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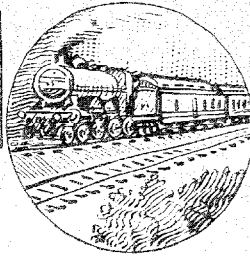
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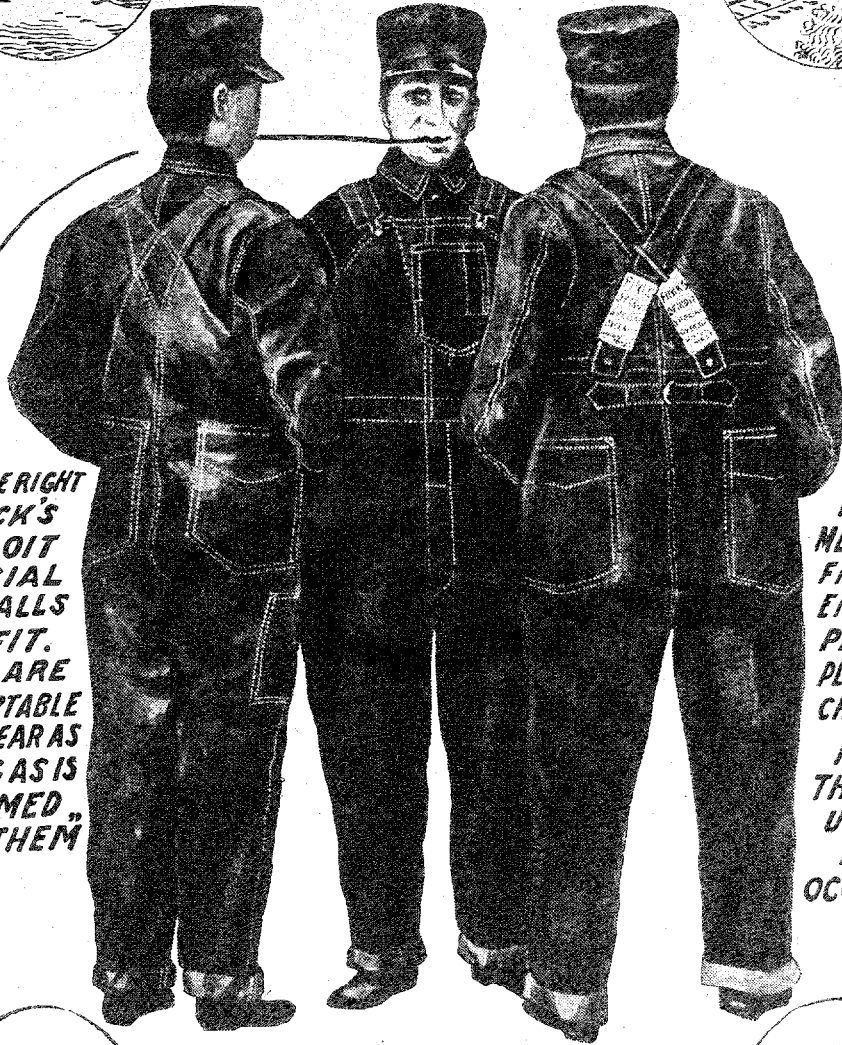
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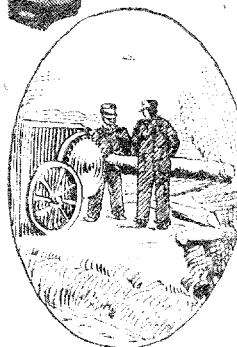
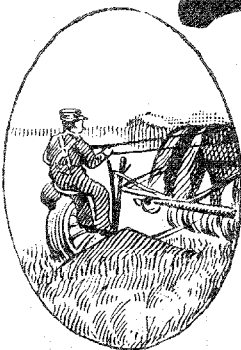


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that need not be traded out

FEATURE No. 7

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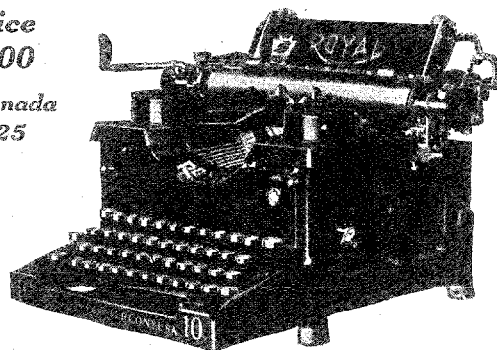
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VOLUME I

The coming pressure of the new ways has been a substantial advance for the growth of the must be in disaster is are irresistible expenses to beyond the panies, but duction of mum, com the inevitable

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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

Single Copies 10 Cents Each

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MRS. ANNA M. SCOTT.....Libertyville, Ill.

ASSOCIATE EDITORS.

VOLUME I

MARCH, 1914

NUMBER 12

The Railroad Situation

The constant, and constantly increasing pressure on the revenues of the railways has reached a point where it must be substantially reduced. Either the advancing encroachments on the revenues or the growing additions to the expenses must be materially modified, or financial disaster is inevitable. The causes which are irresistibly bringing income and expenses to a meeting point are entirely beyond the control of the railway companies, but they are seeking by the reduction of all expenditures to the minimum, consistent with safety, to ward off the inevitable.

Of course, where the resources are as great as they are in a business as large as the railway business, makeshifts of one sort or another postpone the final day, and because the whole thing does not end in complete disaster all at once, there is a natural disposition on the part of the public to discount the assertions of those who know. Everybody but Noah laughed about the flood—before it happened.

The great army of railway employees, however, know just as well as the officials who have the problems to meet directly, that there is a limit to the possibility of reducing revenue and increasing expenses.

It has been demonstrated time and again that changing conditions require changing treatment. We cannot buy the necessities of the household today on the incomes of ten years ago, and most of us do not have to. But the household expenses of the railways have gone up just as far and as fast as those of the individual, and the wages of the railways have been continually reduced, with no opportunity for redress or restoration.

At the last analysis the most interested factor in this whole problem is labor. Not alone railway employees themselves, but practically all labor in every line. On the railways of the entire country almost fifty cents of every dollar goes out in railway labor, and more than twenty cents more goes for purchases into which labor very largely enters. Of the remainder, fifteen cents goes to interest disbursements, by far the most of which goes to life insurance companies, savings banks and trust companies, upon which the thrift of the labor of the country depends. In all probability, when the facts are sifted down, the workers of the country have more than seventy-five per cent. of the ultimate interest in the railway prosperity of the country.

The real trouble lies in a mistaken policy of hostility to the railways, which, while it is fortunately lessening, still ex-

ists to a substantial degree. The present duty of those who have the interests of the railways at heart, and that means all those whose interests are linked with the prosperity of the railways, is to meet and counteract by every possible means, this still lingering spirit of hostility, and to build up in its place an attitude of public mind that shall be as willing to give fair play as to demand it.

Nor is this duty wholly a selfish one. The public itself is suffering, and suffering seriously, from the impairment of railway efficiency which it has itself created. The capacity to spend the money which the successful operation of the railways absolutely requires, and which the general prosperity of commerce demands, can only be restored by a very material change of attitude on the part of the public. This cannot be hoped for except through an aroused and enlightened public sentiment in favor of fair treatment for the railways. There is no force in the country which can be as effective in creating this sentiment as the railway employees who are in so

many ways in constant touch with the public on the one hand, and with the railway problem itself on the other hand.

That change of sentiment must be secured first, by a correct attitude of the railways toward the public, and then through an earnest and sincere effort by all to make the public understand the real problem of actual existence that confronts the railways now, and how it can be solved, in fairness to the railways and the public.

And in that work we must all unite to improve every opportunity that presents itself, and lose no chance to make opportunity when we can. Let us first understand the situation thoroughly ourselves. Then make every effort to correct the many false and misleading statements which are made on all sides about our business. If this policy is thoroughly carried out by all of us, it will not be long until there will come back to the railways the prosperity to which they are entitled, and in which we shall all share, just as we must all share in any disaster which overtakes them.



Baseball Team, So. Minneapolis Shops.

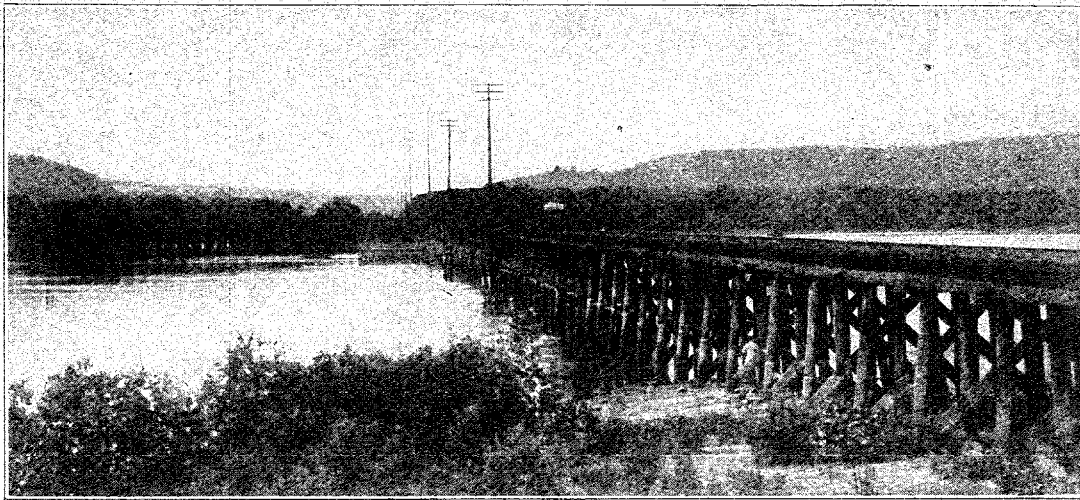
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East Channel Pontoon, Open.

