bouquets have been thrown at the editorial party, which are gratefully received, and are published because of the enthusiastic mention in each case, of The Magazine. If it were not for all the hearty co-operation which the Editor receives, the Magazine would not and could not be the success its readers unanimously claim it is.

Sioux City, Iowa, November 14, 1914.

Dear Editor:

At the last election of Safety First Committees I was elected to represent the conductors on the S. C. & D. Division, and at the August meeting I had the honor of correspondent to the Employees' Magazine thrust upon me. Since that time I have endeavored to get some items for the Magazine, but so far have not had any success. The employes on the S. C. & D. Division are just as loyal and wideawake as on any part of the System, but it seems that they are bashful and are loath to see their name in print. There is no doubt in my mind that not a day goes by but what some employe in some department does some act worthy of mention and perhaps of special commendation, but unless the facts are reported, of course they do not get the credit which is due them. I sincerely hope that when this is read, every employe on the S. C. & D. Division will take an interest and report matters of this kind, that we may let the employes on other divisions know that we are up and doing the same as others whose names we see in the Employees' Magazine.

Yours truly,

BEN BOWEN.

Local Items.

Traffic Manager R. M. Calkins of Seattle was in Chicago on business the latter part of November. He had many favorable things to say regarding the growth and development of the territory west of Mobridge.

Superintendents J. M. Clifford of the Superior Division and H. H. Ober of the Valley called at the General offices last month.

On November 11th, the Engineering Department called a meeting of the District and Assistant Engineers and the Chief Carpenters. The meeting was attended by nearly fifty employes and a number of subjects of common interest were discussed.

Miss Anna Pearce who has been employed in the office of G. L. Whipple, superintendent of transportation for the past two and a half years, has taken a position in the office of C. N. Souther, general agent in Chicago.

At the convention of the American Railway Bridge & Building Association held in Los Angeles, October 20th to 22nd, this organization honored two Milwaukee Employees with offices in the Association. L. B. Hadwar, Engineer of Masonry Construction for the company, was elected President and F. E. Weise, chief clerk, chief engineer's office, was elected treasurer.

Safety First

A. W. Smallen, General Chairman.

Safety First From a Railroad Man of Forty Years Experience.

I.

In most cases things have to be thought of on the impulse of the moment. For an example—I was running a first-class passenger train on double track. A more important passenger train was following me. There was a side track on which I backed into clear and the other train went by seventy miles an hour without stopping. But when I backed in, there were freight cars standing on another side track, which just cleared my coaches, but not more than four inches. The next day I was running the same train, and the same thing happened. They wanted to let the same train pass, it being more important than the train I was on. I was going east on the double track. There was another fast train going west. I had to cross over and let the east bound train pass, and when I did this I had to flag the passenger train on the west bound until the east bound passed. Then I pulled across and let the west bound go. Now, the freight cars that stood on the side track the day before were still there, and although I got into clear the first day all right with safety, I could not get into clear the second day with safety. This is where things must be thought on the impulse of the moment. I had three coaches and a combination car the first day, and no passengers. The second day I had three coaches and a combination car and 150 dago laborers in them with all the windows up. If I backed where those cars did not clear but four inches how many would have gotten hurt or killed, for you cannot get that class of people to do anything you want them to do. It was hot weather and they all insisted on having their heads and arms out of the windows. That is the reason I crossed over the second day instead of backing in on the side track where I did the day before. Now without that impulse of the moment I might have done a great damage to many people if I had backed in the way I did the day before.

II.

My idea is that when there is a passenger train to pass a local passenger train on double track and the local passenger train has got to cross over on the wrong main track to let it pass, the brakeman should protect the head-end by going far enough with a flag to stop any train coming in the opposite direction. He should be standing with a flag in his hand, on the track that his train is on, while the train which is to pass them goes by, so if the general manager or the superintendent or

trainmaster is on the rear end of the train going by they can see that the train was protected with a flagman where they were crossed over and then they will not send a message to the conductor saying they did not see any flagman protecting his train where he was crossed over, as has been done many times with officers of a railroad.

III.

When a freight train is standing at a local station on double track railroad, and the road crossing is open for the public to pass back and forward and teams to go through, as a rule they open the crossing about fifteen feet wide, and some fast moving train comes on the other track which is not scheduled to stop. A train man from that freight should protect this crossing while the fast train is passing, unless there is a gate or flagman to protect the public. This is one of the most dangerous things at a crossing I have ever seen, for it does not give a man with a team much show to protect himself.

There is no conductor, engineer or brakeman on the road who has been examined on the code of rules we are running on by a trainmaster, who is not intelligent enough to give the magazine an item on safety every month if he has any desire to do so. There are things of safety on a railroad that will come up yet that have never been thought of.

On Sept. 7th the Trans-Missouri Division Safety First Committee met in the office of Supt. Hill with the following committeemen present:

F. G. Hill, chairman.	Wm. Leaf
F. D. Campbell	W. R. Lanning
T. J. Scanlon	M. P. Bambery

They also had as visitors General Master Mechanic Rusch, General Car Foreman F. D. Campbell, Storekeeper A. J. Kroha and G. H. Lintelman.

In opening the meeting Supt. Hill urged the committeemen to send in more suggestions than they had in the past, and also to solicit same from inactive committeemen. General Master Mechanic Rusch, who is also a member of the General Committee, gave a very interesting talk on the Safety First movement, and assured the employees that he would co-operate in every way possible, and would be pleased to have anything connected with the Motive Power Department called to his attention.

One of the valuable suggestions that was brought up at this meeting was that of Engineer Leaf who suggested that instructions be issued to firemen prohibiting them from throwing refuse coal off without first

looking out of the gangway to see if anyone is near. Mr. Rusch advised that what they should do is to take the refuse coal and lay it on the tankhead and then have it thrown off at the water tanks where it will be taken care of. Supt. Hill informed the committeemen that such instructions would be issued.

At the suggestion of the superintendent the meeting adjourned and the next meeting will be held during the first week of October.

On Sept. 14th the River and I. & M. Divisions Safety Committee held their monthly meeting at Minneapolis in Nicolet hall. The meeting was called to order at 12 o'clock noon, with the following present:

W. J. Thiele, division chairman.	
W. R. Powrie	F. E. Rice
M. T. Skewes	H. C. Kassabaum
J. Ostrum	Jno. Fleming
F. F. Engles	F. B. Higbee
E. W. Dutcher	T. Ryan
M. McShane	T. V. Robinson
Wm. Coogan	G. Tailmadge
E. Steffen	I. W. Kizershot
T. L. Hainstock	F. Ryan
A. W. Smullen, general chairman.	

The committeemen were entertained with a luncheon by the superintendent, and after some fifteen good and valuable suggestions were offered and several short talks were made, the meeting adjourned at 2:30 p. m. A special meeting was held at Austin, Minnesota, on Oct. 20.

On Sept. 25th the Rocky Mountain Division Safety First Committee met in the office of Supt. J. J. Murphy with the following members present:

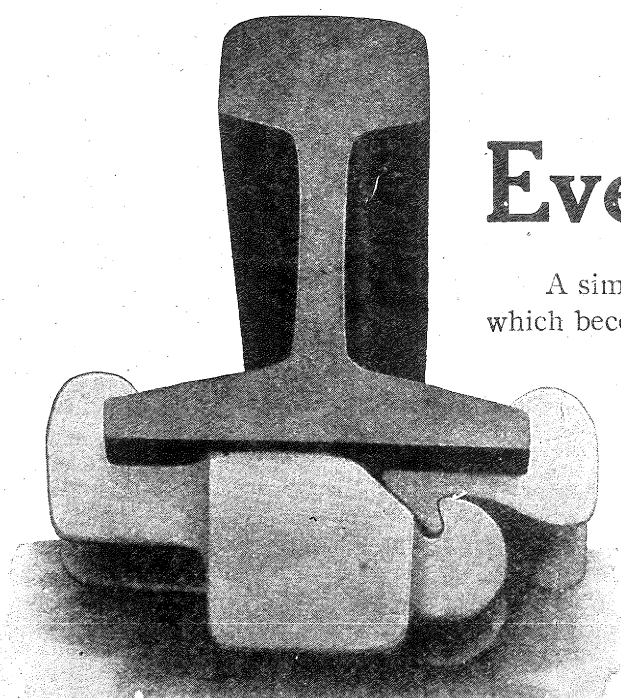
J. J. Murphy	A. H. Wilkins
A. Jorgenson	L. Kubalo
J. W. Ross	G. Nick

The meeting was called to order by Supt. Murphy at 2 p. m. and after reading the minutes of the previous meeting, the meeting was thrown open for discussion and suggestions by the committeemen. Just before the close of the meeting Supt. Murphy gave an address on the Safety First movement and informed the employes that he would appreciate any suggestion that was sent in to him which would improve the service of the Rocky Mountain Division.

On Sept. 26th the Safety First Committee of the Missoula Division met in the office of Supt. Willard with the following committeemen present:

F. E. Willard	J. W. Salisbury
J. P. Phelan	G. E. Davenport
E. E. Clothier	E. B. Cannon
H. M. Geelhart	P. J. Cummins
H. F. Achenbach	

One of the unusually good suggestions that was brought to the attention of the committeemen and which Supt. Willard acted upon immediately was that of notifying District Master Mechanic Cessford to investigate the practice of engine and trainmen allowing children to ride on switch



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engines at Deer Lodge, and to find some way to put an immediate stop to same.

Attention was again called to the necessity of all engineers sounding whistles when approaching tunnels, obscure curves and highway crossings.

The meeting adjourned at 10:15 a. m. to be called again during the last week of October.

The Dubuque Division Safety Committee met in the Dubuque shops on October 5th at 3 p. m. in the office of District Master Mechanic with the following committeemen present:

J. W. Stapleton	J. J. Connors
E. Z. Hermansader	F. P. Miller
P. Renier	W. H. Murphy
F. Lillie	L. Voelker
F. Blossch	J. Pieffer
J. Kubec	Wm. McIntosh
John Schlitz	Tom Barry
Frank Piltz	A. Quade
O. Ohde	R. Beckler

Several good suggestions were made regarding jacks that are in use in the Dubuque shops, and Chairman Stapleton requested Mr. Murphy to look over the situation and make recommendation for the proper protection of the men.

Just before the close of the meeting, Asst. Supt. of Motive Power Connors and District Master Mechanics Hermansader and Miller gave lengthy talks on the subject at hand and urged every employe in the Dubuque shops to co-operate with him in trying to reduce the number of injuries that could be avoided with a little care.

The meeting of the Superior Division Safety Committee and also the Shop Committee, was held at Green Bay, Wis., on Oct. 3, at 2:30 p. m., with the following members present:

J. M. Clifford	F. Gegere
W. H. Hart	C. Brisk
J. Dunn	J. Whitney
P. Nugent	F. King
C. S. Christoffer	A. LeValley
A. A. Woodruff	W. H. Tierney
R. Haupt	F. Sellisen
P. Engels	E. E. Peters

The suggestion was presented by Fireman F. King that scrap iron is left lying on floor in Channing roundhouse and lights are not kept in proper condition. The matter was referred to Mr. Huber and is reported now O. K.

The suggestion was presented by W. A. McNulty, engineer, that a tree on the side of the right-of-way about one and one-half miles west of Randville, right side going east, should be cut down. Instructions were issued immediately to have this work done, and the tree has been cut down.

The suggestion made by Engineer Jno. Whitney that a telephone should be put in at West Eye switch on Ontonagon line, also another one on the E. & L. S. switch is under consideration.

The suggestion presented by A. Le Valley, brakeman, that there should be some kind of walk on the draw bridge at Green Bay

is under consideration, but cannot be done at the present time.

The suggestion made by Peter Engels that there should be new belts in the carpenter shop was considered a good one, and same has been ordered.

Just before the close of the meeting it was decided that the present committeemen take up with their different organizations or departments that they represent and arrange for the election of new members to be effective at the next meeting sixty days from date.

On Oct. 5th the Musselshell Division Safety Committee met in the office of Supt. Spencer, and the following members were present:

A. W. Smallen, general chairman.	
Chas. Brook, acting secretary.	
H. Spencer	C. W. Stuckey
C. L. Tanner	P. J. Burns
A. H. Olson	John G. Widmann
Geo. Dougherty	R. M. Douglas
R. W. Anderson	Edward Murra
Matt Kennedy	A. F. Maile
A. O. Veitch	J. S. Hollister
John Robinson	Wm. Frie.
Chris Samdahl	

Committeeman Widman again reported that men and boys are continually jumping on and off passenger trains while in Miles City yards, usually getting off at Montana avenue. Supt. Spencer again called attention to committeemen that their duty is to report all cases of this kind, giving train number, date and name of the offenders, if possible.

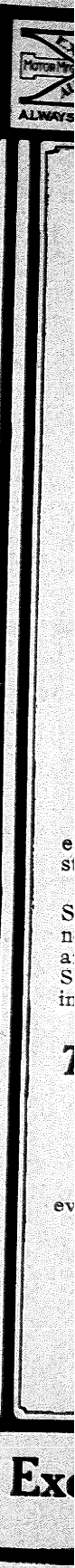
Safety First from West I. & D. Division.

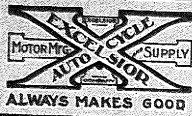
A Safety First meeting was held at Mitchell on Wednesday, November 11th. Chairman B. F. Van Vliet presided, with forty members present, including C. A. Anderson, trainmaster; W. F. Cody, division freight and passenger agent; E. J. Sullivan, freight inspector; L. P. Rhine, general foreman of Mason City. A. W. Smallen, general chairman, was expected to be present, but could not attend on account of being called to Chicago. Many subjects in the interests of Safety First were brought up and discussed. Several short, impromptu addresses on Safety First spirit were made, with much interest displayed. At the close of the meeting, Mr. Van Vliet made a nice talk to the members, in which he exhorted them to keep the Safety First spirit alive and uppermost in their minds, not only for their own safety, but for the safety of their fellow employes and the public.

Obituary

P. W. Puffer, who has been agent of the Milwaukee Road at Monroe, Wis., for forty years, died at his home November 3rd. Mr. Puffer was 81 years of age, making him one of the oldest employes of the company, both in age and point of service. During his many years with the company he has been a faithful and loyal employe and his death is mourned by hundreds of his co-workers and friends. Mr. Puffer was prominent in Masonic affairs. He is survived by a widow and a daughter, Mrs. J. C. Hood.

Brakeman Arkley Griffin of the Musselshell Division died at Miles City Hospital, October 1, 1914. Death was caused by an accident while on duty. The remains were sent to Hot Springs, S. D., his former home, accompanied by his mother and a cousin and by representatives of the Masonic lodge and trainmen of the Musselshell Division.



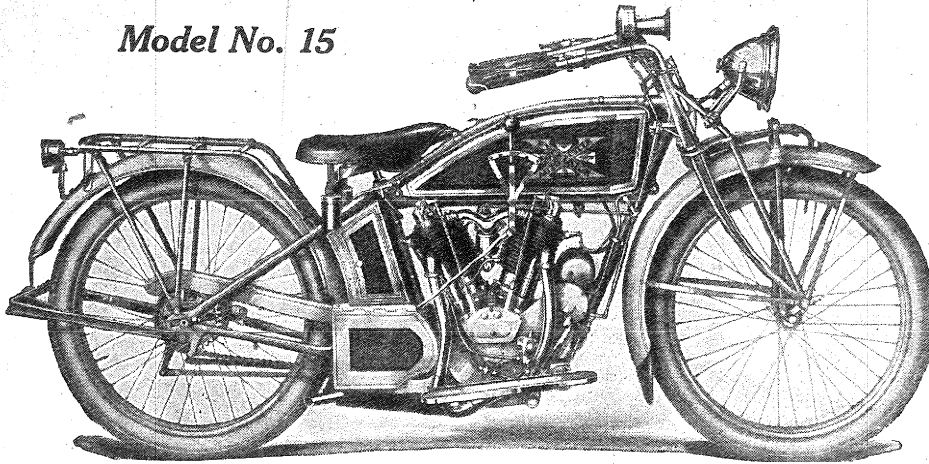


Everything You Need
or Want in or on a



MOTORCYCLE

Model No. 15



A machine with a world wide reputation for Speed, Power and Reliability, with every modern feature of convenience and safety, fully developed to the Excelsior standard of efficiency.

We cannot in this space, attempt to describe the new features, including Three Speed Transmission; Single speed, through neutral shaft; Motor Starter, foot type; new engine details such as Larger Valves fully enclosed; new Compression Release and Large Exhaust Pipes; Long Folding Foot Boards; Excelsior Double Break System; new Multiple Disc Clutch with foot and hand control, and many other important refinements.