Pontoon Bridge Across Mississippi Between Prairie du Chien and North McGregor

C. C. Dimock.

During the past year, work has been in progress on a new pontoon to replace the one now in the east channel. It will be ready for launching early in the spring. Before describing the new pontoon a bit of history, showing the development of the railway transfer business across the Mississippi River, may be of interest.

The pioneer railroad, the Milwaukee and Prairie du Chien Railway, first completed its line to the river in April, 1857, and was at that time the only railroad reaching the Mississippi River north of Dubuque.

All traffic north and west was handled by boats or teams. In the same year Mr. Alexander McGregor, the founder of the town of McGregor, Iowa, operated a steam ferry in connection with the railway to handle passengers and freight for Iowa. It of course could not be operated during winter. Then, with a bridge of solid ice, the teams with their loads of grain, dressed hogs, etc., from Iowa, crossed to Prairie du Chien and delivered the freight directly to the railway.

I have heard my father tell of those days when there would be a string of farmers' sleighs loaded with dressed

hogs reaching out on the driveway, across the ice for a mile, awaiting their turn to reach the large platforms at the warehouse to unload their freight and night would come on with many yet in line. Teams would be unhitched and the loads remain in line till the next day.

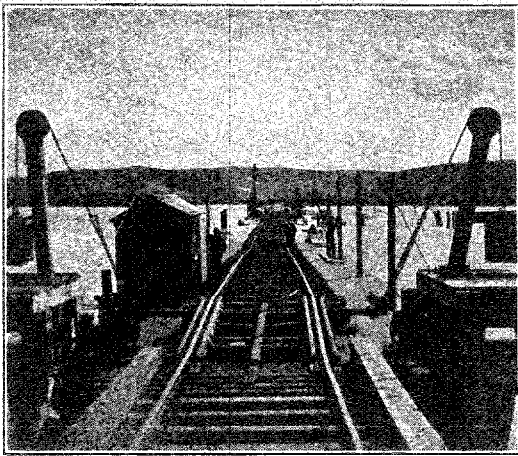
In 1859 Col. H. L. Dousman, general agent for the American Fur Company, built a much larger and finely equipped steamboat and put it into the transfer service.

In 1863 the McGregor Western Railway was begun and built twenty-five miles west into Iowa, and next year continued to Calmar.

Now, all freight interchanged between the two roads had to break bulk at the river, but necessity being the mother of invention, Mr. John Lawler, then agent for the railway at Prairie du Chien, caused large barges to be constructed with a section of track extending from end to end of each which would hold four or five cars.

These barges were lashed, one each side of the ferry boats. Approaches were constructed on each shore where the cars could be placed upon or taken off the barges by the switch engines.

Here again winter interfered with the



Original Pontoon.

service by ferry, therefore a pile bridge was constructed across both channels of the river and the intervening island, except to leave openings for steamers plying up and down the river. But as navigation closed these openings were spanned with a temporary pile structure which had to be pulled out when the ice broke up in the spring.

The ferrying had its drawbacks, for the island lying between Prairie du Chien and North McGregor made it necessary for the boat to make a long detour up or down the river to get around it.

Mr. Lawler now arranged approaches on each side of the island similar to those on the mainland where cars could be put on or removed from the barges, and extending a steel cable across each channel from landing to landing and passing it around a drum operated by a small engine mounted on a barge on each side of the island, could by operating the drum, quickly transfer the barge from one side to the other of the channels; a system of tracks were constructed on the island and a switch engine was stationed there to handle the cars across it.

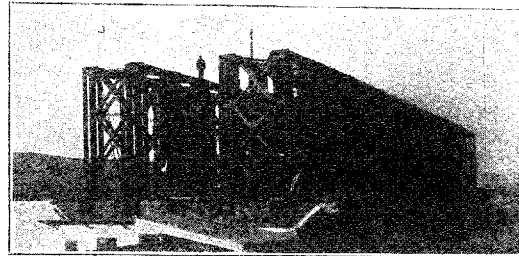
The next step was natural. Three of these barges lashed end to end with immense strap iron hinges that kept them in rigid alignment but allowed vertical flexibility were just what was needed to fill the gap in the pile bridge that must be kept open during the season of navigation.

Three barges thus lashed together, and with a large iron band securely fastened to one down stream corner, encir-

cling a stout pile firmly braced to the end of the stationary bridge approach, formed the swinging draw or pontoon. This was now operated with a steel cable and drum as was the barge in crossing the river. In this instance the drum and engine were located on a floating engine room attached near the free end of the pontoon. One end of the cable was fastened to the stationary bridge while the other was fastened to a cluster of piles down stream at right angles to the bridge a distance equal to the length of the pontoon.

The draw was then easily opened or closed by operating the drum. One of the pictures accompanying this article shows the original pontoon above described.

Another picture shows the pontoon in the east channel swung open. This is the one about to be replaced with the new one. It is considerably longer than the new one, but since this channel is not used any more in floating large rafts of logs or lumber as in former years when saw mills were located down the river, the government has consented to a shorter draw.



New Pontoon.

A picture of the new pontoon shows it on the shore about ready to be launched.

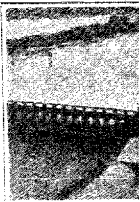
The new pontoon for the east channel, though only 210 feet long, or a trifle over half as long as the old one, probably weighs twice as much on account of the more substantial character of construction; 278,000 feet of lumber, 175 tons of iron, 68 tons of creosote, and a ton of oakum have entered into it, besides many other materials. Practically all of the timber came from Washington forests and it has all received a treatment of creosote to prolong the life of the big boat.

The latter is fifty-eight feet wide and seven feet eight inches deep. Four rows

of upright timbers on which will be necessary to keep level with the river.

On the old made with the new machinery house. This arate barge 80-horsepower wheel wind heavy chain ing the bridge.

The pontoon about seven the largest



Brid.

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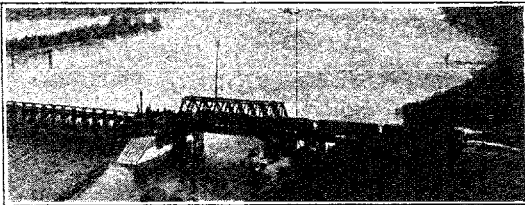
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Many u today sub large num books. I lar magazi daily expe rules which

of upright posts will guide the cross timbers on which the track rests and which will be raised or lowered as necessary to keep the track on the pontoon level with that on the piling as the water in the river falls or rises.

On the old pontoon this adjustment is made with jacks and blocking, but on the new one it will be controlled by machinery operated from the powerhouse. This powerhouse occupies a separate barge 40x60 feet on which is an 80-horsepower boiler and a big sprocket wheel winch over which will run the heavy chain used in closing and opening the bridge.

The pontoon when completed will cost about seventy thousand dollars and is the largest of its kind in the country.



Bridge Across West Channel.

Co-Operation

J. C. Prien.

The columns of the magazine being open for the discussion of all subjects covering the welfare and progress of employers and employees as well as the railroad administration generally, as it concerns safety, service and prosperity, I wish to lend my co-operation by contributing a humble thought or two.

It has been my observation that much benefit is being derived from the several articles, news-items and verses which have thus far appeared, and as we get more and more acquainted with the merits of the move, its ultimate object will soon be established, thereby enlisting additional contributions from those who desire to popularize our mission.

Many universities of prominence are today subscribing for magazines in large numbers, which are used as text books. I do not refer to fiction or similar magazines, but ones that contain the daily experiences of business men, the rules which they apply for successful

business. Magazines containing engineering news, civil, mechanical and electrical, are popular, and much consulted. Industrial magazines and those treating on science are among those listed.

It occurs to me that already we have received enough information out of our infant magazine to warrant naming it our text book. I sincerely hope that it will be broadened along these lines.

Instructions and information of efficient nature are the essential requisites of successful business and the magazine is the proper channel or medium to convey to us the things that will assist us in carrying out our part in the successful management of our railroad.

A railway organization is composed of a large number of units, and in order that these units may work harmoniously, each person should play his part in such a manner as to eliminate all friction. In other words we must have *team work*, and team work means all work together and pull in the right direction. A baseball team never is a success when it has friction and an I-don't-care sentiment in its ranks. A little teaching and more perfect organization, discipline often, yes, invariably raises the standards.