***The Excelsior Auto Cycle has been on the Market
Eight Years and has Always Made Good.***

The new models still further emphasize the EXCELSIOR SUPREMACY.

Write today for advance catalog fully describing the most complete motorcycle ever built.

Model 15-3 twin, 3 speed, progressive type	\$275.00
Model 15-1 twin, single speed, through neutral shaft	225.00
Model 7-T. S. twin, planetary, 2 speed	235.00
Model 7-C. twin, single speed	200.00
Model 7-S. C. twin speed type	250.00
Model 4-T. S. single motor, 2 speed	205.00
Model 4-C. single motor, single speed	175.00

Excelsior Motor Manufacturing & Supply Co.

3706 Cortland St., Chicago

Special Commendation

Dispatcher G. M. Hayden of Three Forks has given an illustration of co-operation of the most practical kind. On a recent visit to Spokane, he found occasion to recommend our line to a party of five travelers who were going on an extended trip—from Spokane to New York City, thence to New Orleans, Dallas, Los Angeles, San Francisco, Seattle and back to Spokane. The party consisted of the medical director of the Western Union Life Insurance Company, Dr. C. S. Kalb, and wife and daughter, Marion, and the general manager of that company and his wife. There were five full tickets, a drawing room and a section in the standard sleeper. That's some business, and Dispatcher Hayden is deserving of a large vote of thanks, for judging by the letter of Dr. Kalb, Mr. Hayden "boosted" nobly, and the party was not disappointed. Keep it up, everybody. Following is the doctor's letter:

"Spokane, Wash., November 5, 1914.

"Mr. G. M. Hayden, Three Forks, Mont.

"My dear Hayden:—You surely had the correct 'hunch' when you advised us to go East over your line—The Milwaukee. We purchased our tickets September 12th, leaving on that night for an extended trip, returning via a southern route.

"From point of comfort and accommodation, the 'Olympian' is shoulder and head above any train we rode on. My daughter was selected one afternoon to serve tea in the observation car, which she did much to her delight, receiving therefor the souvenir cup and saucer. This made a great hit with the girl and she now has her reward on display in our dining room.

"The surprise of the trip, however, occurred in Montana, east of the Divide. While bowling along about fifty miles per hour a knock came on the stateroom door. On opening, there stood a brakeman with a large bunch of sweet-peas for the ladies of the party, with the compliments of your good self. Just another evidence of the thoughtfulness of the employees of the Milwaukee to its patrons.

"With warmest personal regards from our party and assuring you your advice was well chosen, I remain yours very truly,

"(Signed) C. S. KALB,
"Medical Director."

That Engineer William Eddington practices the precept of the Golden Rule is evidenced by a letter received from Martin G. Tenney, who for the past season has been camp cook at a camp of the contractors, Morris, Shepard & Dougherty, at Marvin, S. D., who says:

"My object in addressing you" (the Editor) "is to let you know what kind of men there are on The Milwaukee and the manhood and good qualities they possess outside their respective duties. Engineer William Eddington has been the genial spirit of our camp and has furnished us with the papers and news of all kinds, with the Employees' Magazine thrown in at times. It must be somewhat out of his way to gather these bundles of papers and books, and it was gratifying to all in the camp to see the pains he went to when his engine was passing at good speed to see that we got them. I learned his name by inquiring a lot and I know he has not the slightest idea of having any bouquets thrown at him. I am writing this with the fond hope that it will meet him face to face through the generous columns of your magazine, for we have spent many happy hours in our isolated camps in the evenings reading the news, and we owe our pleasure to the good engineer, William Eddington of Montevideo, Minn."

Engineer H. Johnson and Foreman G. L. Brown of the Chicago Terminals have received letters of commendation from Assistant Superintendent W. L. Rush for quick work in handling P. S. Car 203392 from Division Street to Western Avenue to connect with C. & M. No. 65 on November 5th. Their prompt action and the fine spirit of co-operation is greatly appreciated by the management.

Yard Clerk J. Jekinson, Galewood Yard, has received a letter of commendation from Superintendent P. L. Rupp for his timely discovery of a serious leak in a tank car of gasoline. Mr. Jekinson, while engaged in his regular duties, detected the odor of gasoline and instituted a search for the cause of it, discovering the car leaking at the rate of about two gallons per hour. His prompt action avoided serious loss and probably averted a dangerous accident.

On October 23rd Coast Division Superintendent J. F. Richards issued the following bulletin:

"ALL CONCERNED"

I have just received the following letter from Mr. C. A. Goodnow, Assistant to the President, dated October 19, 1914:

"Mr. J. F. Richards,

"Superintendent, Tacoma, Wash.

"Dear Sir:

"I want to compliment you and your men on the very careful manner in which car 'Snoqualmie' was handled in Tacoma and by the freight train which hauled it to Maytown on Friday night. I think for the first time in my near fifty years of railroad experience, I was not awakened when the switch engine coupled onto the car nor was I awakened when the car was coupled onto the freight train.

"Yours truly,

"C. A. GOODNOW."

"It is very satisfying to all concerned to know that a good job has been done, especially when handling passenger equipment. When rough handling is avoided it indicates thought and care, backed with a desire to please, and the same is always appreciated.

"J. F. RICHARDS."

The switch engine that handled the car "Snoqualmie" in the yard on the night of October 16 was in charge of Foreman Flemming, Helpers Messimore and Crawford, Engineer Kemp and Fireman Past.

Brakeman W. F. Fisher of the Coast Division has received special commendation and a credit mark for discovery of the derailment of T. E. car 2355, train 92, August 20, and immediately stopping the train. His prompt action prevented damage to car and track.

Coast Division Conductor J. G. Beals has received special commendation and a credit mark for prompt action in stopping train No. 92 November 3, when he discovered that a car was derailed at Graham, Wash.

Coast Division Conductor W. Y. Flavin has received special commendation and credit mark for discovering a sprung axle under St. P. car 500203, at Sumner, Wash., Oct. 28. Car was loaded with lumber and the discovery undoubtedly averted serious damage.

Columbia Division Brakeman B. T. Hoffman has received special commendation and credit on the roster for discovering fire in St. P. car 71092, standing on house track at Warden, while he was looking over his train at that point. The fire was put out with little or no damage.

W. B. Riehl, agent at Hatfield, on the night of October 21 discovered one of the elevators at his station afire at 9 p. m. With very little assistance Mr. Riehl managed to keep the fire from destroying the depot and also saved empty cars, but was unable to move a carload of oats, which burned. Such work as this against such odds is to be commended, as it saved the company thousands of dollars.

On the night of November 11 No. 63 lost a brake beam from St. P. car No. 509602, between Huntley and Sherburn. Through the careful observance of Brakeman "Little Ike" Graves the loss was noted at Sherburn, No. 22 notified and a serious accident thereby avoided.

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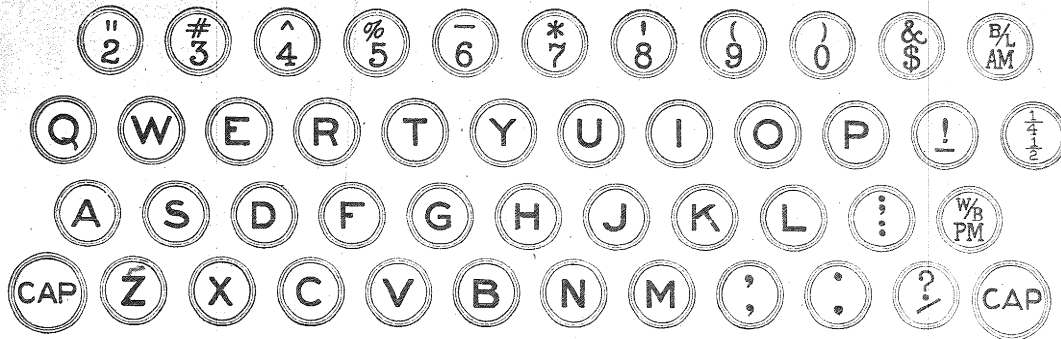
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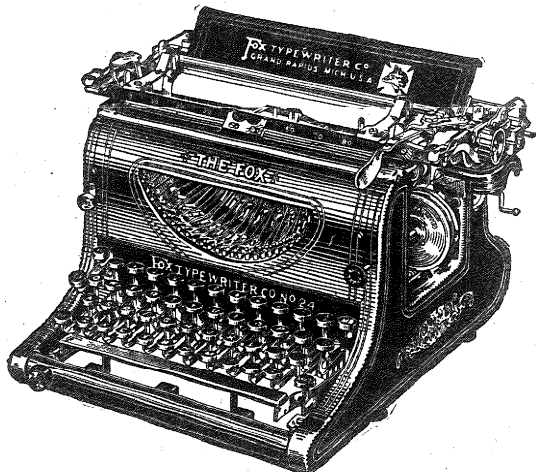
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THE FOX



TELEGRAPHERS' KEYBOARD



Examine carefully the keyboard shown above—it is our **Famous Fox Telegraphers' Keyboard**. It has 44 keys, writing 88 characters, with a standard arrangement of the regular letters, numerals, punctuation, etc., but with a number of additional characters, absolutely necessary in the work of the telegrapher, and not obtainable on the other typewriters. The ordinary typewriter will not meet the requirements of the telegraph operator. The **Fox Visible Typewriter, Model No. 24**, is the ideal "Operators' Mill." It is fully visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction.

In buying a Fox typewriter the operator has his choice of any length of carriage—any style of type, regular or billing figures—Standard, Telegraphers', Special or Billing Keyboard. **In fact, we can duplicate anything of merit on any other typewriter, and give you in addition a number of exclusive features.**

Write us just what is wanted: A typewriter for wire work, for billing, or for general use. Tell us the length of carriage needed, style of type preferred and kind of keyboard wanted, **and we will make you a big, special, mid-summer, dull-season, war-time, introductory proposition on absolutely new stock,**

straight from our factory, and you can pay us for it, if purchased, after trial, either in all cash or a little down, whatever you can spare, and the balance monthly.

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has Every Feature Found in any Standard Typewriter Ever Advertised in the Milwaukee Magazine and a Number of Exclusive Features of Its Own.

Write today and mention The Milwaukee Employees' Magazine

Fox Typewriter Co.

5112-5162 Front Ave., Grand Rapids, Mich.

From The MILWAUKEE MAGAZINE December

Name.....

Address.....

MILWAUKEE RAILWAY SYSTEM

Shortly after No. 41 had left Wells, Minn., Station Operator Roosen discovered a broken rail just east of the junction switch and notified the roadmaster, and all trains thus avoided the possibility of derailment.

No. 6 had just passed Bridge Switch, La Crosse, when Operator Shepherd, better known as "Shep," discovered that the coal shed on the west approach to the main Mississippi draw bridge was a-fire and a possibility that the bridge might be seriously damaged. He immediately notified the dispatcher at Lax, who, with the assistance of quick work on the part of Operator Alleman, the veteran and faithful old-timer at West "Y," at once hurried a River Division work train to the scene. In the meantime an engine was hurried down to the fire from River Junction and with the united efforts of everyone the fire was extinguished. The destruction or disabling of the bridge for even a short time would have caused a great loss to the company and delay to the important trains, as there are between sixty and seventy trains daily over it.

The men on the C. & C. B. Iowa Middle and West divisions who are entitled to special commendation mention for the past month were G. T. Burnham, conductor; G. R. Overton, conductor; E. P. Eischied, engineer; Glenn Lynn, fireman; W. L. Hinton, brakeman, and Edward Green, brakeman, all of whom performed special service for the company, aside from the work in their regular lines of occupation. Each man was given a letter and credit in the roster.

Switchtender Joseph Dudley of the Chicago Terminals was prompt and heroic when, upon discovering a derailed car at Island Switch, he started on a run for the flagman's shanty at North avenue. He succeeded in getting the flagman out just in time to avoid the crash of the car, which completely demolished the shanty, and would undoubtedly have seriously injured, if it had not killed, the man. Mr. Dudley has received a letter from Superintendent Rupp, personally thanking him for his quick action. That is Safety First of the highest order.

Conductor H. T. Davis, C. & C. B. (Iowa) has received a letter of commendation from Trainmaster Hoehn for discovering a dragging brake-beam on Extra East train October 9. A merit mark has also been placed on Conductor Davis' record.

Engine Foreman Leming and Switchman J. R. Brown have received special commendation from Trainmaster Hoehn, C. & C. B. (Iowa) for prompt action in stopping a car in Marion yard, October 15, when draft timber gave away. They used sticks and old ties to stop the car, which would otherwise have run off the end of head-room track, causing considerable damage to car and contents.

As Extra East train, Mesmer conductor, headed in at Vermillion on October 21, he noticed something dragging on the train pulled by Mr. Robert D. Brown, a resident of that place. It was after dark, so he lit a match and discovered a brake beam down. He notified the engine crew and they made the necessary repairs. Had the train made a back-up movement the car would have been derailed. Our superintendent, Mr. Beardsley, has written Mr. Brown a letter thanking him for the interest he took in this matter and if this should reach his eyes I want him to know that the employees also appreciate his action, for it may have saved some of them from personal injury.

While the first section of River Division train No. 68 was passing through Frontenac on November 7 Section Foreman John Krelberg noticed a brake rigging dragging and immediately signaled the train and had it stopped, so that the brake rigging might be removed. A credit mark has been placed on Mr. Krelberg's record for his watchfulness and prompt action.

While a River Division Extra East train was pulling out of Winona on October 20 the yard foreman, William Bohn, discovered a broken arch beam under N. Y., N. H. & H. car 80385, and stopped the train, so that the car could be set out before any damage occurred. A

credit mark has been given Mr. Bohn for his watchfulness and prompt action in this case.

Operator J. S. Nilan, employed in the Great Northern tower at Granite Falls, Minn., noticed a brake beam down on St. P. car 18495, train 92, October 23, and signalled and stopped the train before an accident occurred.

Conductor C. A. Johnson, H. & D. Division, reported a piece broken out of rail on inside of curve, two and one-half miles west of Selby, S. D. We had trains reduce speed until the rail was repaired.

On Sunday morning, October 18, Passenger Conductor E. P. Harrington discovered a piece broken out of a rail on the east-bound track just east of the depot at Merriam Park, the piece being about six inches long. He is entitled to credit for discovering this condition and reporting it, so it could be repaired before an accident occurred.

Brakeman J. D. Smight, on train Extra West October 22, while on siding waiting for train Extra East to pass, discovered P., F. W. & O. R. W. car 515498, in train Extra East, with all wheels sliding. He succeeded in getting a signal to Conductor Brown and the train was stopped before any damage occurred.

Operator C. J. Roosen of Wells, Minn., discovered a broken rail in the main line track while walking through the yard and immediately reported the condition to the section foreman. Roosen's watchfulness perhaps averted an accident and Superintendent Atkins commends him for his good work.

Council Bluffs News.

Mrs. Helga Heckstock.

Road House Foreman Arthur Yates has returned from his vacation. He reports a very fine time. During his absence his family visited with his parents in Savanna.

Mr. and Mrs. T. P. Schmidt and daughter Theon spent a short visit with friends and relatives at Neola, Iowa.

M. P. Christensen, "Pete" and wife spent a few days visiting relatives at Ute and Underwood, Iowa.

John Probstle resigned his position as day clerk July 28th, and entered the service in the capacity of switchman in the Council Bluffs yards. Henry Probstle was promoted to day yard clerk; Geo. Runyon, night clerk at the freight office, was promoted to night yard clerk; Harry Weidner, checker, took Runyon's place, and Wm. Knox, day messenger, was promoted to day checker.

S. E. Hollingsworth and daughters spent two weeks' vacation in Minneapolis, Minn., during the latter part of July and early August.

Jas. Dellinger and Harry Webster, switchmen, spent two weeks' vacation in Kansas City, Mo., Hot Springs and other points.

M. Hollingsworth is contemplating a vacation this month. He will go to Minneapolis.

Lars Larson also had his vacation which he spent at Excelsior Springs, Mo., and Kansas City. He was accompanied on this trip by Engineer Marinius Peterson.

Engineer "Jim" Jepsen and wife are the happy parents of a healthy son, born August 28th.

A. L. Batten made a brief trip to Lincoln, Neb., during the middle of August.

Howard Rooney, clerk to the Yardmaster, did not take a vacation this summer. He didn't want to see his name in print.

The little son of Mr. Failer, machinist, who has been quite sick is reported doing nicely.