Railway employees on the whole want to co-operate, they must however be advised and informed of the functions of the several units which comprise the working of the great machine of which they take pride in being a part. If it is pointed out to them collectively how their indifference works harm to the welfare of the company they will accept the suggestions with a co-operate spirit. Employees like to read in a story what relations they bear to the industrial world.

Ignorance of proper facts and lack of knowledge prevent the employees from joining hands to make our business bigger and more productive. If we can be educated when and where to apply co-operation, a greater spirit of co operation will be developed.

It is needless to say here what results have been obtained on safety first by the constant publication of articles touching on the subject. This demonstrates clearly what can be done to advance a subject which forms an important factor in railroad administration.

Why Men With Fixed Ideas Succeed

H. R. Wahoske, Seattle.

Make your chart before you start. Choose your destination before you buy your ticket. Don't wait until you have reached the end of our journey and then decide where you are going. Many a man has dried up in a little wayside opportunity, merely because he lacked the courage to acknowledge to himself that his judgment has landed him in the wrong spot.

You can't tell what you are best fitted to do until you have fought for a few things fit for the fighting. Now and then rifles accidentally hit the bullseyes, but, remember that every championship record is the result of lots of practice and a good, steady aim.

A Columbus did finally stumble onto America after much aimless wandering, but don't forget that a great many of his predecessors went down in the Atlantic

gales because they set sail without a definite port before them.

The builder who hasn't decided how high to run his walls before he digs his foundation, takes too much of a chance—he's apt to make his foundation entirely too weak to support the afterwork. Know what you are after, before you start out for it. The "pig in the poke" system is dangerous. The pig is apt to bite your hands just as often as your hand is likely to grasp the pig.

Don't rely on accident to start you. Accident does not run on schedule and hasn't a habit of happening in the same spot twice. The Fixed Habit is the motive power that has driven most men to attainment. More plodders than geniuses have reached eminence. The sailboat without a keel is unsafe. Persistence and doggedness oftenest bring results.



Liberty Street Office Force, Kansas City.

The musician who aspires to become a master must look down to years of practice before he can look up to the hour of acclaim, and once he has received recognition, he must keep practicing just as hard to hold it. The gift of music and the love of harmony are only half—it's the Fixed Idea which keeps his finger on the key hour after hour, day after day, that brings him to the goal.

The lawyer and the illustrator and the scientist—must all pay the same price. The master of railroads must strive just as earnestly and centralize his efforts just as intensely today as when he was grasping for control.

You must make sure of what you want to do, you must feel sure that you have courage as well as the temperament to do it—and do it.

One fair idea unhesitatingly followed out is better than a dozen excellent plans, none of which receive concentrated attention. Spurts don't count. The final score makes no mention of the splendid start, if the finish proves that you were an "also ran." Only the steady last. Call to mind men who have made their mark. Choose them from trade or profession and you will find that at least ten out of twelve were men who endured self-denial and difficulties and won out because they didn't peter out. They believed in themselves, they thought that they could do a certain thing and counted what they believed for more than the concentrated opinion of everybody else. The world didn't take them seriously in the beginning, but they took themselves seriously and in the end the world changed its mind. It always has to change its mind when a man makes good. But the world is so old and has had so much experience with the human race, that it puts every man down to a

basis of zero and only acknowledges that he's above it when his gauge moves up to the mark that his own confidence has set and his own ability attained.

New Passenger Station Lewiston, Montana

The new passenger station proposed for Lewistown, Mont., illustrated below, is designed to accommodate the rapidly increasing business of The Milwaukee at that point.

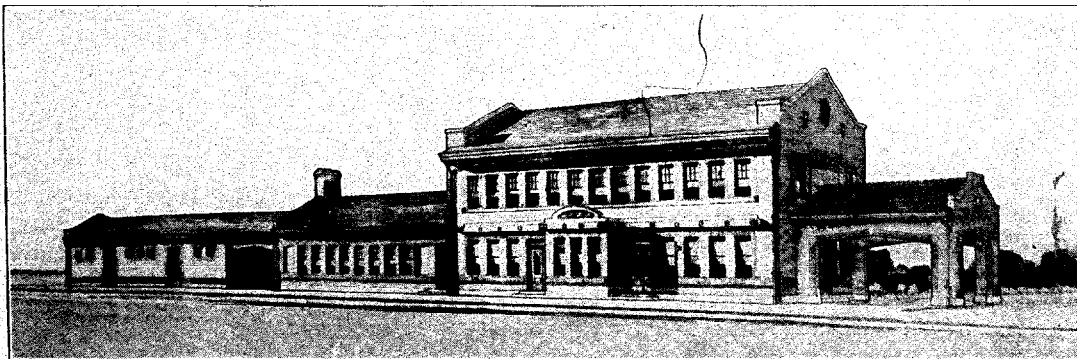
The construction of this station will be most substantial and modern throughout. The foundations are of concrete, entire first floor system of reinforced concrete. The exterior walls above the foundation are in two shades of an excellent quality of local brick with trimmings of cast concrete and tile inserts, and roofs of red shingle tile. This design is a modern English type.

This depot is modern throughout, the first floor contains large general waiting and smoking rooms, ticket office, dining room with kitchen, pantry, etc., women's rest room and toilet rooms for men and women.

There will also be a large pavilion at north end of the station, next to Main street; there will be another pavilion between the kitchen and baggage room for the storage of trucks, also a trainmen's room, baggage and express rooms. The heating plant, record storage and room for storage of dining room supplies will all be in the basement.

The second story will contain a full quota of division offices.

The central waiting room, smoking room and dining room will be finished in oak, with beamed ceilings, art marble floors and tile wainscoting.



Loss and Damage Claims

T. W. Proctor.

Probably it has never occurred to you that a man drawing \$100.00 per month has an investment of \$24,000.00 at 5 per cent per annum. A man drawing \$150.00 per month has an investment of \$30,000.00 at 5 per cent per annum, so that only by his own energy can he conserve the integrity of his investment, and only by constant work and care can he make it possible for his employers to pay him the interest on his investment.

One of the greatest leaks on a big railroad system is the freight claim for loss and damage because to a great extent it is due to carelessness on the part of some employe who does not have the interest of the company at heart. Hundreds of thousands of dollars, yes, I might say a million or more are paid out every year by every large railroad system for loss and damage, and an analysis of the larger proportion of these claims invariably fails to locate the responsibility with the individual. This large amount taken from the funds of the company lessens the value of your investment by cutting down the net earnings of the company. Men responsible for these large leakages in moving their own effects from one house to another would be on the job from early morning until late at night, then why not handle the property entrusted to the care of the railroad in the same manner that we would handle our own personal effects.

A great wave of "safety first" is sweeping the country. Meetings are being held and every effort is made to acquaint the employe with the necessity of care to his own person and that of his fellow man. A similar movement should be started by each individual for the preservation of the property of shippers entrusted to the care of the railroad company. The result would be more net earnings to the railroad, better salaries for the deserving and a greater degree of prosperity for us all. Everything go-

ing out and little coming in does not tend to increase the safety first movement so far as an employe's position and investment in his earning capacity is concerned. It would be a revelation to a great many men to step in the Freight Claim Department and go over the morning's mail with the Freight Claim Agent—complaints from stock shippers, stock knocked down account careless handling of the air, boxes broken, packages accepted by agents and employes without proper marking, etc., the whole mail a conglomeration of expense to the railroad that could have been avoided by individual care. Ignorance on the part of a shipper in poorly marking his package does not relieve the company of the responsibility of transporting it to its destination, and no package should be receipted for unless it is properly marked. A great many of us say we are too busy to watch these small details, that there are a great many more important things to do. There is nothing so important that we cannot spare the necessary time to watch the interests of the company. It should be our duty to watch each other, and where a careless trainman, for example, sees fit to unload freight from a way car in such a manner that it is damaged he should be taken to task by his fellow employe in the same manner as he would had he jeopardized his own personal safety. No man likes to admit that he is careless of his own financial interests, and it would be very hard to convince any of us that we are careless of our own personal safety. It is therefore hard to convince us that we are careless in the handling of other people's property, but if each man reading this article would analyze his own personal equation in this respect it might be the means of showing in the next earnings statement a decrease in the amount of loss and damage, and a consequent increase in the net earnings of the company.

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Get On the Job

Art. S. Wright, Engineer Min. Pt. Div.

Of late in the magazine there has been much written on economy, the saving of lead pencil stubs, the picking up of old or broken railroad spikes, etc. Now, I have another theory, and it is this, Let each and every division adopt a "slogan." And as a suggestion for those that work along the banks of the "Pecatonica" I would say let us adopt this for our slogan

"Get on the Job."

Each and every one of us has twenty-four hours a day. God gives us that, and no man has any right to try to take any part of it from us. But each has the individual right to sell, or barter, a portion of that time. They tell us that "time is money." In this respect, then, we are all of us members of this same fraternity. Each and every one of us has the same amount of this wealth at his disposal. We each possess twenty-four hours a day.

There is a certain amount of this precious treasure which must be spent in the task of getting a living. Let's say eight or ten hours a day. (Surely that's enough.) The rest of it is ours to spend as we please. But, notice, some men "kill time" with one eye looking for six o'clock, and the other for pay day. The best way to be well thought of and to command respect is to "Get on the Job." One of the saddest spectacles in the world is that of a man who is too humble to demand respect, or too apologetic to command attention, too much of a moral weakling to assert his rights, or too lazy to "Get on the Job."

The world will never search him out and say, "Here he is! We have been waiting to find him, so that we could reward him, and give him honor he deserves!" No, the world will let him hang on the very bottom of the extra list and will give the honor and reward to a man with half his ability and twice his self-respect. At least we should all be able to say, I know what I am. I know what I can do, I know how good my work is, I know, too, that I am struggling daily to make myself a more complete man, to

increase my field of effort, "To get on the job" and do better work. I will not be puffed up with false pride, I will not be obscured by mock modesty.

Perhaps I am not the best man in the world nor yet the most able man, or the most skilled workman, but I am what I am, and no one shall dare to take from me one smallest portion of my self-respect or fail to give me the fullest measure of the recognition that is mine, for I am "on the job."

The way that a man spends his leisure time is a sure indication of his real character. What he does while he is making a living may not reveal the real man, because he may not be responsible for his job, but the way that he uses his spare time—when he is his own master—betrays his genuine qualities. It's when he does what he really likes to do, in his own way, and in his own time, that he shows the kind of a man he is. He can't plead that he hasn't enough time. He has all the time there is. He will never get more than twenty-four hours a day. He can't buy more, he can't borrow more, he can't steal more. It's up to him what he will do with this precious thing.

An organization, a corporation, a society or an individual, that is a party to, or with another individual, whereby one sells or barter a part of his or her time, has a perfect right to expect that each party to the agreement will "Get on the Job" and render the very best service for and during the time paid for. Remembering that the man that never does any more than he is paid for, never is paid for any more than he does. Believing that if one and all will only "Get on the Job," we can and will make the Milwaukee the On-time Railroad.

If I knew you and you knew me,
'Tis seldom we would disagree;
But, never having yet clasped hands,
Both often fail to understand
That each intends to do what's right,
And treat each other "honor bright";
How little to complain there'd be
If I knew you and you knew me!

—Exchange.

To Agents and All Concerned

The following circular issued by Mr. W. W. Rotchford, manager Illinois & Iowa Demurrage Bureau, with reference to the 27th annual report of the Interstate Commerce Commission will be of interest and should be carefully read by all concerned. Agents having any difficulty in collecting demurrage, legally assessed, should call the attention of consignors and consignees, to this circular.

G. E. SIMPSON.

Illinois and Iowa Demurrage Bureau, Union Station.

M. W. Rotchford, Manager.

Peoria, Ill., Feb. 17, 1914.

Circular No. 29—Indictments and Prosecutions Under Interstate Commerce Act for Failure to Comply with Demurrage Tariff.

To All Concerned:

We quote from the twenty-seventh Annual Report of the Interstate Commerce Commission regarding Indictments and Prosecutions for failure to assess and collect demurrage charges under carriers' filed tariffs:

"Failure on the part of several carriers to collect from certain shippers the demurrage charges lawfully filed by them has been the subject of an extended investigation. This is a kind of discrimination which is difficult of detection because it is not disclosed by the shipping papers on which the regular transportation charges are recorded. It developed, however, that such charges were not being made by the New York Central & Hudson River Railroad Co. and the Erie Railroad Co., at Buffalo, and by the Michigan Central Railroad Co. at Detroit. Indictments were brought against these carriers for granting concessions and failure to observe their lawfully published charges. The New York Central & Hudson River pleaded guilty to three distinct indictments and paid fines aggregating \$30,000. The Erie Railroad Co. pleaded *nolo contendere* and paid a fine of \$20,000. The case against the Michigan Central Railroad Co. is still pending. Other instances of this practice are now the subject of investigation."

INDICTMENTS

"United States v. New York Central & Hudson River Railroad Co. (western district, New York). January 10, 1913, indictment for failure to collect lawfully published demurrage charges (50 counts)."

"United States v. Erie Railroad Co. (western district, New York). January 10, 1913, indictment for failure to collect lawfully published demurrage charges (51 counts)."

"United States v. Michigan Central Railroad Co. (eastern district, Michigan). June 20, 1913, indictment for failure to strictly ob-

serve published demurrage tariffs (30 counts)."

"United States v. New York Central & Hudson River Railroad Co. (western district, New York). January 10, 1913, indictment for failure to collect lawfully published demurrage charges (25 counts)."

"United States v. New York Central & Hudson River Railroad Co. (western district, New York). January 10, 1913, indictment for failure to collect lawfully published demurrage charges (25 counts)."

"United States v. Michigan Central Railroad Co. (eastern district, Michigan). June 20, 1913, indictment for granting concessions by failure to collect demurrage (30 counts)."

"United States v. Michigan Central Railroad Co. (eastern district, Michigan). June 29, 1913, indictment for granting concessions by failing to collect demurrage (18 counts)."

"United States v. Michigan Central Railroad Co. (eastern district, Michigan). June 29, 1913, indictment for failure to strictly observe published demurrage tariffs (1 count)."

"United States v. Pennsylvania Railroad Co. (eastern district, Pennsylvania). November 25, 1913, indictment for failure strictly to observe demurrage tariffs at Keystone Elevator, Philadelphia (15 counts)."

"United States v. Michigan Central Railroad Co. (eastern district, Michigan). June 29, 1913, indictment for failure to strictly observe published demurrage tariffs (1 count)."

PROSECUTIONS.

"United States v. Erie Railroad Co. (western district, New York). Indictment for failure to collect published demurrage charges on anthracite coal at Buffalo, N. Y. January 10, 1913, indictment returned. Demurrer filed to the indictment as a whole and overruled as to the first fifty counts, but sustained as to one count. September 12, 1913, plea of *nolo contendere*; fine of \$20,000 imposed."

"United States v. The New York Central & Hudson River Railroad Co. (western district, New York). Indictment for failure to collect lawfully published demurrage charges. January 10, 1913, indictment returned. March 4, 1913, plea of guilty; fine of \$15,000 imposed."

"United States v. The New York Central & Hudson River Railroad Co. (western district, New York). Indictment for failure to collect lawfully published demurrage charges. January 10, 1913, indictment returned. March 3, 1913, plea of guilty; fine of \$8,000 imposed."

"United States v. The New York Central & Hudson River Railroad Co. (western district, New York). Indictment for failure to collect lawfully published demurrage charges. January 10, 1913, indictment returned. March 3, 1913, plea of guilty; fine of \$7,000 imposed."

RECOMMENDATIONS.

"In a few instances undue preference has been given by failure to demand payment for services rendered by carriers for unreasonably long periods as to certain shippers. We recommend providing in the act that a car-

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In view of the fact that the demurrage of patrons be

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rier which fails to demand payment of charges for any service in the transportation of property within the period of ninety days from the time of the delivery of the shipment shall be deemed guilty of giving a rebate to the shipper."

In view of the above, it behooves all concerned to see that demurrage accounts are kept in accordance with the tariff and demurrage charges accruing promptly collected, patrons being equally as liable under the law.

The importance of strict attention to even minor requirements of the tariff should be apparent in view of the fact that even one omission may render the carrier liable, under the Interstate Commerce Act.

M. W. ROTCHFORD.

The Famous "Milwaukee."

George Holmes, Dubuque Shops.

Railroad men are gentlemen
And known all o'er the earth,
In the wilds of far Australia
And right at Solway Firth;
The iron horse does swiftly glide
O'er hill and dale and glen,
In Timbuctoo and Washington
You'll find good railroad men:

Railroads they are plentiful
In this great land of ours,
But one more famous than the rest
Serenely o'er them towers;
It is a name to conjure with
As day by day we see,
There isn't a railroad East or West
Like the famous "Milwaukee."

The officials like true gentlemen
Much courtesy do show
They're out amidst the stormy blast—
In rain, or falling snow;
You'll always find them on the job
Their duty always do,
The office, yard, or foundry boys
Are all gentlemen—true blue.

The truckmen and the carpenters
They are a jolly crew,
Who work out in the frost and snow
In summer almost stew,
But never a murmur do we hear
From all these boys so fine,
They don't forget they are comrades on
A well-known railway line.

Their work at times is dangerous
A draw-bar it may fall,
A "jack" may come down by the run
And make you look so small;
But SAFETY FIRST their watchword is
A better cannot be;
So here's success to one we love
Good luck old "Milwaukee."

A Point Well Taken

The Magazine is indebted to Section Foreman N. O. Westberg for the following general letter written by Roadmaster J. D. Boland of Sanborn:

Sanborn, Ia., Feb. 14, 1914.

All Foremen.

Gentlemen: I am about to write you a circular that is out of the ordinary, but I think you will all agree with me after a careful perusal, that we can help conditions if we will only take hold in the proper spirit.

First I want to call your attention to the matter of dealing with the farmers along your sections. They are the ones who make business for the company, and in talking to them don't run down the company or criticize their actions. Speak well of the system you are working for and in a way try and drum up business for them.