Mrs. Laurids Hansen, wife of the car carpenter, and son have been visiting with Mrs. Hansen's daughter, Mrs. Robert Knouse of Wolback, Neb.

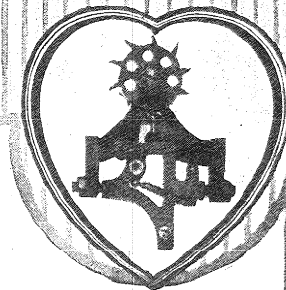
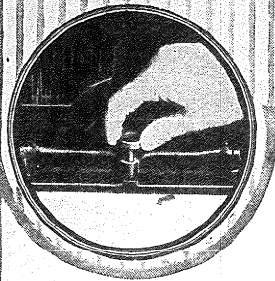
Car Foreman Schmidt is taking his annual vacation at Excelsior Springs, Mo.

Master Marion Hackstock was seriously ill with blood poisoning and threatened typhoid, but is much improved.

B. O'Leary of the Dubuque shops was at Council Bluffs trying out our fire department and complimented them highly on the good time they were making.

The NEW ROYAL MASTER-MODEL 10

FEATURE No. 5
All-day Speed!



"Just turn the knob"—and get the "personal touch" that fits **YOUR-SELF!**

SPEED UP to 60 minutes an hour **AND SMILE**

By taking the "grind" out of typewriting!

FOR here at last is the master machine that makes it easy for *ANY* stenographer to turn out *MORE* letters with *LESS* effort.

"Write with the roller-trip! — the heart of the typewriter runs without effort!"

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

This new Royal Master-Model 10 speeds up the day's work and sets the pace to the quickstep of efficiency.

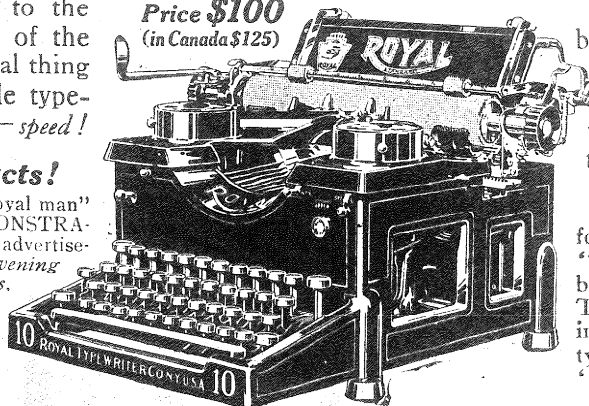
Because the new Royal's rapid-fire action and adjustable *personal touch* takes the "grind" out of typewriting.

For it adds to the sensitive fingers of the typist the one vital thing that the old-style typewriter subtracts—*speed!*

Get the Facts!

Send for the "Royal man" and ask for a DEMONSTRATION. Read our advertisements in *Saturday Evening Post*, *Collier's*, *Everybody's*, *McClure's*, *Cosmopolitan*, *System*, and many more.

Price \$100
(in Canada \$125)



The speed with brains behind it—the real-life speed of the expert typist, setting the pace that pays.

Errorless speed is the kind of speed that counts—commonsense has punctured the illusion of the other kind.

All-day speed, throbbing evenly with the big, steady pulse of modern business—that's the speed of the new Royal 10.

Write Direct

for our new Brochure, "*Better Service*," and book of Lessons in Touch Typewriting—sent free to typewriter users. "Write now—right now!"

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On The Steel Trail

Des Moines Division Notes.

Libbie A. Garber.

Engineer E. R. Webster of Marion, Iowa, was a business caller at the superintendent's office, Des Moines, Wednesday, October 28th.

Section Foreman C. W. Crawford of Grimes, Iowa, was called upon to mourn the death of his wife on October 19th.

Passenger Conductor W. L. Finnicum took his regular run (train No. 33) out of Des Moines Saturday, October 24th, after an illness of about two weeks. Mr. H. E. Ziebell conducted No. 33 during his absence.

Relief Agent W. E. Hakes went to Adel, Iowa, October 27th to relieve Regular Agent O. W. Nelson, on account of illness. We all hope for Mr. Nelson's speedy recovery and that he is soon back on the job.

Conductor W. E. Cramer and wife left the latter part of last month for their claim at Brainerd, Minn. On their return trip they will visit their daughter at Chicago.

Fireman Fred Morris took a short layoff the fore part of this month to visit with relatives at Douds, Iowa.

Mrs. George Finnicum, wife of Engineer Finnicum, is visiting at Iowa City, Iowa.

Wife of Brakeman C. E. Demple and daughters Gladys and Dorothy left the first of November for a short visit with relatives at Keosauqua, Iowa.

Pumper C. B. Spencer and daughters Leone and Ethel, of Fonda, Iowa, were visitors at Des Moines the fore part of last month.

Misses Florence and Linda Nelson, daughters of Section Foreman Nelson of Rockwell City, visited with friends at Des Moines last month.

Section Foreman J. W. Maclay and wife of Albert City recently returned from a short stay at Minneapolis, Minn.

O. F. Weir, fireman on this division since August 4, 1910, made his first trip as locomotive engineer on October 19th. We all wish him good luck in his new undertaking.

Wife of Conductor P. A. Gifford is visiting with relatives at Boonville, Mo.

Mrs. A. O'Laughlin, wife of Conductor O'Laughlin, was called to St. Joseph, Mo., the latter part of October on account of the serious illness of her sister.

Section Foreman James Anderson, who has been on the sick list for some time, took charge of his section at Cooper, Iowa, on the 28th of October. Mr. Claud Clayton had charge of the section during Mr. Anderson's absence.

Agent C. F. Jefferis of Jefferson, Iowa, after a layoff of about five months, resumed his duties November 9th. First Trick Operator L. E. Jefferis acted as agent during his absence.

Mrs. R. P. Edson and daughter Ruth returned home the middle of last month from a short visit at Mason City, Iowa.

Brakeman A. R. Reynolds and wife recently visited with relatives at Taopi, Minn.

District Adjuster C. A. Boehmlier of Cedar Rapids, Iowa, was in Des Moines November 11th, looking after business matters connected with the claim department.

Mr. M. L. Fitzpatrick, agent of Lohrville, Iowa, was forced to take a layoff the fore part of last month on account of the serious illness of his father, P. M. Fitzpatrick, at Jefferson, Iowa. Mr. L. W. Moore acted as agent at that station during his absence.

R. H. Martin, agent of Cooper, Iowa, who relieved First Trick Operator L. E. Jefferis of Jefferson for the past few months while the latter acted as agent at Jefferson, resumed his duties at Cooper the first part of last month.

Ray Farran, Second Trick Operator at Rockwell City, has recently been appointed agent at Granger, Iowa.

Engineer George Chambers and wife are contemplating a trip to Houston, Texas, shortly.

Roadmaster J. M. Nunn was in Chicago on November 18-19-20, to attend the annual meeting of the C. M. & St. P. Roadmasters' Association.

Section Foreman John Chamberlain has just returned from a trip to Grand Rapids, Wis.

The City Ticket Office at Des Moines has recently removed to 420 Walnut street. This room is located in a new ten-story structure on the corner of Fifth and Walnut streets, known as the S. & L. Building. It is considered a much better location than formerly and a progressive move on the part of the company.

Mrs. C. L. Warden, custodian at High Bridge, Iowa, recently left for a visit at Denver, Colo. We hope that her trip proves a very pleasant one and that she greatly enjoys her stay at Denver.

Mr. C. E. Hilliker, D. F. & P. A., Des Moines Division, with office in Des Moines, was stricken with appendicitis at Storm Lake, Iowa, Thursday evening, November 12th, while covering his territory. He arrived at Des Moines Friday evening with a very bad case of peritonitis, same being caused on account of the appendix bursting. At this writing he is in quite a serious condition. An operation was performed Thursday, November 19th. Mr. Hilliker has a very wide acquaintance with employees of the company, coming to Des Moines from the position of commercial agent at Cleveland, O. He has been with the company thirty-four years and his many friends will indeed be sorry to hear of his condition. We all hope that he may have a speedy recovery and be back in his office within a short time.

Section Foreman F. A. Sturdevant of Madrid, Iowa, left the latter part of last month for a visit at Seattle, Wash.

The following changes of agents on the Des Moines Division took place recently: J. J. Williams of Waukee is now agent at Clive; D. A. Myers of Lavinia is now agent at Waukee, and T. W. Hayatt of Granger is now agent at Lavinia.

Relief Agent G. R. Wescott finally landed a permanent position as agent at Churdan, Iowa.

The gravel service between Milford Pit and the C. & C. B. Iowa Division was discontinued Saturday, November 14th, which caused a reduction of thirteen crews that had been assigned in that service.

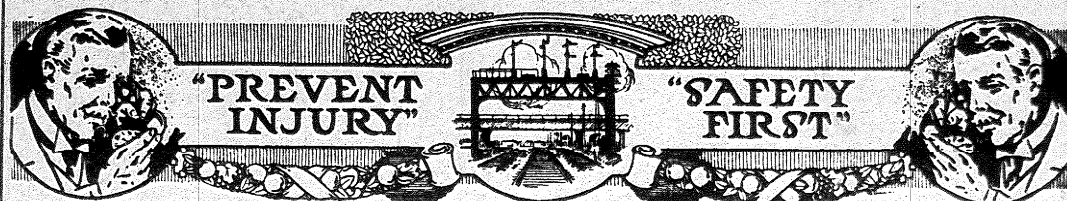
We have received the rail to lay one mile of 85-pound rail from Twenty-eighth street at Des Moines west. Also 85-pound-rail to re-lay the curves from the C. & N. W. crossing north of Jefferson, and about one-half mile of new 85-pound rail from the Illinois Central crossing south of Rockwell City. The old rail recovered will be used in making repairs in various yards, particularly to re-lay the Rockwell City yard. The work of laying this rail will be started at once.

News of the C. & M. Division.

B. J. Simon.

Mr. C. M. Reed and Miss Rachel Powley were married at Palatka, Mich., September 21st. The happy couple spent a few days at Moran, Ind., then went to Chicago, where they will make their home. Mr. Reed is an operator in the general office at Chicago. Heartiest congratulations and best wishes from the C. & M. Division.

Conductor C. M. Joss and wife enjoyed a pleasant seven weeks' trip through the West, visiting and sight-seeing. They were in Miles City, went through the Yellowstone National Park, in Seattle, Tacoma, San Francisco, Los Angeles, Salt Lake City, Denver, Cripple Creek and Omaha. Conductor Mooney of the M. P. Division relieved Mr. Joss.



BELOW are listed the names of our loyal licensed watch inspectors. The men on whom falls the important duty of maintaining the absolute accuracy of our system timepieces. They are experts in their line, offering the lowest prices and the squarest of deals to every Chicago, Milwaukee & St. Paul Railway employee. We should patronize them for all articles of jewelry wherever and whenever possible.

Aberdeen, S. D.
D. G. Gallett.

Austin, Minn.
Gleason & Johnson.

Brandon, Wis.
Edw. B. Hobkirk.

Butte, Mont.
Towle - Winterhalter-
Hannifin Co., 101 W.
Park St.

Chicago, Ill.
H. C. Watts, 3204 W.
Lake St.

Cle Elum, Wash.
M. W. Davies.

Des Moines, Ia.
Frank Schlampp Co.,
Inc., 525 Locust St.

Dubuque, Ia.
A. R. Staufenbeil &
Son, Clay St.

Faribault, Minn.
M. C. Weyer.

Farmington, Minn.
Rembold, P. J.

Ferguson, Iowa.
Frank W. King.

Harlowton, Mont.
A. F. Robertson.

Kansas City, Mo.
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H. A. Brandon.

Perry, Ia.
C. H. Winner.

Platte, S. D.
Frank Dolire.

Plymouth, Wis.
C. C. Corbett.

Prairie Du Chein, Wis.
L. Cornelius.

Richland Center, Wis.
Chas. Speidel.

Rockwell City, Ia.
F. Beauchamp.

Seattle, Wash.
Max Kuner Co., 94 Co-
lumbia St.

Sioux City, Ia.
W. H. Beck Co.

Spokane, Wash.
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St.

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CHICAGO

RAILWAY TIME SERVICE

MILWAUKEE RAILWAY SYSTEM

Conductor H. P. Jones and Miss Minnie Giesl of Edgar, Wis., were married. They will be at home at 652 Greenfield avenue, Milwaukee. Accept our heartiest congratulations.

Section Foreman Charles Söwatzke of Libertyville spent a week at Pittsville, Wis., visiting his parents.

Engineer A. A. Grandy of the Libertyville switch run was off for a few days. He made a trip to Wausaukee, Wis., to look after his interests. He has a farm near there.

Engineer Oliver Gray was taken suddenly ill while on his run. When he reached Janesville he was taken to the hospital, where his ailment was pronounced a serious case of appendicitis. He died about a week later. We extend our sincere sympathy to the bereaved relatives.

Operator W. J. Perkins of "CG" office, Chicago, spent a couple of weeks with his mother at London, Ont.

Conductor W. W. Hill of the Libertyville local is hunting big game in the wilds around Channing, Mich. Bill will not return until he has a deer. Mrs. Hill and the "little Hills" accompanied him as far as Channing, where they will visit friends.

Operator J. N. Julsen of the Chicago general office spent a week visiting at Kilbourn, Wis.

The Lake County Gravel Company of Libertyville is installing a modern plant, which will be ready for operation by next spring. They figure their capacity will then be twenty-five cars daily. The building of the new plant will necessitate several track changes in the pit.

Conductor George Dyer of the Libertyville switch run fell from a car a few days ago, slightly injuring himself. It was necessary for him to lay off for a few days. Conductor James Yahnke relieved him.

Mr. Joseph O'Neill, chairman of the Safety First Committee for the engineers of the C. & M. Division, buried his mother recently. Interment at Spring Green, Wis., the home of Joe's boyhood days. We extend our sincere sympathy to the sorrowing family.

B. J. Simen, of the new station, Libertyville, spent fifteen days visiting relatives in different sections of Illinois. He was relieved by Operator J. W. Barker.

Conductor John Cahill is on the Libertyville local while Conductor Hill is hunting in Michigan.

Mike Collins (better known as "Pinery Mike") is making an extended visit in the South. One of his daughters resides at Raleigh, S. C., and Mike says this is the best time of the year to go South and visit her. Mike pulls the Copper Country Limited on the C. & M.

Conductor Al Kirby was called to Stoughton, Wis., on account of the death of his mother, the latter part of October. We extend to the family our heartfelt sympathy in their hour of bereavement.

Conductor Harry Jewell and his wife, accompanied by Harry's father, recently motored from Milwaukee to Dubuque, Iowa, stopping for a while at Cuba City, Wis., the home of Harry's grandparents. They report a splendid time, but were lost on their way out and had to put in at Elkhorn and inquire the way.

Engineer H. Robbins (with his old-time smile) is pulling the "Creamery Special" between Chicago and Elkhorn, via Janesville Line and Bardwell.

Agent G. C. Brown of Walworth, Wis., has been granted a ninety-day leave of absence. Mr. Joseph Beinstock will act at Walworth in the capacity of agent for three months.

As this is the Christmas issue, I will take advantage of the opportunity and wish you all "A Very Merry Christmas and A Happy and Prosperous New Year."

Items From the I. & M. Division.

Katherine McShane.

Mr. M. Caton attended the meeting of district and assistant engineers, and the district and chief carpenters, at Chicago last week.

Mr. M. McShane is attending the road-master's convention in Chicago this week. He also expects to spend a day with his daughter, Sister Mary Alacoque, at DeKalb.

Messrs. Rodgers, MacMillan and Snell spent one day this week at Austin.

Machinists Paul and Fred Lang have gone to Jackson, where they will work for about ten days.

Switchman Ed. Erickson is back to work after a few days' vacation.

Switchman Carl Kelm has been hunting on a few different occasions during the past month. He is a mighty good shot, or else the ducks are awful tame, if we are to judge from the number he brings home.

Charles Pritchard, chief clerk to Superintendent Thiele, dropped in to see us yesterday. He was returning to Minneapolis after spending a day with his parents at Mason City.

Switchman James Marvellete is back at work, after being off duty three months on account of sickness. We are glad to again see Jim back in the harness.

Paul Lang, Ray McCarthy and Lloyd Miller spent Sunday at Hayward, hunting ducks. They brought back nineteen.

Section Foreman J. Gager and wife, of Leroy, have returned from a two weeks' vacation, spent in the Dakotas and Montana.

Section Foreman Joe Lorkoski and mother enjoyed themselves for a few days at Milwaukee during the past month.