I was in a store recently and the proprietor asked me if the company was going to double track this season. I said: "No. In the first place it is not necessary, and again, business will not permit." "I understand they are not making anything," he said with a laugh, and he added, "A trainman was in here yesterday and told me that the government paid enough for hauling the mail to pay the expenses of running all the other trains." If this were true we would soon have government ownership, they would take in the railroads instead of paying the whole transportation charges to get the mail through.

Is it any wonder when our own men talk this way that the people are asking for lower rates? Yet we wonder why the company doesn't appreciate our services more. I will tell you one thing, if we show our interest for the company they will quickly reciprocate. I have seen men working for a railroad sign a petition to reduce passenger rates from 3 to 2 cents, and then ask for an increase in wages, and get a pass and then complain before other passengers of the rotten service. Now, think of this. Have you not at some time or other done something detrimental to the company you worked for? If not as bad as the man I have mentioned, have you not done something you would not want a man working for you (if you were in business for yourself) to do?

You can't expect a cow that you feed sawdust to give rich cream.

Now, to come back to the farmer. Give him all of the old ties that are left each fall after we have what we want hauled to the roundhouse, give him the grass to cut along the right-of-way, see that his fences and gates are in good condition, also ask him to plow a fireguard to protect his fields, most of them will do this if you go at them in the proper spirit, pay them for this work as it will save

us much more than the cost. Give them to understand that the company does not want to injure them, but help them; we would much rather haul their crops than burn them. Do not make a good fellow out of yourself and say, "I am doing this; if the company knew of it I would get fired." Create a good feeling along the line and incidentally ask them to have shipped or ship their farm material, farm products, etc., over this road. You can do lots of good this way and be sure that the proper officials will find it out, and come to understand that the track man is onto his job and then the job will pay.

If we don't try to lift ourselves, can we expect others to lift us? We are the department that does the spending, and it is just as essential that we use good judgment in spending as the other departments in earning. Make everything you use count, don't throw old spikes on the right-of-way, they are worth money, and if you see something going to waste that is not in your charge, save it. Don't say, "It is not my business." It is your business to save all you can for the man you are working for. I have heard the remark, "They are still paying their regular dividends." Did you ever stop to think if a railroad stopped paying that dividend what would happen to us? We would be hunting a job elsewhere, for just as soon as the hundreds of men and women who have their money invested in stocks found that they were not getting interest on their money they would pull out. That is the trouble right now. Small investors are afraid of railroad stocks, with low rates, law restrictions, railroad stocks at a discount, and money not to be had. So don't agitate, rather talk for the road. It is our bread and butter and we should nourish it.

Yours truly,

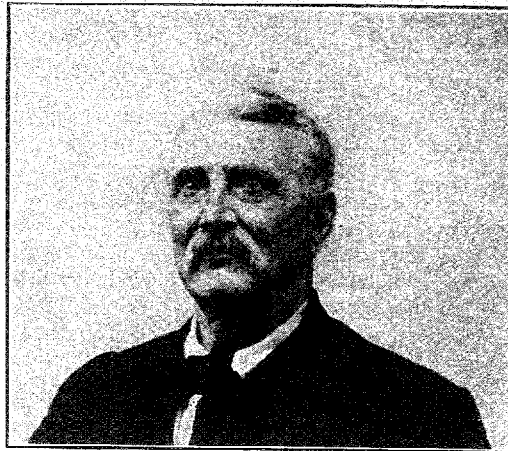
J. D. BOLAND,
Roadmaster.

A Useful Expedient.

So much trouble is experienced by department heads in getting reports in on time that any factor which will help to eliminate these troubles, I should think, would be quite a boon. Lack of system, and perhaps lack of knowledge, as to what is required, I believe to be the prime causes of these failures; and therefore I am sending you for our magazine a chart which I have used at Slater, Ia., twenty three years. It is "home made," but answers all purposes. On the left is a list of reports which can be added to or subtracted from as occasion requires, and which I believe contains all reports required at most all stations. In the squares opposite the reports I insert the date I send the report in under their respective months. I hope this chart will prove helpful to all of our agents.

Respectfully,

G. N. WHIPPLE,
Agent.



Wm. Creighton, Oldest Lineman of the C. & C. B. (Ill.)

Mr. Creighton entered the service of the old Chicago and Pacific Ry. Co., in the spring of 1872, and was employed in widening the right-of-way for the first telegraph line built by what is now the C., M. & St. Paul System, which he contracted to build from what was known at that time as North Chicago to Byron, Ill.

This telegraph line consisted of one wire fastened directly on top of pole and was completed to Elgin during the spring of 1873, and to Byron, Ill., in the spring of 1875. He also built the first telegraph line between Davis Junction and Rockford, Ill., in 1881. He has had from one to twenty men working under his jurisdiction and has never had a man injured, but has sustained one or two injuries himself, one of which occurred while working at Rockford when a pole broke off while he was on top, causing him to fall to the ground, breaking his arm and otherwise severely injuring him.

During his forty-one years of service he has never been out of the service of the company and has never been disciplined in any way.

Brother Creighton is now in his 73rd year and may be seen out in the most severe weather looking for and repairing wire trouble.

It Wasn't the Railway Charges that Time.

In an address before The Chicago Traffic Club, Judge Prouty of the Interstate Commerce Commission related the following experience:

I had occasion the other day to send a couple of barrels of potatoes from my home up in Vermont, where we raise potatoes fit to eat, down to Washington, where you cannot buy potatoes fit to eat. The railroad company charged me \$1.45 for carrying those barrels of potatoes, about six hundred miles, and the truckman, who carried them the mile and a half from the station to my house, charged me a dollar. If the transportation charges enter into the high cost of living, we want to look, I think, somewhere else rather than to the transportation charges of our railroads.

NORTH
REPORT

Pay Roll

Supplies

Switching

Form 37

Consolidated

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MONTHLY REPORTS	Jan. 1914	Feb.	Mch.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan. 1915	Feb.	Mch.	Apr.	May	June
Pay Roll																		
Supplies to Supt.																		
Switching to "																		
" " Aud.																		
" " D.P.A.																		
" " Car																		
" " Acct.																		
Form 37 " D.P.A.																		
" " " Frit. Aud.																		
Commodities to D.P.A.																		
Comp. Tkt. " "																		
Coal " "																		
Lbr. " "																		
Ex. Bk to Tkt. Aud.																		
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Co. FB to Supt.																		
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Form 26 to Frit. Aud.																		
Awaiting Voucher.																		
Bill Sheet																		
Car Service.																		

At Home



Joseph M. Arnold, Jr., 3 Years Old This Month.

In Choosing Styles First Suit Your Personality.

If you have watched the shops you no doubt have noticed that Dame Fashion has not given us any one particular set style to follow, so let us all study ourselves and wear the styles that are most becoming. The tunic skirts seem at present to be the latest, though very many of the beautifully draped skirts are worn, and in some of the shops the perfectly plain tailored skirt is being shown. The suit jackets are very short, scarcely reaching to the waist line, and of the Bolero style many are shown with the new three-quarter sleeve, which is very stylish and pretty for later in the spring, when long sleeves are no longer a necessity. Never have we seen such beautiful creations in lace and chiffon waists; most of them are made with the peasant sleeve and the waist exceedingly blousy.

Silks of every kind have never been more popular. Taffeta silks, in both plain and changeable, are great favorites and seem to be in the lead for early wear. Plain materials are being used in the tailored suits, such as chiffon broadcloths and serges, also many new materials of a shiny hue.

Hallowed Ground.

By Angela Morgan.

My Home to me is hallowed ground
Where Paradise on earth is found.
Ardor and faith and joy divine
I pour into this task of mine.
I love to scrub the dull things bright,
I love to scour the kitchen white,
My pantry shelves are good to see,
My polished range laughs back at me.
What ecstasy is half so fine
As rubbing windows till they shine?
My home is hallowed ground to me,
No spot or blemish must there be.

The kettle's hum, the oven's glow,
Biscuits and pies like toasted snow,
My chubby children at the door,
Eager for sweets from Mother's store—
Could I exchange these treasures dear
To clamor for a higher sphere?
To make the home a place of joys,
To bless and guide my girls and boys,
Be inspiration, helper, friend,
To him whose fate with mine must blend—
What holier mission could there be?
My home is hallowed ground to me.

"Just Be Glad.

For we know, not every morrow can be sad;
So, forgetting all the sorrow we have had,
Let us fold away our fears,
And put by our foolish tears,
And through all the coming years
Just be glad.

—Riley.

Housekeeping Exchanges.

Over Salted Food.

If you have salted food too much while cooking, add a little sugar, or if too much sugar, add a little salt. Either will neutralize the other.

Substitute for Lard.

When baking griddle cakes, instead of greasing the griddle, rub it with a raw potato. It will give the same result and eliminate the smoke and odor of burning grease.

To Clean Aluminum.

Boil the skins of tomatoes in your aluminum pan for half hour, or rhubarb will give the same result. Either will clean beautifully.

Removing Soot.

To remove soot from carpets sprinkle salt and let it remain for half an hour or longer. Then sweep and the spot will have disappeared.

Scenting a Room.

Put a piece of either orange or lemon peel on a hot stove and it will impart a very pleasant odor in a room.

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Good Things to Eat.

Cabbage Salad.—One quart of white, crisp cabbage, finely chopped, one cup of blanched almonds, quartered. Mix and cover with a dressing as follows: Stir the well-beaten yolks of two eggs into one half cup of boiling vinegar, add one-half cup of sugar containing one half teaspoonful of mustard, and stir in a tablespoon of butter. Boil all until thick, add the whites of the eggs, well-beaten, and salt to taste. When cold add a cup of cream, whipped stiff. Pour over the cabbage and serve cold.

Cucumber Salad.—Half a pound of cheese grated. Beat together until smooth the yolks of two hard boiled eggs, a quarter of a teaspoonful of dry mustard, half a teaspoonful of sugar, a saltspoon of salt, a dash of red pepper, and two tablespoonfuls each of olive oil, lemon juice and vinegar. Add these last, a little at a time. Mix with the cheese and sliced cucumbers, and serve on lettuce leaves.

Orange Charlotte.—Grate the yellow rind from one orange, pour over it one-half of a cupful of boiling water, cover closely and steep for fifteen minutes. Soak one-quarter of a cupful of gelatin in one quarter of a cupful of cold water. Put the water in which the rind is steeping over the fire, bring rapidly to the boiling point, add one cupful of sugar, bring again to the boiling point and pour over the gelatin. Strain and set aside until cool, then add one cupful of strained orange juice. When it begins to thicken stir in carefully one cupful of whipped cream. Have ready a dish lined with split lady fingers. Pour into it the mixture, and when set sprinkle over the top some candied orange peel chopped fine.

Banana Cream.—Put six fine ripe bananas through a colander, then add a half cupful of grated cocoanut. Fold in a pint of whipped cream, and sweeten to taste. Turn the mixture into a mold and pack down in ice and salt for three or four hours.

Pineapple Dessert.—Boil two-thirds cupful of sugar and one pint can of grated pineapple until a good syrup. Dissolve one-half package of gelatin in one-half pint of boiling water. Add pineapple syrup, the juice of an orange, and let set. When cold, add one-half cupful of whipped cream and beat until mixed. This will serve six persons.

Cherry Tapioca.—Soak four tablespoonfuls of tapioca in a pint of water over night. Next morning stone the cherries to make one pint of fruit. Add juice of the cherries with one pint of water to the tapioca; let simmer for about twenty minutes, add three-quarters cupful of sugar, and cherries, and cook four minutes longer. Set on ice, and serve with whipped cream.

The Unusual for a Luncheon.—Get as many small loaves of bread as you have guests. Remove the top crust of the loaf and scoop out the inside. Then make some dainty sandwiches and place them in one end with lettuce leaves and some good salad. In the center place olives, and two pieces of crisp celery, and place a salad fork across. Then replace the crust of the loaf, and tie a ribbon around the center of each. Place a loaf at each plate, and have no eatables in evidence on the table. Study the faces of your guests as they seat themselves at your humble board, and watch the transformation scene when each opens up her particular loaf of bread. Coffee may then be served, and any dessert you wish. If your guests appreciate the unusual, this will have made a hit.

Spanish Omelet.—Cook together in one tablespoon of butter, one chopped green pepper, and one small onion. Add one and one-half cups of tomato, and salt to taste and cook slowly for fifteen minutes. Make an omelet by your usual rule, and just before folding spread with part of tomato mixture. Turn out on a hot platter and serve with the rest of the sauce poured around it.

Cream of Corn.—Put one can of corn through the meat grinder. Then add one pint of hot water and cook twenty minutes. To one quart of milk add one onion. Let come to a boil, then thicken with two tablespoonfuls of butter and one of flour, rubbed together. Cook until well blended. Take out onion and add the corn, also one-half cup of cream. Beat well with an egg whip, then serve.



M. H. Donovan, Yard Master, and Son, Roilan, St. Maries, Idaho.

Safety First

A. W. Smallen.

On January 13th the I. & M. and Southern Minnesota Divisions joined hands in holding a general safety meeting at Austin, Minn., in Maurek's hall, which was attended by the families of the employees. Addresses were made by both Chairman Thiele and Atkins, and also by several members of the committee. The meeting was full of enthusiasm and several good suggestions were made by employees of both divisions.

On January 19th the Columbia Division held their second safety meeting at Malden, Wash. The meeting was called to order by Trainmaster J. J. Murphy, who presided in the absence of Chairman Sawyer. A large number of suggestions had been mailed in on the Safety First postal cards and all were acted upon.

On January 29th the Dubuque Division and the Dubuque shops held their Safety First meeting in the Dubuque shops.

On January 30th the Milwaukee Terminals held their Safety First meeting, Supt. Hinrichs presiding.

On February 2nd a safety meeting was held for the West End of the I. & D. Division at Mitchell. S. D. Asst. Supt. C. A. Anderson acted as chairman.

On February 5th the General Committee on the Puget Sound met at the office of General Supt. W. B. Foster at Seattle and acted on 34 suggestions made by various Division Safety Committees on the Puget Sound. Those present were: W. B. Foster, Gen. Supt.; Ezra Clemons, Asst. Gen. Supt.; Frank Rusch, Gen. Master Mechanic, and A. W. Smallen, chairman Gen. Safety Committee.

On February 9th a Division Safety meeting was held at the office of Supt. Thiele at Minneapolis with a complete attendance. Supt. of Minneapolis Terminals G. A. Van Dyke, was a visitor. Several very good and important suggestions were brought to the attention of the committee, who referred them to the General Committee for action.

On February 19th a Safety Committee meeting was held at Mason City, Ia. Both committees were present—the East and West Ends, Supt. Van Vliet presiding. A. W. Smallen also attended.

On February 21st the La Crosse Division Safety Committee meeting was held at the office of Supt. McDonald.

On Feb. 28th the C. & M. Division held their monthly Safety Committee meeting in the office of Supt. Morrison.

On March 4th a General Safety meeting will be held at Green Bay, Wis., that will be attended by A. W. Smallen with stereopticon pictures of the right and wrong way of railroad men performing their duties. Supt. Clifford has issued a notice inviting the families of the employees to attend.

On March 9th the Valley Division will hold their Safety Committee meeting at the office of Supt. Ober.

On March 11th the Safety Committee of the Kansas City Terminals will hold a meeting at Coburg in the General Yardmaster's office.

The Safety Committee of the Wisconsin Valley Division met at Wausaw, Meeting called to order at 10:30 A. M. by Supt. H. H. Ober, Chairman of the Committee. The members present were:

A. W. Smallen, Chairman General Safety Committee.

H. H. Ober, Chairman for Division.

A. J. Klumb, Assistant District Master Mechanic

R. H. James, Chief Dispatcher.

E. E. Callahan.

H. Redlich, Roadmaster.

H. J. Culbertson, Roundhouse Foreman.

D. J. Tracy, representing Engineers and Firemen.

Thomas Moran, representing Conductors and Brakemen.

A. J. Fries representing Agents and Operators.

C. Iotte, representing Machinists.

C. H. Conklin was appointed Secretary for Committee for the Wisconsin Valley Division. Short talks were given by Mr. Smallen, Mr. Ober and A. J. Klumb.

The entire Committee were complimented on the work they have done, especially in keeping the district around the roundhouses and shops at Tomahawk and other points free from debris of all kinds. A new Committee was elected for the following six months by the employees.

Engineer D. J. Tracy.

Fireman R. E. Curran.

Conductor J. Linehan.

Brakeman W. H. Stinson.

A. J. Fries, Operators and Agents.

J. A. Ball, Machinists and Car Repairers.

H. Redlich and R. Sanger, Trackmen.

Correspondence presented by the members of the Committee was read by the Secretary and a general discussion entered into in regard to points brought up, and those who sent in the correspondence commended for the good points brought to notice of Committee.

The matter of loose wires being left on logging cars by shippers was brought up and Supt. Ober advised that he would notify shippers that more care must be exercised by them in the matter of leaving loose wires on cars staked for logs. In regard to wood and bark being piled too close to the track by shippers, attention of all agents and section foremen was called to take care of this.

Mr. Ober made mention that the following employees should be commended:

J. Crandall, section foreman, about April 2nd, who had been on duty for sometime on account of washouts, reached Brokaw in time to ride to Wausaw in the scoot, but thinking that he might find something that required attention, followed the scoot on his handcar and near the end of his section found a broken rail, which he repaired and thereby possibly avoided an accident to Train No. 2.

Engineer E. J. Reinhold on Sunday, April 27th, discovered a fire in forest near roundhouse at Minocqua and by prompt action in getting help and hard work on his part succeeded in extinguishing the fire and saving the engine house.

Conductor Thomas Moran on approaching Dancy Station discovered a fire in a potato warehouse. He immediately took his engine

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from passenger train and pulled out the cars from the warehouse track that were in danger of fire.

Pumper Paul Janz at Dancy also commended for promptness in getting pump and water supply in readiness to put out fire in warehouse.

Supt. Ober informed the Committee that every suggestion sent to his office, if it was in his power, would be acted upon immediately and whatever action was taken would be read at Committee meetings.