Louis Jorgeson and wife have returned from Beloit, Wis., where they enjoyed a visit with their children, Mr. and Mrs. Harvey Spear. Mr. Spear was formerly a line man on this division.

Miss Cecil Opie, daughter of General Foreman Joseph Opie, is enjoying a visit with relatives at Janesville, Wis.

Rex Thompson, our night clerk in the freight office, is reducing weight by running between Ramsey and Austin.

District Carpenter Rice spent one day at Austin this week.

Tuesday, November 24th, there was a meeting of the Safety First committee at Minneapolis. All the committee men from Austin attended.

Mr. and Mrs. Charles Opie are spending a few days in Minneapolis. Mrs. Opie expects to visit her son, Joe, who is roundhouse foreman at Montevideo, also her son, Harry, who is a machinist at Madison, S. D.

Among the most pleasant callers we have had in Austin for some time was Mrs. Carpenter Kendall, editor of our magazine. She was accompanied by Mrs. Anna M. Scott, of the "At Home" department, and Mrs. Good. All the employees at Austin who met Mrs. Kendall and party were not surprised that the magazine was making so many friends, having such ladies at its head. We will be very glad to have Mrs. Kendall and party come again at any time that they can find it convenient.

Jimmy Plazak, foreman in the blacksmith shop at Austin, has been off duty for the past two weeks, on account of blood poison in the hand.

Brakemen O. Cambern and T. Ward are laying off for a few days.

Section Foreman Joe Kvosnicka went to Mankota Saturday to consult doctors in regard to his health. He was accompanied by Section Foreman M. Holdt.

Section Foreman B. Jim Deneen and two sisters spent one day in Minneapolis last week.

Call Boy Harold Franklin attended a series of dances last week which were given by the Lansing Dancing Club.

Concrete Foreman P. Vandanacker has completed his work in connection with the new power house at Austin. On account of the cold weather, his crew has been laid off until next spring.

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Shop Boss J. Johnson has been promoted to assistant roundhouse foreman. Good luck to you, Jack.

The formal announcement has been made of the marriage of Brakeman Tony Regner of Austin and Florence Larson of Farmington.

V. E. Engman, bridge inspector, spent a few moments between trains with us today. He was on his way home at Minneapolis.

Notes—R. M. Division.

G. M. Hayden.

Engineer R. S. High and wife returned a few days ago from a trip to the coast.

Miss Nora Hart, former stenographer in Superintendent Murphy's office left October 25th for her former home in Kansas.

C. G. Bleichner, dispatcher from Lewistown, Northern Montana division, spent a few days in Three Forks around October 25th, having just returned from a two weeks' visit to his old home in Minnesota.

Mrs. J. B. Fitzgerald left about October 20th for Sparta, Wis., and Chicago.

Roadmaster J. B. Fitzgerald left November 15th for Chicago to attend the Roadmasters' convention.

The following offices on the Rocky Mountain division have been closed on account of reduction in force. Night Office Dawson, Night Office Cedric, two tricks closed at Lombard; two tricks at Summit; one trick taken off side table at Three Forks.

Operator Bleichner, formerly at Lombard now working third at Piedmont.

Operator Bothner, formerly at Lombard, now working second at Sappington.

Operator C. D. Sill, formerly on third trick at Summit now working night office at Nathan.

Operators Harrington, Campbell, Stromberg and Harmon bucking the extra board.

Mrs. George Redding assigned second trick at Two Dot while Mr. Redding is bucking the extra board.

Operator D. G. Goggin and Jack Lynch laid off a few days November 11th, took a trip to Idaho to sell a lot that they drew in a drawing being relieved by Operators Brown and Wilson.

Agent Kay and family of Maudlow returned to work October 15th after having been off a month, visiting in the East. L. H. Parks who relieved Mr. Kay, going to Martinsdale and relieving Agent J. T. Beiser, who spent a few days in Butte and the Belt Mountains hunting and returned with only a lame leg.

R. D. Crowder, agent Two Dot, returned to work October 9th, after being all summer selling Montana land. Operator Bales who was relieving Mr. Crowder goes to Lewistown yard temporarily.

Trainmaster A. H. Wilkins moved his family to Three Forks from Missoula the first week in November. Misses Maude and Jesselyn Wilkins left on the 10th inst for Minneapolis to attend the graduation of their sister, Miss Ruth Wilkins from the training school, Northwestern Hospital.

The writer was on October 24th called east to Pennsylvania on account of sickness in family, returning to Three Forks November 2nd. November 13th Engineer Crockett and Weaver, also the writer, were subpoenaed to attend court at Boulder as witnesses, returned to work on November 17th.

Section Foreman Robert Morrow of Piedmont is attending court at Boulder, as a juror from his county.

Mrs. Charles Shaddock, wife of Engineer Shaddock left November 3rd for Milwaukee to visit her family.

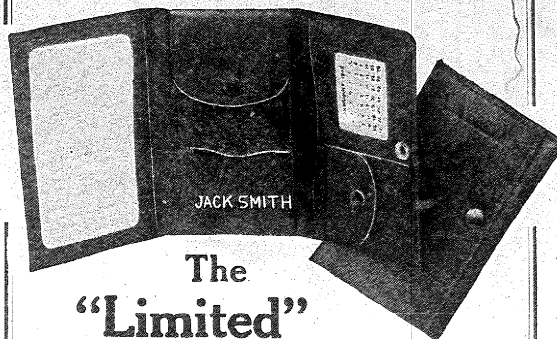
Engineer Ross Hupert left on November 3rd for a trip to Chicago to see the sights.

Dispatchers T. J. Hanson and E. V. Lambert transferred to Lewistown, as second and third dispatchers, respectively, left for Northern Montana division.

Mrs. E. V. Lambert returned Monday, the 16th, from a six weeks' visit in the East.

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The "Limited"

A 20th Century Surprise!

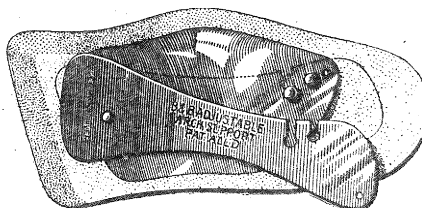
Most Remarkable Offer ever made in a 3-fold Combination Billfold, Pass and Cardcase, which cannot be duplicated elsewhere for our price, with any name stamped inside or outside in beautiful 23-karat gold (if done outside of our service, stamping alone would cost at least 25c). Sold under our GUARANTEE and direct only. Will last for years. Carefully made of Handsome, Smooth Black Genuine Leather throughout. Has seven useful pockets, including secret billfold at back, window for your division card, etc., 1915 calendar, stamp compartment and three more handy pockets. The "Limited" measures 3x4 3/4 inches closed with a strong glove fastener. Orders filled promptly and carefully. We insist on returning your money if not satisfied. Postage stamps accepted. Big Fall Catalog of GUARANTEED LEATHER GOODS and NOVELTIES, just out, sent free with all orders for the "Limited."

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The B & B Adjustable Arch Support IS THE ONLY ARCH SUPPORT that really does what all other Arch Supports and Foot Devices claim they do. Indispensable to all people, prevents tired aching feet, relieves Bunions, Corns, Callouses, Flat Feet, Weak Ankles. When ordering state size and width of shoe. Price \$2.00 per pair postpaid.

Guaranteed for One Year

B & B Mfg. Co. Inc.

305 N. 5th Ave. Chicago, Ill.

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

Again we are called upon to chronicle a death in one of the Lax Division families, October 23rd. Mrs. Murphy, wife of Conductor Joe Murphy, was called to the Great Beyond. During their four years of married life, Mr. and Mrs. Murphy lived in Lax and besides a husband and two little children, the departed leaves a host of friends to mourn her early demise. The bereaved family have the heartfelt sympathy of all Lax Division employees and their families.

L. B. Seymore has been appointed agent at Tunnel City in place of S. B. Hilliker, who resigned.

W. S. Wright gets second trick and E. L. Campbell third trick at Oconomowoc.

B. L. Swan has returned to work at Duplainville after a six months' absence.

William Haushalter has also returned to Elm Grove as third trick operator. Think this covers all changes in operators on our division during October.

Engineer John Perkins, who has been laid up for several months with an injured hand, is again back to work.

Conductors A. Russell and E. Williams, who have been running passengers during the summer months, have folded up the suit of blue and donned overalls and jackets and are again riding box cars.

Conductor A. Russell enjoyed a visit from his brother, H. J. Russell, and family during October. H. J. was formerly a Lax Division boy, but at present holds the responsible position of collecting tickets on the K. C. Division.

F. H. Stewart, clerk in Chief Dispatcher J. Weltz's office, is taking a week's vacation, visiting at Parderville, Menomonie Falls, and Watertown.

Secretary of State Hon. W. J. Bryan passed over our division October 29th on the train of all trains, the Olympian, after a short stop in Lax. He was taken south over the Dubuque Division on a special train. No doubt

had the famous Olympian run via the Dubuque Division Mr. Bryan would have chosen its service in place of a special train.

Engineers J. Little, C. Roob and B. Montieth, accompanied by Dr. Tuckwood, returned from their two weeks' outing on November 3rd in time to cast their votes. They reported a delightful time and also returned with the full lawful allowance of game.

Passenger Conductor W. E. Russell has returned to work after several months' vacation, which was spent visiting his son in Michigan and also in taking extensive automobile trips through different parts of the United States and Canada.

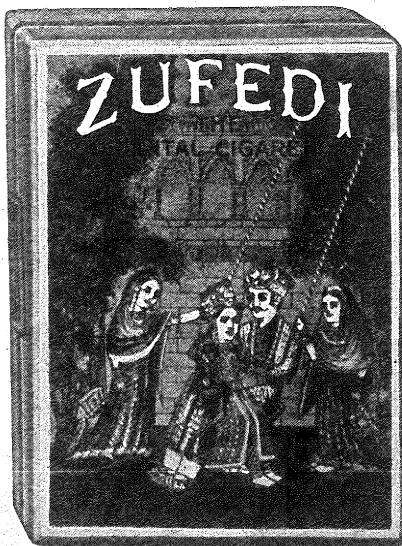
November 7th Conductor E. J. Brown had charge of a special train running from Sparta to Lax and return. Over five hundred Spartans came in on the special to witness the football game between Sparta and Lax high schools. Sparta people never do things by halves, hence the special train for their accommodation.

The stone quarry near Waterloo, Wis., has changed hands and Roadmaster Buffmire has an extra gang repairing the tracks and getting them ready for service. Engineer Wilber expects to get a larger engine to handle the increased business.

Mr. C. L. V. Craft, agent at La Crosse, has a genial smile, due, his friends say, to the very large increase in his station earnings last month. The increased business on the Viroqua line has required the putting on of a larger engine to handle it.

John Cewe and crew of men have just completed an iron structure at the overhead crossing at Lewiston in place of the old wooden bridge, which the B. & B. department decided was not up to the C. M. & St. P. "Safety First" standard. No doubt another of the same kind will soon be put over the crossing just west of West Portage.

Roadmaster P. R. Madden informs us that there have been thirty miles of new steel laid

"THE HIT OF THE WEST"**"BEST BY TEST"**

ZUFEDI
CIGARETTE
10 FOR 10c

At Stands Or On The Train

"Ask the News Agent"

X. ZUFEDI, CIGARETTE CO.

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on the west division this season. It was all laid with the labor-saving, three-man rail-laying machine. The new steel is 90-pound in place of the 85-pound steel taken out. There were two rail-laying machines in use every day and the work was done so rapidly that one work train could not keep the old material picked up.

Conductor P. J. Larkin and crew, Engineer Woodman and fireman had charge of the work train and engine while doing the bridge work at Lewiston this month.

Conductor J. Murphy had charge of the Viroqua branch for a few days this month, while Conductor D. Smith was on a vacation.

Superintendent J. A. Macdonald shook hands with Lax Division employees November 10th, while en route over the division. Along the line, as in his office, Mr. Macdonald always greets his employees with that same cheerful smile that has won the hearts of the Lax Division boys.

Mr. H. B. Erling of the P. S. lines passed through Lax November 11th, en route east. Nuff said, there is only one H. B. and all were glad to see him, hale and hearty.

J. J. Clune has returned to his home at Oshkosh after having charge of a steel gang at Kilbourn during the summer. John had to get home so Roadmaster R. Whitty could go on his annual deer hunt.

Extra Gang Foreman A. Kranz, who has had charge of a steel gang at West Salem for about six weeks, left with his gang, the first of November for Corliss, Wis.

Section Foreman John Kelly is again in charge of his section at Kilbourn after an extended absence on account of illness. We are all glad to see "Kelly" back on the job.

Section Foreman J. J. Heerey of Mauston is still laid up with a broken leg received in September by a falling tie.

Those employees who were fortunate enough to be in Lax November 11th and had the opportunity of meeting our editor, Mrs. Kendall, also Mrs. Scott and Mrs. Good during their short stay between trains, were more than pleased with the visit and all were impressed with the same thought, that "it is our editor's habit of writing, talking and actually living for the magazine that has put the C. M. & St. P. Employees' Magazine second to none. Long live the magazine and its editor."

Roadmaster P. H. Madden attended the eighth annual meeting of the C. M. & St. P. roadmasters' meeting held at Chicago November 18th to 20th, inclusive.

Section Foreman Emil Deckert of Kilbourn was called to Junction City, Wis., the first of the month by the serious illness and death of his mother.

The following Lax Division firemen, G. G. Pynn, W. Nitz, R. Lapham, R. Nugent, T. McCarthy and T. Mishefsky, have completed their examinations and received their promotions to locomotive engineers.

Several Lax Division boys are in the northern woods either hunting deer or dodging bullets shot by some other careless hunters.

Conductor M. Kelly took a couple of days' vacation this month and visited his relatives at Kilbourn.

Twin City Terminals News. Ella Carlsen.

Miss McLaughlin, stenographer in Engineer Powrie's office, has just returned after a month's vacation at Deer Lodge and Seattle.

Mr. August Johnson, caller in the Minneapolis Passenger Station, and wife, spent a couple of days the past week at Belle Plaine, Minn. Residents of Belle Plaine were celebrating the 60th anniversary of the city.

Miss Mabel Youngberg, express clerk, Minneapolis local freight office, spent two weeks in September at Seattle and vicinity.

Mr. Earl Davis, checkman, Minneapolis Baggage room, is spending a two weeks' vacation at Butternut, Mich.

Mr. Dan Welch, Gateman, Minneapolis Passenger Station, has left on a month's hunting trip at different points on the P. S. line.



Men's Unionsuits

If you have been with this railway company in a given capacity for 27 years, you ought to be thoroughly proficient in your work, and it attests that you have given this company reliable service else some other man would now have your position.

WRIGHT'S underwear has been produced for just this period, and with the one fixed determination to give the American man the best and most serviceable, satisfactory underwear he can buy. That we have altogether succeeded is attested by the fact that we are to-day the largest manufacturers of Spring Needle underwear in the world, with a demand that is international in its scope.

Suppose you give this better underwear a trial, it costs no more than inferior grades, and good hard service is knitted in every thread of it. Insist on having only WRIGHT'S trade-marked underwear. Your dealer can supply you. Send for catalogue.

Wright's Underwear Co., Inc.

74 Leonard St., New York City

News of The Inter-state Company

If business gets slow, competition aggressive, and the price of provisions high, don't give up, don't say "It can't be done." Try showing class. Every employee, regardless of what his duties are, can show a distinctiveness of workmanship to the credit of himself and his house. Shabby service will drive trade from your house, but clean, efficient service, will make your house stand out as a bright spot in your community. In our line of work, there is no limitation to the meaning of service. The man who cleans the floor is doing a service for the public, and he can add to or detract from the pleasure and the appetite of the public in just such measure as his work shows class. If the customer finds your premises clean, the room attractive, the food properly cooked and delivered promptly on shining crockery by a pleasant, competent waitress and the manager's wife takes his money with a smile and a "Thank you," SOME CLASS—he'll be back.

Mrs. Hughes, wife of the manager at Malden, Wash., visited Spokane recently with the best reports ever, i. e., "Everybody happy and business looking better." To prove her contention, Mrs. Hughes stayed over and helped Pantages fill his house.

Mr. Stokes of Cle Elum, thinks that ZUFEDI cigarettes are the best ever. There's a reason.

Do you know that our sanitary milk cup will hold hot coffee and keep it warm longer than a tin pail or cup? Don't be afraid that it will leak—no chance.

Mr. Chas. Foster has been appointed manager of the lunch room at Mitchell.

Mr. E. A. Graves, formerly manager of the lunch room at Montevideo, has been appointed inspector, and assigned to duty under Asst. Supt. Quick on the West End.

Mr. A. Jacobi, formerly at Mason City, has been appointed manager of the Montevideo lunch room.

The lunch room formerly located at Spotless Town is now in the C. M. & St. P. depot at Wabasha, Minn. If you doubt this assertion, look it over. Manager Richardson will be glad to see you.

Mr. Wm. Salt, stand agent, in charge of the news stand in the Milwaukee depot, Minneapolis, makes it shine like the proverbial new dollar. The fruit display on the new mahogany stand recently installed, is a very attractive feature.

"The Zufedi Cigarette Co. has informed us that, after December 1st, they will pack in each package of Zufedis, a half-cent cash coupon which may be redeemed either for cash or valuable presents to be listed in a forty-two page catalog which they intend to get out. We believe that this is going to boost the sales tremendously; so get busy, boys, and get rid of the stock we have on hand which does not contain these coupons!"

Who's Who With The Inter-State.

Who is it that from Mobridge West
Is serving nothing but the best?
Who when at Lewiston and Butte
Buys every little toy that's cute?
Who, when you ask him "How's the boy?"
Looks up at you in wondrous joy,
And says, "Why he's as cute as can be?"
Then launches forth in ecstasy?
Shake hands with him—and let him be—
For you all know its C. J. D.

News from the West End must be scarce. Let's have some—quick.

It seems that The Inter-State is developing a goodly crop of poets, especially from the Saharas. Joaquin Miller better look to his laurels.

Speak well and think well of your neighbor; the person who comes to you with small talk about him is generally not to be trusted. The manager of the house next you may have a few faults and so have we all but if he has been with The Inter-State Co. for any length of time, you may feel very sure that he is above the ordinary; so pay yourself and your company the compliment of speaking of him as O. K.

Mr. Warren F. Stevens, manager of the Deer Lodge lunch room, has been advanced to the Spokane lunch room. Mr. Stevens has made many friends while with The Inter-State Co., and they unite in wishing him well in his new position.

Mrs. C. J. Dietrich of Miles City, who has been visiting in the east and south for some time, writes a word of advice to all those who would leave Montana seeking a fairer land or a better climate—DON'T.

Mr. John McGinnis has been appointed manager of Deer Lodge lunch room. Mr. McGinnis has a reputation for hard, effective work, and will, no doubt, see that the "boys" are well served with good food.

Mr. Harry Williams recently visited Spokane with his daughter. The bright lights were too strong, so Mr. Williams hustled home before becoming too well acquainted with them.

Mr. F. S. Houck is now in charge of Alberton lunch room, and he assures us that he means to see to it that "Quality" rules at his house.

The Mitchell Corn Palace this year was one of the best ever held. The building design, which was in Dutch characters, made entirely of different colored corn, was especially beautiful. The attractions, with Farillo's Band of sixty pieces as a head-liner, were well worth the trip to Mitchell. The local officials of the C. M. & St. P. R. R. deserve great praise for their handling of the crowds and special trains, which was done without a mishap.

The entire depot and lunch room at Manilla is receiving a new coat of paint, inside and out, which will make a big improvement in the place.

We wonder why we never see any "Grace" in print. Good stories are always appreciated by readers of The Magazine—I said good stories. That's all, sah!

The latest bulletin from the front (office) is in transit as we go to press.

The weather is fine out along the line, even if we have "snow" in Minneapolis. We understand Mr. Godders is trying hard to learn to play "La Crosse."



"Fresh Ones" for the I. S. Co.

Columbia Division.*"Sted."*

Superintendent Mott Sawyer and Trainmaster W. C. Ennis of the Idaho Division were recent callers in Malden.

W. L. Bennison is back from Milwaukee again with his tonnage testing car (it has another name, but we can't spell it). Will says that between the Palouse girls and the Palouse weather it is hard for him to decide whether Milwaukee is the best place to live or not. Take it from us that the Palouse weather and climate are all right, as to the girls—ask DeLeo.

Operator J. H. Vassey, who has been visiting in Montana, is on the job again holding down a trick at Ellensburg.

Conductor William Thoman is now on the Othello-Cle Elum local.

Conductor Jack Reilley, who was recently operated on at the Spokane hospital, is back in Malden. His friends hope for his speedy recovery.

William Hildebrand, a water service department employee, was stricken with paralysis while on duty at Othello, November 9th, and died on the train while being rushed to the St. Maries hospital. His body was interred at Ellensburg.

Conductor W. B. Curtis and family are home from a Missouri visit. Bert has taken the new run between Spokane and Marengo junction.

Brakemen P. V. Campbell and K. Keel, with their wives, were called to Winnemac, Indiana, on account of the death of the father of the two women. In this connection they desire to express their gratefulness to the Milwaukee officials who so considerably assisted them with transportation and permits.

Switchman M. F. Whalen of Malden accompanied Brakeman R. Carty to Rochester, Minn., where the latter is taking treatment at Mayo Brothers hospital. Mr. Whalen also took advantage of the occasion to visit with relatives

in Dubuque, Iowa, where he formerly lived.

Brakeman E. J. McQueen visited friends in Everett.

The Misses Helen McGee, daughter of Roadmaster McGee, and Charlotte Newton, stenographer to E. M. Grobel, made a visit with Sorrento friends.

Conductor Henry Driscoll and wife are home in Malden after a visit in Iowa.

Mrs. E. A. Rudloff, operator at Ralston, visited with the family of Conductor Staeger in Malden recently. She also made the office a pleasant visit.

Roadmaster J. M. Dorsey is taking his annual vacation. He is visiting Chicago, St. Louis, Kansas City and other eastern points of interest. As this is the first annual vacation J. M. D. has taken in seven years he is out for a good time and we hope he will have it.

Brakeman Charles Donovan has returned from his eastern vacation. He surprised his many friends by returning with a bride. The fortunate young lady was Miss Lulu Ward of St. Paul, the wedding taking place in that city November 5th. The young couple will make their home in Malden. Congratulations are extended.

And now the Saturday Evening Post's editorial railroad writer is hedging and thinks the railroads are being persecuted and ought to be allowed to raise freight rates. He also takes a slam at the Interstate Commerce Commission.

Did you notice the new typewriter ads in the last issue? Evidently some manufacturers are beginning to realize that the employees of the Milwaukee have money to spend, also that they read all the ads and are influenced by them.

Yes, Auburn has been acting up again. Chief Dispatcher Wilttrout and Conductor Bassenger took Auburn to Spokane to see the ball game between the All Americans and Nationals. Evidently Auburn did not like the

Keep Your Feet Warm and Dry

Mayer Dry-Sox Shoes are ideal wet weather shoes. They protect you in rain, snow and slush without the use of rubbers or overshoes.

They are a striking illustration of

Mayer Honorbilt Shoes

NOTE CAREFULLY THE DRY SOX CONSTRUCTION:

1. Full Kid lined. 2. Oak tanned Counter. 3. Bellows Tongue. 4. Oak tanned Insole. 5. Full Leather Vamp. 6. Rubber Welt sewed in with the Leather Welt—keeps out all dampness. 7. Oak tanned outsole. 8. Inside Cork lining. 9. Animal Parchment (Pig's Bladder.) 10. Inside Kid lining. 11. Animal Parchment (Pig's Bladder.) 12. Best quality of Upper Leather. 13. Strong Corrugated Steel Shank. 14. Rubber Heel. 15. Oak Tanned Heel.

CAUTION—Be sure you get this big shoe value. Look for the name Dry-Sox and Mayer trademark stamped in the sole.

We make Honorbilt shoes for Men, Women and Children in all styles and patterns, the Yerma Cushion Shoe and the famous Martha Washington Comfort Shoe. If your dealer cannot supply you, write us.

F. Mayer Boot and Shoe Co.
MILWAUKEE, WIS.



MILWAUKEE RAILWAY SYSTEM

company or game, or else bet on the wrong team for on the return trip Auburn threw a spasm when about ten miles out of Spokane and it was necessary to hire a son of the soil and his team of horses to take Auburn back to Spokane, where she was examined by Doctor C. E. Molander. After feeling of her pulse, looking at her tongue and a few minor examinations Molander discovered there was something wrong under the hood. That is where trouble generally starts anyway. Maybe her hood was not the latest style; Wiltrout should know as he paid for it. After Molander got her loved up a little they started again and when six miles out from Malden Bassenger attempted to show Wiltrout how to manage Auburn, but as Bassenger had been raised with blondes and Auburn is a brunette there was something doing. The doing consisted of a six-mile walk to Malden in the dark and a return the next day for Auburn. Bassenger is now saying some mean things about Auburn and Wiltrout, but Wiltrout is laying the blame on Bassenger and maintains that Auburn is all right. We hope it will not come to blows.

The employees of the car department gave their first annual ball in Malden Thanksgiving eve. A good crowd attended and all had a merry time.

The other day we met Conductor C. J. Bishop going down street with a brand new shining grip. Looked like he was traveling. This meant an item for the magazine. But on inquiry we learned he had read the Kennedy Mfg. Co.'s ad. in the November issue and the new shiny grip was the result of the ad. We believe further comment is unnecessary.

Now is the time of the year when the trigger finger of the sportsman begins to itch and he longs to take a shot at the southbound wild fowl. If you are thinking of purchasing a gun the writer can conscientiously recommend the "Parker" as he has shot one for more years than he likes to admit and they are all

the maker's claim. Their ad and address appear in the magazine.

Every employe should wear one of the company's emblems as advertised in the November issue. You can secure your choice of watch fob or button and they are not only neat in appearance, but show you are loyal to your employers.

O. C. Finley has been promoted from roundhouse foreman at Malden to erecting foreman at Tacoma Shops. Mr. F. R. Holdiman has been appointed to the Othello position.

Firemen Tom Balch and Lee Foreman have been promoted to engineers.

Car Inspector William Thompson is on duty again at Othello after five months treatment in the hospital at Spokane.

Engineer Ralph Crystal and wife of Othello are parents of a boy that arrived Saturday, September 5.

Engineers George Rait and Doc Mead, Conductors R. J. Thompson, H. W. Stewart and F. P. Gephart have moved from Malden to Spokane.

Engineer Bert Lentz and wife are again at their Malden home after a visit with Wisconsin friends.

C. E. Potter has returned from his visit with friends in Detroit and Chicago and is again at work in the Malden relay office.

James Donley, yard foreman at Othello, is visiting in Kansas City.

J. A. Tilger, section foreman at Revere, accompanied by his family, is visiting in Chicago, Kansas City and other middle west points.

The family of Engineer Putnam of Kittitas visited with friends in Seattle.

Operator F. R. Smith of Kittitas cooked his own spuds during his wife's recent visit in St. Joe.

Conductor G. M. Lee has given up the Priest Rapids branch run and is again on through passenger between Seattle and Spokane.

Kenneth Wogan is now roundhouse clerk for Foreman Blaser at Malden.

E. E. Kilbourne, former operator at Ellens-

Savings and Health

Are the few dollars saved regularly in the past year going to take you somewhere this summer where "change of scene and ozone" will equip you for a successful year ahead?

Or will you be forced to stay at home?

A year soon passes. Decide NOW that next year your dollars will help you *earn more* by making you better physically and mentally.

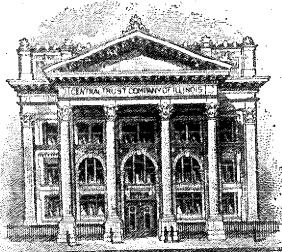
A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

Saving brings happiness. Gives you self-confidence. Makes you ready for Opportunity. Keeps the "wolf" away.

We help you save. When you get enough, we help you invest. If you don't have quite enough to invest, we will loan you any fair difference.

SAVINGS DEPARTMENT (On ground floor—just inside of front doors)

3% Interest Paid—Open on Mondays from 10 A.M. to 8 P.M.



CENTRAL TRUST CO.

OF ILLINOIS

125 W. Monroe Street, Chicago Between Clark and La Salle Streets

A BANK

For Your Savings or Checking Account For the Administration of Your Estate For the Selection of Your Investments For the Protection of Your Valuables
Capital, \$4,500,000 Surplus and Undivided Profits, \$2,000,000

burg, is temporarily assisting as clerk to Chief Dispatcher Wiltrout at Malden.

Pump Repair Foreman Miller is responsible for the statement that the transferring of Chief Carpenter Clothier's office to St. Maries increased the population of that town to a large and respectable extent. When asked the why, he replied: "Chief Clerk Jack Bryant is large and the balance of the force respectable." That sounds almost libelous.

Walter Horn has taken the agency at Marcellus station. The regular agent, Mr. Mead, is away on an extended vacation.

Roadmaster's Clerk John Dorsey of Ellensburg spent a few days in Tacoma.

Brakeman Matt Leyde and family of Malden are visiting relatives in Wadena, Minn.

C. A. Phillips of the Malden car department was a visitor in Spokane fair week.

Mrs. E. E. Kilbourn came over from Ellensburg and got acquainted with her husband, who is working in the Malden office temporarily.

Agent E. P. King and wife of Beverly spent Spokane fair week on the Coast.

Freight Clerk T. Jay O'Day of Malden prepares his own meals while Mrs. O'Day is on an extended visit with friends in West Virginia.

Foreman Maddex of Marengo was in Spokane fair week and spent most of his time cussing the weather man.

Conductor C. W. Little and family of the west end were recent visitors on the Coast.

Engineer Graham's wife of Othello was visiting in Malden.

Night Watchman J. W. Lee of Malden visited his son, Gilbert, in Seattle the latter part of September.

Clarence Cahill of the Malden car department was looking over homestead lands in Montana.

Jack Bryant, chief clerk to E. E. Clothier, came over from St. Maries the 27th to visit Malden friends.

Brakeman John Park and wife attended the Spokane fair.

Brakeman J. M. Lavine had business in Spokane fair week.

If it were not for the Spokane fair our list of items would be mighty bare.

Conductor William Thoman and wife of the west end visited in Ellensburg.

Chief Clerk E. M. Grobel and family made a week-end visit with friends in Spokane.

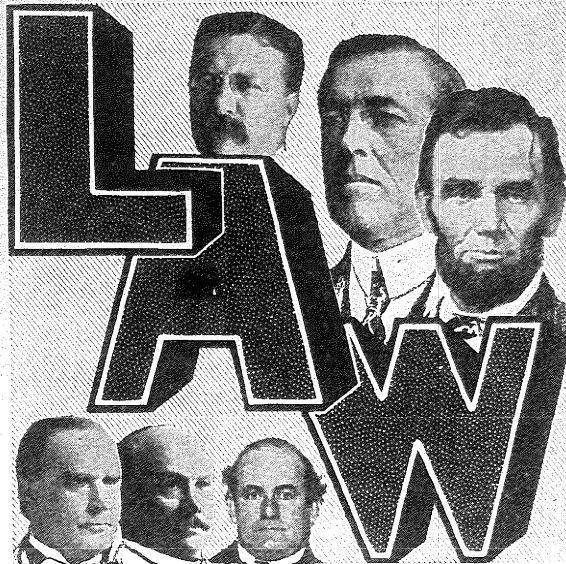
Miss Charlotte Newton, stenographer in superintendent Campbell's office, visited with the family of Chief Carpenter Clothier in Spokane recently.

If any one doubts the popularity of the new Spokane line, he is requested to read these items over a second time. Might try it a third time, also, if you seem out of tune.

One of the Coast Division employees who, at the same time, holds an appointive title as deputy sheriff, was recently lined up against the wall with several other companions in the mining town of Cle Elum recently and relieved of ninety bones. This is liable to happen to any man at any time if he can find the ninety, but when the two highway men found the deputy's star on his person they celebrated the occasion by pinning the aforesaid star to a portion of his anatomy that would make it exceedingly uncomfortable to sit down without first removing the aforesaid before-mentioned star. We would not write it up, only we are nervous for fear the Coast Division correspondent will overlook it.

Congratulations are extended to Conductor R. C. Falck and bride, who are now at home in Spokane. Mr. Falck was united in marriage to Miss Marie E. Frey of Elmira, N. Y., on September 2. They have since been spending their honeymoon in the East and have just arrived from an extensive and pleasant trip.

That orange petal and wedding bell stunt in the superintendent's office, of which we lightly mentioned a moon or so ago, is gradually assuming proportions. As yet no one has guessed more than one of the parties involved, but we assure you that there are two parties to the affair. The guessing contest closes Christmas week and the guesser who guesses the nearest guess will be allowed to guess what is coming to him.