Committee meetings will be held the last Monday of every month in the office of Supt. Ober at Wausaw.

Soon after the organization of the Safety First Committees at Mobridge, S. D., one of the clergymen of that town who takes a great interest in this movement, made it the subject of a Sunday evening discourse. He kindly permits the Magazine to print it entire, believing that his excellent presentation of the subject will be helpful to many more than those who were able to hear the sermon delivered.

Scripture Proverb 3:13-26.

Rom. 14:13 Let us not therefore judge one another and more: but judge ye this rather, that no man put a stumbling block in his brother's way or an occasion of falling.

And Paul would say if he were addressing you tonight, that if you know of a stumbling block being in the way of your neighbor, it is your religious duty to try to put it out of the way and make his pathway safe. That is where Safety First gets its right to attention in the pulpit Sunday night. Asked the Master of some Pharisees once, "Is it lawful to save life on the Sabbath day?" And without waiting to get an answer from them He got busy in healing a poor crippled man. And if I as a minister of the gospel can help people in Mobridge to habits of safety and the protection of our children and the reduction of physical suffering and loss through accidents, by this service or any other I can render, that is practical and applied Christianity. That is effective preaching of the gospel as interpreted by the example of Jesus Christ.

I most cordially welcome to this service the railway men of Mobridge and their families and friends. We are all dependent upon you. My family and I have been in your care within a month for journeys of several thousand

miles. You have been courteous in the extreme and have served us most efficiently without loss of time or the suffering of the slightest inconvenience. And what you have done for us you are doing every day for thousands of others and with the same attentive gentleness and workmanlike skill. You have a perfect right to our appreciative regard, our sincere respect. You have only to intimate your desire for responsive courtesy and consideration to have, I am very sure, an expression of good will that will prove the sincerity of the sentiment I have now voiced. I am more than glad to speak tonight of this comparatively new movement for safeguarding life, limb and property, because it is, in this region, introduced by the railway men, but it is also a subject of universal value and demanding adoption by everyone.

My subject is "Safety First."

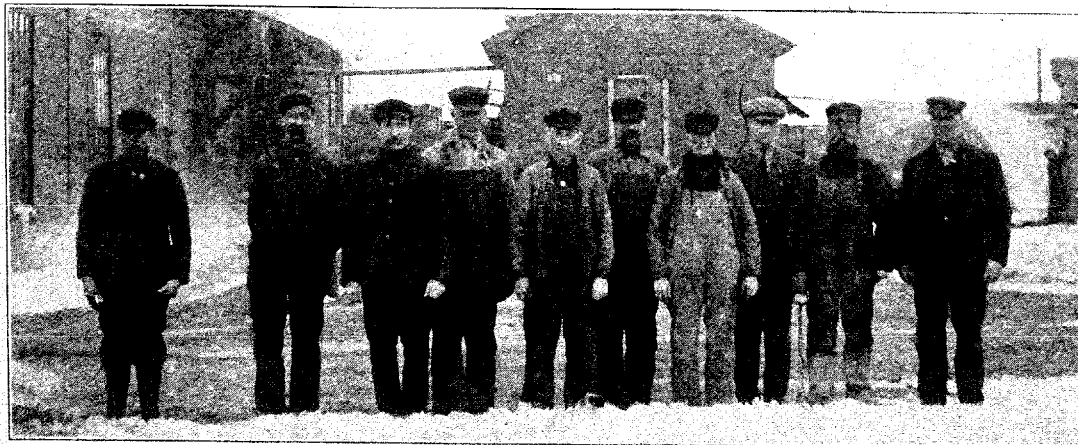
1. The Occasions for Emphasis on Safety.

Thirty-five thousand men are killed by preventable accidents in one year—one every sixteen minutes—four during this hour of our evening worship. And in the same 365 days 2,000,000 persons have been injured. America is running to an awful extreme of recklessness, and the very horror of it is forcing us to stop and think and reverse our course. Industrial corporations have been more concerned to pile up profits than they have been to serve human welfare in the person of their workmen. The rich pleasure seeker has usurped the streets and public highways for his joy rides and the automobile has become a veritable car of Juggernaut. In Chicago there were in 1905 five deaths from automobile accidents. In 1913 for the first eight months there were 197 deaths, an increase of from one death to 1290 machines to one for every 188 machines in eight years.

The craze for speed cost that terrible Titanic disaster. The lack of denmitte, persistent and forceful training into habits of safety accounts for a very large proportion of all the accidents that bring upon us this unutterable total of suffering and loss. The conclusion reached by all who have given the matter careful and scientific investigation is that much more than half of the accidents that we deplore are preventable. It is to cure this situation by all possible preventive measures that the great safety movement has been inaugurated.

Lest a wrong impression be left, let me say right here that the railways are not sinners above other agencies in the industrial world. Only one-tenth of those reported killed by accident are charged to the railway service, and only one-sixteenth of those injured by accidents.

Dr. Tolman in his recently published work, "Safety," makes the following statement: "It is the general opinion of the engineering profession that a conservative estimate of the



Car Department Force, Sanborn, Iowa.

annual number of accidents which result fatally or in partial or total incapacity on the part of the worker may be placed at 500,000. Reckoning the wage-earning capacity of the average workman at \$500 a year, we have to consider a social and economic loss of \$250,000,000 a year. "Worldwide we are known as a nation of wasters. But in this last and most vital question of all the wasted lives of our people, we have been making ourselves ridiculous in the eyes of the world powers." He then quotes from the director of the German imperial Bureau of Statistics: "One billion marks in wage-earning efficiency annually we conserve for Germany through our sanatoria, museums of safety, convalescent homes, and other forms of social insurance, by which we safeguard the lives and limbs of our workmen and prevent the causes and effects of diseases which would lessen their economic efficiency." It would pay America to adopt these safeguards and save the \$250,000,000 annually lost through waste of workmen's lives or effectiveness.

I would like to show what extravagant waste there is through negligence cases in the public courts—the damage suits in all variety. What an enormous sum has been annually consumed in such litigation! And it comes out of the general public sooner or later. It helps to pile up the cost of living. A manufacturer's inspector reported a floor pit not properly protected. It remained uncovered. A workman fell into it and received \$15,000 damages. A hand rail about that danger spot would have cost \$5. In an infinite number of cases America has stupidly paid no heed to these exposures, and as a result millions and millions of money are forced in payment for this needless neglect.

But when the economic loss has been figured to its last dollar, we have still to take account of the fact that the husband and father killed at his work returns no more to the head of his household, and a widow's weeds and alas, what a long-drawn-out struggle in grief and poverty are the lot of those whom no liability insurance or court judgment can compensate. And if the workman has left a leg or arm yonder beside his appointed task there is no financial return that can make up the loss. The modern social conscience demands that something effective be done to stop the killing and maiming of men, not for their sakes only, but for their families and society at large. And thus it comes to pass that the church reads again that ancient law, "Thou shalt not kill," and it remembers the Christ's interpretation, "Thou shalt love thy neighbor as thyself," and society and church alike believe it is time to get together in the help of all human kind for the conservation of humanity.

2. The Origin and Development of Safety Organization and Efforts.

Cain scornfully cried, "Am I my brother's keeper?" Too long the selfishness of men has prompted the same answer to society's protest against the shedding of innocent blood. But in the older countries for a long time industrial corporations have been studying methods of protecting their workmen. These have reached a higher state of perfection in Germany perhaps than with us—at least in the general industrial world. In England such are the rigid statutes governing transportation that the number of accidents is very much less than with us, population considered.

In Germany industrial corporations or individual companies are obliged to belong to trade associations mutually associated for co-operative insurance against the damages through accidents, etc. This involves a constant oversight of the individual establishment in order to keep up the standard of safety and guard against loss through accidents. And where accident and resulting damage loss is incurred the establishment or corporation is subjected to a rigid examination and if neglect is shown, it is heavily fined by the association of which it is a member. This encourages great care to avoid accidents.

One of the most important industries in America is that of the U. S. Steel Corporation.

Whatever wrongs it has been guilty of, this is certainly to its credit, namely, that it has developed the most extensive and complete system of safety measures and devices in its various plants. At the South Chicago docks of this corporation 3,826,000 tons of ore, were handled in a recent year and during that time there were no accidents that cost the loss of more than two weeks' time to any man. In the many departments with their diversified machinery and often dangerous conditions and processes, protective guards, shut-up gearings and hand rails are multiplied. Warning signs abound. Careful instruction in safety is given all employees, especially those newly engaged. As a result of all these efforts accidents in this great corporation have been reduced well towards 66 per cent.

Mining has been productive of fearful loss of life and untold physical injuries. The government has recently organized its Bureau of Mines and already a great reduction in accidents is reported.

The railways of America lead the world in their adoption of Safety First principles and plans. The C. & N. W. R. R. and the Pennsylvania System seem to have taken it up at about the same time, four years since. In less than three years 68 roads, combining 183,596 miles of road, adopted this plan. By this time many others have been enlisted in the splendid effort to safeguard the men operating the roads and the traveling public as well.