MADE THESE MEN

And Law will make you. In the success of these men you see what you can do if you become trained in Law. Without his legal training Lincoln would not have been Lincoln. Without his legal training Woodrow Wilson would never have been President. Without his legal training Judge Gary would not now be guiding the mammoth U. S. Steel Corporation. Law makes men strong—it will make you strong.

EXTRA SPECIAL OFFER

Our Great Home Study Course in Law at a Sweeping Cut in Price

For a limited time to advertise our School, we offer you the opportunity to secure a complete legal training for a few cents a day. Think of it—a few cents a day! With a legal training there will be no limit to your chances for success. Decide now to learn Law at home—spare time only. Learn while you earn. Grasp this opportunity to get ahead—quickly—surely. Our students finish quickest and are most successful. We guarantee to coach free any graduate failing to pass bar examinations. Our Course easiest, simplest, most complete. Large Faculty—Personal Instruction. Endorsed by judges, lawyers, business men and thousands of satisfied students.

Judge Charles L. Smith, Minneapolis, Minn. "I have no hesitancy in recommending the American Correspondence School of Law."

H. H. Gilder, Columbus, Ohio, "I have been successful in passing bar examination. I attribute my good fortune to your school."

J. O. Pride, Attorney, St. Louis, Mo., "Since being admitted to the bar I have started a law business and am more than satisfied with the results. I owe my entire success to you."

SPECIAL BUSINESS LAW COURSE A knowledge of Law is the best guarantee of success in business. We have a Course that gives thorough training in Business Law. Every business man should know the Law to protect his interests and avoid mistakes and expensive law suits. Full particulars on request.

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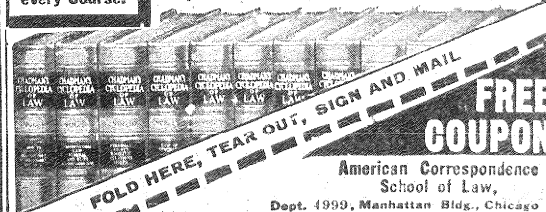
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Address.....

MILWAUKEE RAILWAY SYSTEM

Items From the S. M. Division "West End."*John W. Malone.*

Roundhouse Foreman A. M. Lawrence of Madison appointed Roundhouse Foreman at Austin, Minn.

Mr. J. C. Sheron, formerly Night Foreman at Montevideo, appointed Roundhouse Foreman, Madison.

Engineer A. N. Smith and Conductor Claude McAdams took in the Notre Dame-Vermillion football game at Sioux Falls, October 24th.

Mrs. Wm. Hughes, wife of Brakeman Wm. Hughes, has been at Pipestone the past week visiting relatives.

Brakeman N. Klaser and Miss Sodonina Roe-weather of Madison surprised their many friends by the announcement of their marriage at Sioux Falls on October 9th. They departed on the morning train for Chicago and points east on their honeymoon. The congratulations of the entire Division are extended to them. "May their joys be as deep as the ocean, and their sorrows as light as the foam."

Brakeman Bert Ballinger has left the service of the company to engage in other business.

Roy Fischer, our genial billing clerk at Madison, has been appointed agent at Kinbrae, Minn.

Conductor Bingman called to Portal, N. D., last week by the death of his nephew. Our sympathy is extended to him in his misfortune.

Agent B. D. Cornell, Edgerton, Minn., appointed agent and operator at Chandler, Minn. We notice that Bert is gradually working east. "What can be the attraction?"

Mr. Eick of Flandreau, appointed agent and operator at Edgerton, Minn.

Engineer Hanson made a business trip to Sioux Falls the first of the week.

Relief Agent A. E. Lambert is now helping Agent Bucklin of Madison during the fall rush.

Agent G. B. Turner of Fulda back on the job again after a few months' leave of absence, while in Chicago with the O. R. T. Committee.

Chief Dispatcher Moore holds the record for hunting in Wentworth slough. Recently, he fell into a mud hole; just as he was sinking into the "briny deep" he beheld two ducks sailing over the fence. He closed his eyes and let drive. "Boys, what do you think? I knocked three of them down!"

Section Foreman Nels Holm of Elrod called to Canton last week on account of sickness.

On November 9th Mesdames Kendall and Scott made a trip over our division, meeting many of the employes and inspiring us with a greater zeal for that noblest work of all the ages—"Safety First."

Gleanings from the S. M. "East."*T. P. Horton.*

Here we are again, but, thanks to the interference of the genial editor, we have plenty of assistance in the way of notes and here is hoping that none of the senders backslide. We had the pleasure of a few minutes' pleasant conversation with Mrs. Kendall on her recent trip over this division and she informed "ye humble Cub Reporter" that in return for his valiant efforts in keeping the S. M. on the map he would be rewarded by having his wages "raised" or "razed," I forget which, and his territory cut in two. So henceforth and hereafter I am the receiver general for all items of news, Jackson and east to the "Big Creek." All items for the west end should be sent to J. W. Malone, the original "gold brick" peddler, for the present holding forth at Madison, S. D.

It has come to our notice that Clark Johnson, clerk in the superintendent's office at LaSalle, is making numerous trips to Fardeeville. We opine the attraction must be an admirable young lady, who formerly lived on the North Side and whose pater familias recently emigrated to Fardeeville.

If You Want *Good* Printing, Call On

G. B. WILLIAMS CO.

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LITHOGRAPHERS, PRINTERS,
PUBLISHERS, DESIGNERS,
ENGRAVERS & BOOKBINDERS.

Day and Night Pressrooms

Phones { Superior 2294
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**La Salle and Ohio Streets
CHICAGO**

If this is true, who can doubt That little "Dan Cupid" has knocked him out. Trainmaster F. J. Holmes returned from St. Louis Sunday with his little daughter, who had been absent thirteen months, taking treatment for infantile paralysis. We are glad to learn that she is rapidly recovering and her ultimate good health will result.

Guy Steves, agent, is lost, strayed or stolen for a few days. Am unable to say whether he is watching some victim take the "Shrine" or is on pleasure bent.

Operator Langan is acting as agent at Hous-ton and G. C. Fuller from Kinbrae is filling in. "Yours truly" attended a banquet at Spring Valley in honor of the Grand Master of the State of Minnesota and also one at LaCrosse in honor of the Grand Master of Wisconsin, Governor McGovern and ex-Governor Davidson of Wisconsin. If enough of these "swell eats" come our way, we will "bibble not" about the high cost of living.

We are also indebted to the force at Lanes-boro for a fine black bass, which, from size and appearance, must have been the "grand-father" of the tribe in the Root River.

I have it on good authority that the two "nimrods," Nolte and Hendricksen, from Spring Valley recently journeyed all the way to Hayward after ducks and returned with only a sample apiece.

Operator Dormer at Ramsey has moved his family to that place and will remain there permanently, if he can find a suitable dwelling house.

Conductor Tolbertson was on passenger sev-eral trips while Conductors Olson, Murphy and Root threshed their pumpkins and at-tended to other duties incident to the owner-ship of a farm.

Conductors Parker and Swenson, on west end local, were off a few trips, being relieved by Conductors Haslerud and Biedermann.

Agent Greene and family of Waldorf were called to Preston to the bedside of his father-in-law, who was not expected to live but who is now slowly improving.

Agent Vennard did the hop, skip and the jump handling both Matawan and Waldorf during Greene's absence.

Operator Theophilus has returned to Jack-son after three months at Fulda, relieving G. B. Turner, who was in Chicago.

Operator J. N. Richards, on first at Jack-son for three months, has returned to his home at New Haven, Ind. "Rich" was a good man and well liked by all, and we regret to lose him from our midst.

Yardmaster Malone at Jackson is kept on the jump moving the foreign empties in an effort to cut down the per diem account.

Operator Hayes on third at Jackson contem-plates taking a trip to Oklahoma about Janu-ary 1st and it is rumored he will not return alone. Smokes are usually in order in an event like that.

Among the recent improvements in the Jack-son roundhouse is the installation of electric lights and also a hot and cold shower bath for the benefit of enginemen coming in off their runs. The enginemen now leave the roundhouse all dolled up like Beau Brummels. A washing machine patented by Machinist Hooval has also been installed and is said to be a wonder.

Ere this escapes the editorial blue pencil and appears in print, the holidays will be upon us, so here is wishing one and all "A Merry Christmas and A Happy and Prosperous New Year."

Relentless Rudolph, The Dead Shot.

The night was dark and all was still, No. 8 with Engineer West came down the hill. A cow on the track was chewing her cud— They hit her amidships an awful thud.

Then again to the scene the train did back, To see that bossy was not lying dead on the track.

The poor creature alive and kicking was there, But apparently beyond all hopes of repair.

Xmas
1914

Shirley President Suspenders

50¢

For Christmas

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

"Satisfaction or money back!"

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

SWEET-ORR
"Ace of Spades"
The Overalls that Don't Shrink



Try a pair at your dealer's. We guarantee them the best wearing and most comfortable overalls you ever wore. Sweet-Orr & Co., Inc., 817 Broadway, New York.



We Insure the Employes

of the

C. M. & St. P. Ry.

Every Man—

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

Every Living Man—

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

THE BEST ACCIDENT AND HEALTH POLICIES

are issued by the

Midland Casualty Co.

903 Insurance Exchange Building
CHICAGO

Starting a Savings Account

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

The record of consistent and conservative banking; the large capital and surplus, together with the services and facilities afforded, should materially aid you in selecting

**Dexter Horton
Trust & Savings Bank**

**The Dexter Horton
National Bank**

Seattle, Washington

Up spoke brave Rudolph, Knight of the Trunks,
Who guards the Wells-Fargo "treasure" in chunks:
I'll end the agony here and now,
With my ".44" I'll kill the cow.

Bravely and quickly the trigger pulled twice,
And Mrs. Bovine rolled o'er in a trice.
On their way No. 3 continued their run,
Thinking the job was thoroughly done.

On the following morn, with shovel and spade
Roadmaster Luskow and his men their way made.

But where, oh where, had the bossy cow gone;
No cow in sight in the day's early dawn.

Then straight to the farmhouse the gang
swiftly trod,
Looking for the "dead" cow to put under the sod.

The farmer came forth with a questioning glance
To learn the cause of the gang's advance.

When they asked for the remains of the "deceased,"

Louder and louder his laughter increased,
For there in the pasture, with never a mark,
Stood Old Bossey Cow none the worse for the lark.

Now Rudolph is standing for many a laugh
For failing to injure an overgrown calf.
He swears the cow was certainly hit,
But nevertheless she's not hurt a bit.

T. P. H.

West I. & D. Division.

E. B. Boudrou.

On Sunday, November 8th, Mrs. Carpenter Kendall, Editor of the Employes' Magazine, accompanied by Mrs. Anna Scott, Associate Editor, and her sister, Mrs. Good, arrived at Mitchell in their special car, where they met the employes and their families for the purpose of collecting material and aiding in the work of the magazine. All were invited to call upon the ladies with suggestions for the betterment of the magazine. Nearly all took advantage of the invitation and enjoyed the pleasure of conversing with these cultured and refined ladies.

Mr. and Mrs. Frank Brainard visited the capital city of Iowa.

Conductor F. J. Wilson attended court at Canton, S. D., being relieved by Martin Olson on the preferred run.

Conductor Ed Wortman is moving to Running Water to make his future home. Ed is permanently located on the "Russian Central."

Train Dispatcher R. C. Raines and City Auditor Tom Escott returned from Chain Lake Sunday, November 8th, and everybody connected with the railroad and city affairs of Mitchell are feasting on wild game. Thanks to the lucky hunters. We earnestly hope they will make another trip before the hunting season is over.

C. E. Olson, a former station agent and operator of the I. & D. Division, now on the C. & C. B. Iowa Division, is visiting and shaking hands with his old friends. He has just returned from a trip over the Puget Sound Line and reports a pleasant journey. Carl certainly enjoys the Western country and hospitality of the Western people, and it would not be surprising to us if he made a decided change in his location.

John Olson, formerly station agent at Herndon, Iowa, C. & C. B. Division, is now located at Lemon, S. D., and his brother, Carl, reports that he is meeting with success breaking bronchos.

J. C. Wiley relieved Conductor M. M. Burns on the varnished cars for one trip.

Carpenter Foreman Alfred Johnson has completed the erection of a new depot at Kingsburg, S. D. Mrs. Josephine Draha, daughter of the section foreman at Springfield, has been appointed in charge of the station.

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Mr. H. R. Drum, chief carpenter, was among the many present who attended the meeting of District Carpenters, District Engineers and Chief Carpenters held in Chicago, November 11th.

Mr. P. McMahon left for Chicago to attend the Roadmasters' Convention.

The first warning of yearly troubles of the engineering department was sounded November 17th by Bridge Tender Isaac Ritchey. Black Hills Division train No. 3 was held up by drawbridge at Chamberlain being open on account of slush ice running in the Missouri river.

Engineer J. J. Burns is laying off for a trip or two on business. Engineer Heather is covering his run on No. 1 and No. 8.

Roundhouse Foreman A. L. Burke at Sanborn has been promoted to a position of the same capacity at Minneapolis. Mr. J. E. Curtis of Mason City has been appointed to fill the vacancy at Sanborn. Best wishes of the I. & D. boys to Mr. Burke and his new position.

Engineer E. Wentworth has taken the way freight run between Mitchell and Chamberlain. Mr. H. J. Veit has taken the run vacated by Mr. Wentworth on way freight between Mitchell and Sanborn.

Mr. William Krebs, claim agent, of Sioux City was a Mitchell visitor last week on business connected with his office.

Miss Florence Shelby, daughter of Agent Shelby, visited at the parental home over Sunday. Miss Shelby is a teacher in the Sioux City high school.

Coast Division News Items.

J. S. Eccles.

Timekeeper A. L. Boyd of the superintendent's office, is in Chicago for a few days, working on some special reports incident to engine-men's schedule.

Chief Clerk Norris, of the general master mechanic's office, is laid up with blood poisoning in his left hand. Is getting along nicely however, and will be back at his desk within a few days.

The first piece of double track on the Puget Sound lines was thrown open for traffic between Tacoma Junction and Tacoma Tide Flats on September 28th. The last spike (an iron one) was driven by Roadmaster Webb in the presence of Section Foreman Lambert. Our genial agent, Fred Alleman, took him to the scene of action in his ever-ready Ford.

Harold Martin, otherwise known as Happy Martin, is mourning the loss of his Ford machine, which was struck by a switch engine on Tide Flats October 24th and totally demolished.

George Pyette, chief clerk at the storehouse, is still carrying his left hand in a plaster cast as a result of being a passenger in Happy Martin's machine on the day it met with disaster. He is exceedingly fortunate that his injuries were no more serious.

O. R. Powels has been appointed roadmaster's clerk at Cedar Falls, Vice A. V. Clemons, resigned.

The freight offices at Tacoma have been greatly improved owing to some recent changes made on the interior.

Howard Taylor of the Oriental Dock recently returned from the East with a bride. All join in wishing them a long and happy married life.

Conductor W. S. Johnson just returned from a ten days' vacation back in Tomah, Wis., his old home. He brought his father and mother back with him who will spend the winter here.

Engineer B. J. Crosby is spending a few days over around Avery on a hunting trip.

Roadmaster F. M. Webb recently spent a few days visiting old friends at Milwaukee, Wis., and in that vicinity.

Conductor J. J. Foley got out of the Selleck hospital a day or two ago, having recovered from his injuries received on November 4th due to collision of gasoline motor cars.

Roadmaster Nels Johnson, of the Tacoma Eastern Railroad, left Tacoma on the 18th inst., to attend the Roadmaster's convention

Savings Depositors

at the Merchants National Bank enjoy the protection afforded by the new national banking law, the financial strength of the institution itself and the conservative manner in which the bank is conducted.

MERCHANTS NATIONAL BANK

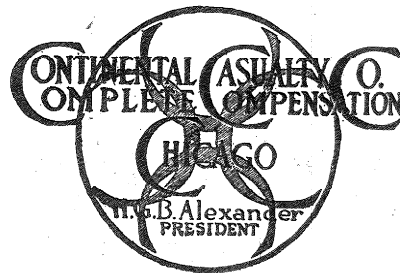
Established 1872

Capital - - - - \$2,000,000
Surplus and Profits, \$2,250,000

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Home Office: Tacoma, Wash.

Will pay you every month when you are injured
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Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

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GENERAL BANKING BUSINESS
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C. C. SWINBORNE, Cashier
R. A. KUNKEL, Assistant Cashier
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Capital, Surplus and
Undivided Profits
\$62,000.00

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

to be held at Chicago November 18th, 19th and 20th. After the convention he expects to spend a few days renewing acquaintances around Marinette, Wis., his old home.

Ralph Bement, claim clerk at local freight house, recently attempted to dispute the right of way with a broken lamp shade and received a severe cut on bridge of his nose.

Mr. N. B. Fotitt, clerk in storekeeper's office, has returned from Chicago, where he was recently married to Miss Daisy B. Milton. On their return trip they got off the train at Seattle and came to Tacoma by boat. N. B. says he was afraid to bring his bride to Tacoma by train for fear she would be bewildered at sight of the Milwaukee Station.

H. W. Zeigler of the storekeeper's office has accepted a position in Store Department, Miles City, Mont.

Miss Amanda Oak, stenographer, superintendent's office, has been making regular week end visits to Harding, Wash., on T. E. railroad for the past six months. On several occasions she has missed the train and walked five miles from Salsich Junction. We refrain to mention that anything is serious—but, say we, there must be a man in the case. We hate to lose you, Manda.

Mr. J. R. Grover, assistant ticket agent, Tacoma, just returned from a ten days' visit to San Francisco.

Items From Tacoma Shops.

J. V. Miller and F. J. Kratschmer.

Mr. A. C. Beinert is again with us, after an absence of about seven months. He is acting in his old capacity of chief of time department.

Mr. Anthony Pyette of Supply car fame, is taking quite an extended trip through California. During his absence Mr. Walter Johnson will operate the supply cars.

Mr. Al. Pentecost, machine foreman, reported the arrival of an eleven-pound baby girl at his home on Monday, November 2nd. Al says it was the smallest arrival he has had out of four.

Mr. Phillipus Manley, has been acting chief clerk during the absence of Mr. Pyette, who was confined to the hospital on account of injuries received in an auto accident.

Mr. Gottfried Dallstrom made a flying trip to Hoquiam, Wash., on Sunday, November 15th. He visited his sister, who has been ill.

Mr. Berg was on the sick list for a few days last month. Overwork was the cause.

Items From the Idaho Division.

It is now "Dad" with Cope. Cope, we can cope with a few cigars, by dad.

Mr. and Mrs. E. E. Wells have returned from their visit through the East.

Mr. C. H. Thompson, operator at Manito, is off on a two or three weeks' hunting trip, trying his luck on the big game. Better get a winter's supply, Tom.

The through trains now running into Spokane are making a very fine impression upon the people of that city by their coming in right on schedule time every day.

Fireman R. W. Nelson spent a few days in Idaho deer hunting last week. Usual story. No bells on them.

Conductor Burt Curtis has returned from his visit in Iowa and other eastern points and has been assigned the freight run between Spokane and Marengo Junction.

Dispatcher W. A. Monroe is spending his vacation in Portland.

After doing relief work, Extra Dispatcher C. A. Olson has taken the second trick as operator at St. Maries.

Marjorie Anderson, local exchange telephone operator, has been promoted to chief telephone operator in Union Station.

Specks from St. Maries, Idaho Division.

E. K. Stedman, timekeeper, superintendent's office at Malden, paid the roadmaster's office a very enjoyable visit Sunday, the 18th, between trains. "Sted" was en route to Herrick, Ida.

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to spend the day fishing. "Here's where the fish suffer."

Earl Scheffler, clerk in the car department office, returned from his vacation, which he spent on the Coast and looking up at the L. C. Smith Building in Seattle.

Frank McGowan, the genial passenger brakeman between St. Maries and Elk River, is about the proudest man on earth since the arrival of an 8-pound daughter at his home in September. He is a real Dad, too.

James Houser, fireman on the St. Maries switch engine, surprised his friends by being quietly married to Miss Hilda Vogel, daughter of St. Maries Yard Foreman Henry Vogel, in Spokane, September 6th. After a short wedding trip they returned to St. Maries, where they will make their home. It was a pretty fine cigar James presented to the writer.

Cards have been received in the city announcing the marriage of Frank Bednar, cashier at St. Maries station, to Miss Olga Donner of Glencoe, Minnesota. They are to be at home to their friends in St. Maries after November 1st.

R. B. Moore, switchman in the St. Maries yards, accompanied by Mrs. Moore and daughter, were spending a few days with friends in Missoula and Spokane the latter part of September.

On account of the pulling off of the night switch engine, Engineer Bradford has returned to his home in Seattle. Brad says he likes Idaho a little, but the Sound better.

Mrs. P. McIntyre, wife of the weighmaster, has returned from an extended visit on the Coast, and you would know it, too, to look at "Mac"—all smiles.

Engineer Dick Swift has been compelled to be off his run between St. Maries and Spokane owing to illness, his place being taken by Drawbar Hasse.

Charles Stenger, stationary boiler engineer, accompanied by his wife and daughter, left the latter part of October for an extended visit in the East.

J. R. Caples has returned to St. Maries after an absence of two months, which he spent in Nebraska with relatives, and has resumed his duties as second trick operator at the station.

C. F. Wilder has returned from the East, where he accompanied the remains of Conductor William Greeley, and has resumed his run on the Spokane-St. Maries line.

Roadmaster G. A. Larson was called to his old home in Kalkaska, Mich., the latter part of October by a message telling of the death of his father, an aged man and a pioneer of that place.

St. Maries station is improved in appearance by the installation of seven electrolliers along the platform, which gives it the appearance of a metropolis and makes a very good impression on tourists passing through.

Jack Arquette, switchman at St. Maries, accompanied by Mrs. Arquette, are taking in the sights at Spokane and other nearby points of interest.

From the H. & D.

G. H. Kelley and R. Holtzman.

John Koch, an engineer on the West H. & D., was married a few weeks ago to Miss Helen Dryer of Aberdeen. We are with his co-workers in extending our most hearty congratulations to them and wishing them a very happy future.

Don Owens, night ticket agent at Aberdeen, took in the world's baseball series this year and he reports that the East has a bunch of fine looking girls, and we wouldn't be surprised to hear of Don taking another trip East before long, as he is quite a ladies' man.

Engineers Peterson, Dent and Burlock, and Switchman Bert Manning, have been to Wau-bay the past few days duck hunting, and report good shooting, having brought back quite a bunch of the water fowls.

Engineers Pansegrau and Deitz were hunting the last couple of days, but they must have forgot to take along their horseshoe, as they only succeeded in getting one lonely duck; but, then, they still report fine hunting.

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when because of accident or sickness you
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Promptly.

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Interest Paid on Time Deposits

Boxes in Safety Deposit Vault

Machinist Helper George Lutgen is taking a vacation and expects to take a trip to Omaha, Neb., to see some of his old girl friends.

Robert Holtzman, formerly employed by the Wells-Fargo Express Co., has accepted a position as night clerk at Aberdeen roundhouse and says he likes it, even though he has to give up all of his girl friends.

Jacob Konantz, formerly employed as engine handler at Aberdeen roundhouse, but now employed by the car department, is in the hospital with a very bad case of typhoid fever, but we are hoping he has an early recovery.

Sidney Thorne, boilermaker helper at Aberdeen roundhouse, is taking his vacation in Omaha, Neb., and by all reports we expect to hear of his taking a trip on the sea of matrimony. Well, here is luck, Sid.

George Lemke, an engineer on the West H. & D., was taken very sick while on the road a few weeks ago and has been confined to his bed ever since in a very bad condition, but is now reported as doing nicely. During the time Mr. Lemke has been employed on the West H. & D. he has built up a very valuable reputation among the railroad men with whom he has come in contact and is known to be honorable and trustworthy. We are sure the men are with us in saying that we hope to see George back on the job again and in wishing him a speedy recovery.

At Jackson.

Frank J. Viner.

The company receives much credit for the new water tank which they are erecting here, also for the new and modern standpipe which is already placed. The water tank is now nearing completion. It is of standard size and is twenty-five feet high from ground to bottom of tank proper, which will give the necessary pressure for the standpipe. The erecting is in charge of B. & B. Foreman James Shay.

Machinists Stevens and Murray leave the first of next week on a ten days' hunting trip for big game in northern Minnesota. We all hope the game will be so abundant that it will take two Milwaukee box cars to bring it home.

Our genial truckman, Richard Havel, is now riding on easy avenue evenings, having made the purchase of a Ford auto.

Jarvis Breed, our very efficient day stationary fireman, has been on the sick list with a lame back this last week. From the number of treatments he has taken from a chiropractic doctor, we all draw our conclusions that he will be a new man.

Superintendent Atkins and Roadmaster McGee have been inspecting the roundhouse and premises recently. Foreman Brown's dogs always furnish the amusement when any officials visit us, retrieving blocks and dropping them on the officials' feet to be thrown again.

Luck has not been very good for our foreman this fall in the line of duck hunting. Evidently the weather is too mild, which is very good for the ducks, as Mr. Brown is an exceptionally good shot and very seldom misses when a duck comes within range; in fact, when a duck comes within a mile of him, it dies of its own accord, due to the reputation of his marksmanship.

Orders have been issued to disinfect all stock cars coming from the west at Jackson. This is being done very effectively by Section Foreman Malone and his crew.

Leroy Brakke, the machinist apprentice, has been making occasional trips to Chandler, evidently some very attractive Norwegian. Don't get scared when the latch on the door makes a noise.

C. & C. B. Middle and West.

Ruby Eckman.

A. E. Coltrin returned home from Chicago the last of October. He had been there for three weeks, attending to business matters.

Engineer and Mrs. John Kenyon are the parents of a fine baby boy, born to them on October 23rd.

Operator D. J. Crowe, who has held first trick at Perry yard for some years, has been

assigned to at the disposal of H. C. K. Maxwell.

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assigned to first trick in the telegraph office at the dispatcher's office. He takes the place of H. C. Krasche, who accepted the agency at Maxwell.

Agent F. F. Foster of Elwell has been enjoying his annual vacation the past few weeks.

Agent C. A. Case of Aspinwall has been taking a leave of absence for a few weeks.

George Fenner, a machinist who formerly worked at the Manilla roundhouse, has transferred to Perry in the same capacity. His place at Manilla has been taken by John Mullen.

Dispatcher D. T. Morrison was out from Chicago for a few days' visit with Perry friends the latter part of October. Don formerly worked in the Perry office and has many friends in that city.

Dispatcher James Keenan was out from Marion, doing extra work in the Perry office while Dispatcher F. E. Jackson was off account the illness and death of his father.

Engineer W. E. Bell and family spent a few days the latter part of October visiting relatives in Marion.

Engineer J. M. Foster spent a couple weeks of October at Excelsior Springs, Mo., enjoying the pleasures of that famous resort.

Mrs. L. F. Johnson, wife of the West Division engineer, has gone to Washington for a few weeks' visit with relatives and friends in different cities of the state.

Switchman Frank Rehl returned home the latter part of October from Derry, Pa., where he was called by the death of his brother.

Switchman Ray Votaw left Perry the latter part of October for a visit with relatives in northern Minnesota.

Yardmaster W. J. Hewitt and wife spent a few days the latter part of October visiting relatives in Chicago. W. C. Kelley of Council Bluffs was in charge of Perry yard during his absence.

Mrs. William Lee, wife of the car repairer at Perry, was called to Rochester, Minn., the fore part of November by the serious illness of a relative. Her daughter, Mrs. Ralph Dine, accompanied her, as did also her brother, Al Council, who is also an employee.

The M. O. W. O. Club held a couple extra social sessions the latter part of October. One was in the nature of a farewell party for one of their members, Mrs. H. C. Krasche, who moved to Maxwell to live, and the other was the annual Hallowe'en party, to which the husbands are invited. The departing member was presented with the usual souvenir of the club as a remembrance.

N. C. Starbuck, who for the past thirty-seven years has been an employee of the company, in various lines of work, died at his home in Perry after a short illness, due to pneumonia. His remains were taken to the old home in Winchester, Ind.

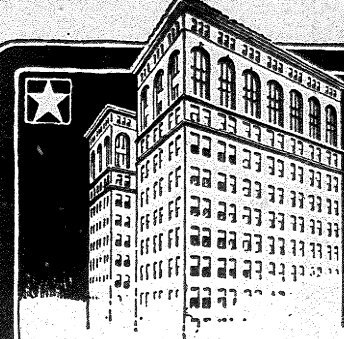
Brooks Cross, who is acting as day baggage-man on the force at Perry, is getting quite a reputation along the line of doing detective work. Some ladies in the vicinity of his home thought they heard burglars getting into their house and telephoned to Brooks for assistance. He responded promptly, armed with a big gun, and if there were any burglars there he scared them away. He has since been devoting considerable study to the case, to ascertain, if possible, who the party was.

Brakeman George Coffey has been off duty since the fore part of November on account of an injury to his hand.

It is rumored that a Middle Division brakeman is soon to desert the ranks of the bachelors. We are looking for an announcement any day.

O. H. Darby, third trick operator at Madrid, took a ten days' vacation in November. He was relieved by Operator O. W. Judy. Station Agent Embree of the same station visited with his sister a week and was relieved by Second Trick Operator W. W. Key. First Trick Operator L. J. Miller will take his vacation at Thanksgiving time and will attend a family reunion on that date.

The switch engine and work train which has been doing service between Tama and Fergus-



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RESOURCES
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WATSON E. COLEMAN, Patent Lawyer
624 F Street, N. W. Washington, D. C.

son for a number of months has been pulled off. Brakemen Hillyard and Hartmen took work in the chain gang and Conductor John Gray has taken charge of another work train.

Operator R. A. Slack, who is working second trick at Council Bluffs yard, has been granted a leave of absence to visit with relatives in Indiana.

Agent C. W. Hall of Templeton has been acting as agent at Manilla since the death of F. A. Jackson. Mr. Peterson, former cashier in the freight house at Clinton, has been appointed agent at Manilla.

On November 3 the last of the hill engines, which for about ten years have been used in helper service between Coon Rapids and Manilla, was taken off and the engineers who have been in charge of them returned to Perry for service. Engineer Ira Hurless, who has been on one of the engines for over nine years, will do extra passenger work out of Perry and the other men will take their places in the pool service. The abolishment of these engines means quite a saving to the company, not only in expense but in time consumed by freight trains waiting for them. The change in grade on the West Division makes the change possible.

Boillermaker T. A. Dunbar and wife will spend part of the winter visiting with relatives and friends in New Orleans.

Roy Daly, who has been employed by the locomotive department as caller, has been transferred from Perry to Savanna, where he will work in a similar capacity. Harry Newport will take Daly's place and Harry Beach will relieve Newport.

Emile Hunwardson of Oxford Junction has taken a position as stenographer in the round-house office at Perry. Gerald Ostrander, who has been assisting in the office since Earl Chase entered school, has resigned.

Engineer James Donahue has been compelled to be off duty for some time on account of injuries sustained when he fell from his engine.

By the time the December issue comes out one of the Middle Division conductors will have committed matrimony, but we will have to make the real announcement later.

Perry friends of Engineer Dick Swift, who is located at Malden, were sorry to hear of his illness last month.

The report is current that Conductor William Speakman, who has been on a work train in the neighborhood of Cambridge for a number of months, has taken on a side issue, that of buying hogs. Mr. Mason, a jewelry man at Cambridge, and Conductor Andy Shader are also supposed to be in on the deal, but Speakman won't allow any other member of the firm to pick out any of the animals for him and will accept only those which have been vaccinated and are considered first-class. It is said that since his advent into the project the market has been quite brisk.

Operator Dan Crowe of the Perry dispatcher's office took a half day off the early part of November and went to the river on a fishing and hunting trip. Everything went along all right until Dan fell in the river and got a good ducking himself. He decided he didn't like the game, so came back home and resolved never more to go fishing on a cold day.

October 28th Engineer and Mrs. Earl Baker welcomed a fine nine and one-half pound boy into their home. The lad was named Robert Earl.

The correspondent at Perry seconds Mr. Stedman's suggestion in the November issue that the correspondents have a get-together meeting.

C. & C. B. Iowa Eastern Division.

J. T. Raymond.

Earl Buck, son of Machinist W. G. Buck and a brother of Miss Neva Buck of Trainmaster Hoehn's office, died October 26th, after a long illness of typhoid fever. Earl was a student at Cornell College and a model young man. His funeral was held in the Methodist Episcopal Church at Marlon and was attended by

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a large number of railroad, Masonic and college friends. The family have the sympathy of a large circle of friends.

Miss Hazel Merrill of Superintendent Morrison's office, Chicago, attended the funeral of Earl Buck at Marion.

The second and third tricks have been abolished at Olin and Martelle. This puts Operators F. N. Rathbun, H. E. Seeley, M. Warner and Edward Mullally on the extra list.

An operator has been taken off at Delmar Junction. The force there now consists of three men, Agent H. L. Steen and Operators Don W. Fox and George Coker.

Joseph Barnoske at Olin and George Barnoske, Jr., at Martelle are employed as station helpers.

Engineer C. C. Starbuck accompanied the remains of his brother, who died at Perry, to Winchester, Ind.

John Maloney, the veteran agent at Sabula, made a brief business visit to Omaha, Fred E. Day relieving.

Agent L. M. Halstead at Preston and Agent C. A. King at Miles were away on a vacation, E. E. Edwards relieving.

On November 9th the interlocking tower at Paralta was completely destroyed by fire. It caught fire on the roof about 12:15 p. m., supposedly from sparks of a passing locomotive. A relief train with Jack Timson in charge was quickly started from Marion yard, but too much headway had been gained by the fire when they arrived. Signal men with Foreman L. Svenka and Linemen Tobin and Coker arrived promptly on the ground and everything was ready for operation of trains in a "jiffy." Agent Snyder discovered fire at an early stage and worked energetically, but was handicapped by lack of water.

Rockaway office has been closed permanently. Operator J. M. Tobin, who has been working there, is now on extra list.

Operator John McGuire has transferred to the Rochelle Southern Division and is employed as agent at Cherry. Residing in a town by that name should encourage John to indulge his poetical impulse, unless he is kept too "25."

Engineer William Emerson, Sr., has been to Rochester for an operation and is reported as being improved in health.

Engineer Roy Hummel is reported to be slowly convalescing in the company's hospital at Chicago. It is not expected that he will be able to leave there until after the holidays.

The interlocking plant at Browns has been installed and is now in operation.

Agent T. A. Rowe was off on a brief vacation on account of illness.

Agent M. Maloney of Fayette was away on a visit of a week's duration.

Roy Millican, who was injured several weeks ago while switching in Marion yard, is still in the hospital at Cedar Rapids and is getting along nicely.

In the recent reduction in Marion yard one switch engine was pulled off days. This puts Carl Olney in charge of the lead engine, William Ryan on the hill and Harold Adams on the "tramp" job.

J. S. Keenan is back as trick operator, West Marion yard office. L. S. Dove has returned to Indian Creek, third.

C. F. Reber and crew have taken a work train on the north end now that the quarries have shut down at Stone City for the winter months.

Curtis Marchant says: "It looks like someone threw a stick of dynamite into the Marion stock yards each morning when Jack Timson shows up on the hill by the way the 'boes' come out. Guess Jack is afraid they will carry the foot and mouth disease in with them and go away and leave it."

Miss Myrtle Campbell, record clerk, Marion yard, was off duty a few days last month, seeing Chicago by automobile. She reports having a very pleasant time.

Conductor F. Lafferty was away from home recently and when he returned he found a quarantine notice for "diphtheria" placed up

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GROUP A—Motive Power Department

Locomotive and Motive Power Department
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Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

For Shopmen

GROUP F—Locomotive Shops

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Air Brake—Construction and Working
Portfolio of Locomotives
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near the door. His two little girls had a light case of the disease.

Operator C. M. Marton acted as relief operator at Elwood and Langworthy.

Notes From Marion Roundhouse.

Edw. Griffiths.

Everybody is happy at Marion roundhouse and the payroll still comes once a month.

Boilermaker Harlan Briggs takes a trip to Fond du Lac, Wis., this month.

Engineer George Israel, who has been out of service for the past few months, has been re-instated with his rights. We are all glad to see George back on the works again.

Machinist Apprentices Harry Hall and George Hatzenbuehler are talking of a hunting trip up on the Turkey River Branch Line. The way they talk, "Look out, rabbits!"

Fred Welter, boilermaker, and the writer, took a one-day trip to Chicago, seeing things.

Otto Bensch, the popular blacksmith at Marion roundhouse, came up missing the other day. We are wondering where Otto was.

Firemen Frank Ross, Ray Hart, Logan Valentine, George Starliper and Clark Williams went to Milwaukee for examination this month and all passed. No doubt that they all will make good.

G. F. Hennessey, general foreman, was up to the roundhouse one day last month, "lining things up."

W. G. Buck, machinist, has reported for work again after a month off on account of the sickness and death of his son, Earl. Earl used to be one of us at the roundhouse.

Otto Bell is a new name on the payroll. Machinists Pagott and Masch have been laid off on account of reduction in force.

It has been noised around the roundhouse that the wedding bells will soon be ringing for Machinist Helper Kenneth Humble, and also for Charles Hagelburg, boilermaker's helper.

J. J. Connors, assistant superintendent M. P.; E. Z. Hermansader, district M. M.; G. G. Allen, general storekeeper, and J. E. Jexter, district storekeeper, made an inspection trip over the division, stopping off at Marion. Their report of Marion storeroom was favorable and commended Storekeeper Titus for his efforts in keeping the stock and premises in good condition.

Why does Machinist Apprentice George Hutzenbuehler go to Savanna every Sunday? "Some girl?"

Black Hills Notes.

T. A. Biggs.

Agent W. D. Bowers of Draper has been visiting relatives in Sioux City. His son Phil has been relieving him.

Agent and Mrs. H. G. Kearney of Murdo are the parents of an 8½-pound boy, born October 22.

Brakeman Walter Johnston met with a painful accident about October 20th, when he had the middle fingers of both hands crushed in a coal-derrick. His fingers have been saved, however.

Engineer and Mrs. Henry Diehl are the parents of a 10-pound boy, born October 25th.

A. A. Ricks, J. J. Johnson, Andy Hanson and Mr. and Mrs. Theodore Pfaff attended a meeting of the Shriners at Sioux Falls during the week of November 8th.

General Superintendent J. H. Foster, Superintendent B. F. Van Vleet, Freight & Passenger Agent W. F. Cody and Trainmaster C. A. Anderson have made trips over this division during November.

Conductor J. R. Quass and wife are visiting relatives in Iowa for two or three weeks.

Conductor W. A. Rand is again on the job after several weeks at his home in Mason City. Engineer J. Hendrickson visited in Mason City for a few days recently.

Mrs. Carpenter Kendall, Chief Editor, and Mrs. Anna M. Scott, of the editorial staff of the *Employees' Magazine*, accompanied by Mrs. H. S. Good of Chicago, made a trip over the division November 6th and 7th, in business car No. 127, looking after the interests of the

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magazine and meeting as many of the employees as possible. Mrs. Biggs and the writer had the pleasure of meeting them and showing them Rapid City while taking an automobile trip around town.

Engineer Ed Smith and wife have been visiting at Mason City to get acquainted with their first grandchild, a daughter of their son, Clifford.

Iron Mountain Items.

M. J. S.

Engineer Cockran arrived last week and is running the yard engine.

Engineer Erickson has taken engine No. 2001 on the Norway ore job.

Chief Carpenter Czmsanske has been in the city quite frequently recently, looking after the moving of the freight depot to the new location one block south of the passenger station, where it will be remodeled into an up-to-date freight house.

A new depot is being constructed at Pembine Junction, Wis., to replace the one destroyed by fire some time ago.

The day wiper job here has been taken off on account of the old roundhouse being torn down to make room for a freight depot. James Conery, who held the job, has accepted a position with a logging railway for the winter.

Rudolph Conrad, an old-timer on the local track repair force, died October 23rd, after a prolonged illness. Mr. Conrad was a veteran of the Spanish-American war and many of his comrades accompanied his remains to their last resting place.

Carpenter Foremen Robert Zinke and P. N. Anderson, with their crews, are busy getting the freight house into shape.

Engineer Joseph Hicks and wife have returned from an extended trip to the "cities." Joe says he enjoyed everything immensely.

District Master Mechanic Hart of Green Bay was up this way several times recently in connection with providing roundhouse quarters here for the winter, the old one having been taken down to make room for placing a freight depot.

A. C. Barber, first trick operator, was at Green Bay recently, relieving his father for a few days on the side wire job in dispatcher's office.

Extra gangs under Foremen Hedberg, Engquist and Miller have been pulled off for the winter and tracks on the Western Division are now in first-class shape.

Conductor Wallace has taken the yardmaster "job" at this point, the gravel trains having been discontinued.

A. C. Barber relieved Agent Maloney at Randville the past few days while Mr. Maloney took his little boy to the hospital at Marinette for treatment.

Charles Seigel, steam shovel engineer, has loaded shovel No. 1 at the local pit and sent same to Milwaukee shops for the winter to be overhauled. The "sink-hole" is now in first-class shape, thousands of cars of gravel having been dumped in the past fall. The depot grounds here have also been filled in and are ready for the "seeding."

Engineer Mike O'Neill, who has been running one of the gravel engines here, has removed to Green Bay and is firing a yard engine for Engineer Doherty. Account of the present business depression and high cost of living, Mike has been obliged to send his pet bulldog to his father's farm in Wrightstown for the winter.

The great sport of the year in Northern Michigan, deer hunting (not deer hunting), began November 10th. Hundreds of hunters have been arriving the past week and getting their camps ready at the various points along the line. Some large parties from the Eastern States came in special sleepers and baggage cars. The European conflict looked like boys' air-rifle practice compared to the doings up here the morning of the 10th.

Conductor Freckleton got on No. 3 one Sunday recently with his 42-centimeter Howitzer, intending to hunt birds near Floodwood. When the train was well under way he discovered



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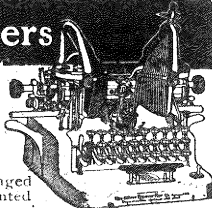
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that he had forgotten his ammunition wagon, so when the train stopped at Sagola he borrowed a supply of shells from Agent Leahy. Arriving at Floodwood all O. K., he started down the old trail, and had gone but a short distance when up pops a bird. When the smoke cleared away and Freck rubbed his shoulder a few times, he found nothing but bits of flesh and feathers. Freck thought, "I surely gave that fellow a razing," and continued down the trail. Up pops another one, and when the smoke cleared and Freck regained his feet, he found the same thing—feathers, etc.—whereupon an idea struck him, and on opening some of the shells found that they were loaded with buckshot. He then started out gunning for Agent Leahy, and found that Leahy had got hold of the wrong ones in the excitement of the moment. Hereafter Claude will not forget his ammunition.

The ore season being over, most of the large ore cars are being sent to Davis Junction, Ill., for coal service during the winter. The repair track forces are still working here and putting the ore cars into good shape.

The logging business does not look very promising for the coming season, the contractors having trouble in disposing of their wares at reasonable prices. However, some of them are getting their camp outfits into shape and no doubt a little later will find them doing business.

Traveling Passenger Agents Day, of the Lackawanna, Asterlin, of the Nickel Plate, and Waltermire, of the Erie, were in the city recently, passing good cigars in exchange for steamship business. However, some of them are out the ten cents for the cigar, as their line of business is at a standstill the past few months, no one taking a chance on going across the pond.

Superior Division News.

P. H. Donley.

Glad to note Conductor Jones is back on his run after going through an operation at Green Bay.

Conductor Dunn has returned to Milwaukee after gathering the season's crop at Witch Lake.

Conductor Havey and wife made a flying trip to Sawyer Lake in quest of the season's game, but the game fell short of their anticipation.

Conductor Donley and Brakeman Canar were called to Grand Rapids, Mich., on company's business.

Flagman George Lang is laid up with typhoid fever.

When you meet George Canar, "please" salute him, as he is a grandpapa twice. His son, Lester, the genial ticket agent at the Union Depot, is the proud father of a baby girl.

Conductor D. Kelly is on the main line for a few trips.

Otto Falk, our ever-obliging baggageman, is anticipating a trip West.

Pebbles from the Musselshell.

W. F. Maughan.

Before another number of our Magazine reaches us Christmas and New Years will have come and gone. Your correspondent wishes the editor and all the railroad family "A Merry Christmas" and "A Happy New Year."

Mrs. T. Jones, wife of Brakeman Jones, was thrown from a buggy to the ground recently, injuring her back seriously. Her many friends hope for a speedy recovery.

Conductor L. Nimbel is on the East local while Tanner is on passenger.

Conductor E. Braden has gone to visit his boyhood home, in old Pennsylvania. He has not been home for nearly five years and his mother has been looking for him daily. "Pittsburgh Phil" is popular and his many friends here will be glad to see him return.

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J. S. Coward, chief clerk to D. M. M. R. W. Anderson, visited the roundhouse at Melstone recently. He was out to get acquainted with the work at outside points. A good idea.

Engineer Wasky has been on the Melstone yard engine a few days.

Conductor Spafford is braking on the Round-up switch job for a while.

Roundhouse Foreman B. H. Pfeiffer and wife recently made a business trip to Miles City.

Conductor Sam Burbridge of the Olympian is laying off, Conductor Tanner covering the run.

Conductor Bill Earling was on a passenger east of Miles City for a few days.

On November 7 a little girl came to the home of Conductor Harry Wade and wife. Harry says she seems to be contented, so they are going to keep her.

Brakeman H. L. Kern has returned from his trip to Illinois and Iowa. He went down to get acquainted with his second son. Mrs. Kern remained at the old home for a longer visit.

In Dr. Stork's recent flight through the Mus-selshell he stopped at the home of Yardmaster E. J. Streble and wife, and finding no girl, he decided to leave them an eight-pound daughter to brighten the home.

Mrs. W. F. Maughan, wife of Car Foreman Maughan, has gone to the coast for the winter.

Conductor C. F. Brown has taken the Melstone yard, E. J. Streble taking the west local.

The contract is let and work commenced on Melstone's new water works. Now, with cement sidewalks, water works, new depot work started and electric light contemplated, watch us grow.

Brakeman Z. Blodgett has returned from his visit to Chicago and the old home in Michigan.

Traveling Engineer C. A. Berck has been over the division quite often lately. Charlie is always on the job.

Mrs. Leo Middleton, wife of Engineer Middleton, is visiting friends in Chicago and other Illinois points.

River Division Items.

H. D. Witte.

The boilers for heating and pumping purposes have been installed at the roundhouse at Wabasha and, we expect, will be in full operation in the near future.

New steel is being laid on C. V. Division between Eau Clair Junction and Magenta.

Mr. E. W. Dutcher, agent at Lake City, was attending court at Wabasha a few days. During his stay he was a pleasant caller on his many friends.

J. E. Hullner, one of our popular passenger brakemen on the River Division, was down at Minneiska, trying his luck with the finny tribe. Sorry to learn he had to get them with a silver hook. Try again, J. E. You may have better luck.

D. W. Kidd, agent at Eau Claire, was called to Stillwater on account of the death of his father.

While an Extra East was passing Red Wing G. Y. M. Wagner discovered air sticking and wheels sliding. The conductor was duly notified, which prevented flat wheels.

Operator Uvaar, at Eau Claire, is on the sick list.

Jerry McGraw, veteran engineer on the Wabasha Division, while pulling train No. 630 noticed a brake beam dragging. This timely discovery averted an accident.

Brakeman L. W. Burbar, who has been absent on account of an injury to his eye, has again taken up his duties.

Dr. Replogle, company surgeon, who was recently operated on for appendicitis, is recovering.

Electricians H. J. Differt and L. Banman are at Wabasha, installing new electric light fixtures and remodeling circuits at the passenger and freight depots. When completed it will be a very neat and up-to-date arrangement.

Engineer Oscar Peterson, who was injured in an accident recently, is again able to be about.

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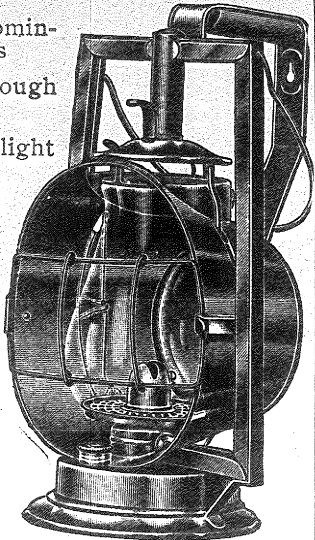
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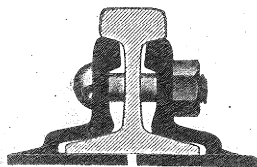
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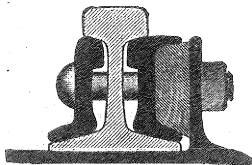
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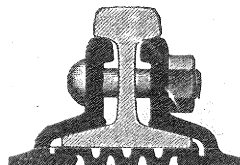
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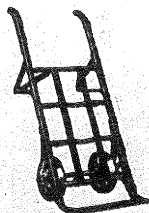
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