The roads are doing this at a considerable expense, of course, and successful operation of the plan means a very material saving to the companies through safety of their property and the greatly lessened number of damage suits and the like. But let it never be forgotten that whatever practical value to the railways there may be in reduced property loss, the immeasurably greater benefit is that of the men themselves who are protected by this effort from the personal loss they would otherwise suffer and the priceless loss their families would meet. Moreover there is no reason to doubt but that in a very large degree this crusade against preventable accidents is the result of good and honest interest railway corporations are more and more taking in their thousands of workmen. No matter what has promoted this modern awakening of conscience, or this stimulated sense of responsibility, or this humanitarian impulse to serve the welfare of these workmen—Safety First is here a tremendously effective organization of these workmen themselves. It is accomplishing a splendid work. Take it up. Work it to the limit. It is here to stay until some better way is found.

The Coroner of the City of Chicago during the last eight years investigated over 38,000 deaths. He compiled a list of the causes of these deaths, and became so distressed at the situation that he undertook to apply the Safety First ideas to ordinary city life. There has been organized as a result the Public Safety Commission of Chicago and Cook County. The newspapers, the public schools, the churches, the entire police department, the Association of Commerce, the traction companies and the City Council have been actively enlisted in a campaign of education, legislation and law enforcement and protective measures. October 26th was Safety First Sunday in many of the churches of Chicago. On a set day automobiles carried special speakers to a great number of school rooms where they gave practical talks on safety habits to be learned by the children of Chicago.

I saw today that the field worker of the North Dakota Anti-Tuberculosis Society has added a "Safety Crusade" to her work. This is enough to show what a great movement we have under consideration. It is clear, too, that it is something that comes home to every man, woman and youth of us out here in Mobridge.

3. The Practical Working of Safety First.

This name means that it is now the established rule of the railway that its men from the top down are to consult safety first—above expediency, speed or economy.

As to organization, a few things may be said. Not to speak of the men higher up, for I am not well informed as to them, we are interested in the unit covering a division of the railway. This is under the management of the Superintendent of the Division. For this Division a Safety First Committee is formed by the election of a representative from each department by the men in that department. One from the Engineers, one from the Firemen, one from the Brakemen, one from the Car Repair Department, one from the Bridge Carpenters, one from the Shopmen. I believe the conductors, the postal men, the office or station force, and the like are represented. I was told the local committee numbers seventeen persons.

On some roads this safety committee is definitely charged with taking stated days for inspection and is required to report whatever is found that should be improved to the increase of safety of the men or the equipment. Here there is no such definite assignment of inspection duty. But these committeemen are charged with responsibility for constant oversight of the road, and such co-operation with their men as shall secure from every individual in each department a positive interest to be on the lookout for defects or suggestions of practical improvement of conditions along the line of safety. Cards are supplied on which to note items of defect discovered, and these cards are placed in the hands of the men and when something is found to report, the card covering the item is handed to the committeeman concerned and by him sent to the superintendent for consideration and, if necessary, immediate action.

Once a month this entire committee meets for an afternoon session with the superintendent, and perhaps a representative of the general safety department of the road. The cards for the month are taken up and discussed and free exchange of opinion is had and where the matter warrants it, a vote of the whole committee is taken and the suggestion for improvement thus sanctioned is adopted and applied by the Division Superintendent or is sent up to the General Manager of the road for consideration.

An assistant train director on the Pennsylvania R. R. reported 124 suggestions for improvement, out of which 114 were definitely adopted and 10 were referred to higher authorities.

Last year on the C. & N. W., out of 4,545 recommendations made by the Safety Committee 4,382 were adopted. What more significant proof of sincerity of purpose could a great corporation offer?

So practical is the management in securing expert advice that it provides full pay for the time of any employee who is obliged to suffer loss of working time to be at the stated meeting of the Safety Committee. I am told that the last meeting here cost the road approximately \$50. And like expenses attached to similar meetings on every division of the system.

Another feature in this movement is the institution at New York of a national museum of safety, where are collected the models of every conceivable safety device for industrial workers, mining and transportation. A library, laboratories for further study and experiment, the employment of demonstrators and lecturers, and the distribution of safety literature are among the undertakings of this museum. There are twenty such in operation, but only this one in the United States. It promises to be of greatest value in furthering this great beneficence.

Great national conventions in the interest of railway co-operation in Safety First work, the National Council for Industrial Safety, and the certain development of the Public Safety Commission into a nation-wide movement, show possibilities and even probabilities of the near future.

I ought to say a word as to the results of this safety movement. There has been an immense advance in protective machinery in all industries. Tolman's book, "Safety," devotes

more than half his four hundred pages to describing what has been done in this direction by way of safeguarding the employees at their work. Demonstration of safety devices and measures is an established practice on many railways, special cars with experts in charge being moved from point to point and pictures shown, and talks given to the employees in the railway yards.

Where the Safety Committee has been long in operation, a force of men is being raised up who are trained by these conferences to have special interest in the safety of the workmen. Members of the committee are on some roads allowed only a short term of service to be followed by a new set who shall have the benefit in turn of this co-operative study of the needs of their road and their men, and be brought into sympathetic touch with the superintendent and through him with the management of the road.

After all, it is the "man behind the gun" that wins the victory. It is the safe man that holds the key to this matter of safety everywhere. And so the railway is very much concerned to have its men "get the habit" of thinking and acting on the safe plan. This Safety First movement looks to that end and it is not looking in vain.

4. The Duty of the Public.

(1) Appreciation and Consideration.

It has been very much the habit of the public to think ill of great corporations. Suspicion is easily excited. If any apparently unselfish or altruistic proposition is made by a railway company, someone and probably a lot of folk conclude at once, and perhaps loudly declare, that there must be some sinister motive behind the seeming kindness or external good will. There are men in the employ of the railway who even now fail to give the corporation credit for worthy motives in the propagation of Safety First.

A broad and comprehensive view of this movement, it seems to me, will require every unprejudiced mind to accept it with hearty appreciation and prompt, sincere and unreserved response. And if in the carrying out of the plans some new restrictions are established, more rigid rules published and enforced, it is our business to accept these suggestions and regulations without complaint. They are established for the protection of human life. If obedience means a measure of present hardship or inconvenience, nevertheless it may mean some time the saving of a life. The railroad company is on the lookout for that life.

Better a little slower time on the train, a little more patience and a kinder consideration for all the interests concerned, for taken altogether, these mean life and limb protected and the usefulness, comfort and happiness of how many loved ones prolonged and filled up to the full.

(2) The Public Owes Co-operation.

(a) Personal example: As they say about so many things, "Get the Habit" of safety. Perhaps your business is not in the railroad yards, but you walk the streets of Moberg. Never throw a banana skin on the sidewalk. If you see one lying in your path or near it, kick it into the gutter. That bit of athletics may save someone a fall—perhaps an aged lady whose sight is poor. Perhaps a preoccupied passerby, vigorous enough, but not looking for that bit of peril.

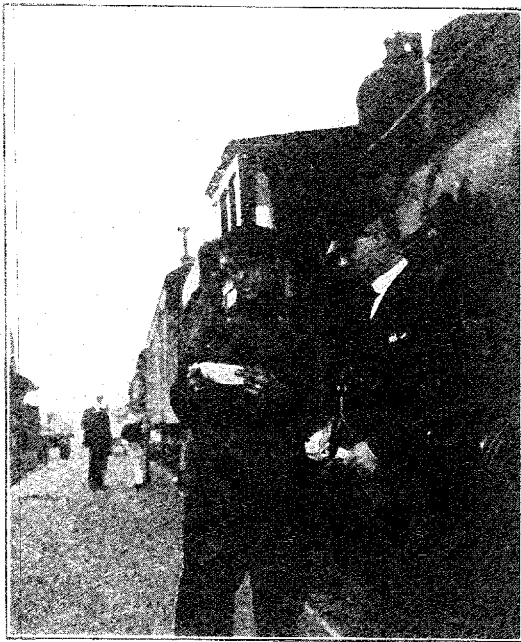
Train yourself to see the things in every-day life that might injure another and take time to remedy them. A prominent business man stood with me at the corner of this property a few days since. His trained eye caught sight of the nut on the hydrant by which water is turned on to the fire hose. Someone had abused that six-sided brass nut so that it was ground into a circular form and the wrench of the hose company would be perfectly helpless. That item was reported to the fire department at once. I believe it has not yet been remedied. But my point is, everyone of us can cultivate the side of our nature that means taking care of others' welfare in such every-day matters.

The Prophet Isaiah has something to say about removing the stumbling block from the highway. There is a measure of good religion in perfecting an example of that sort.

(b) Train the children into habits of safety. Teach them to stop and look both ways when about to cross a street. These are the days of the automobile. I ought to have reminded the fortunate owner and driver of his responsibility to go slow—yes, a great deal slower than we think is necessary at times, especially when in the city limits. But persistently teach children to keep their eyes up and alert, ahead, behind and to right and left. It may mean escape from accident that would maim for life.

I have no time to speak of the cigarette and cigar. The insurance man could tell you what tremendous losses come from throwing the lighted match or the still burning cigar stub into the waste basket or into some other combustible material. And there is the poor fool that "did not know the gun was loaded." His education has been neglected. Remember all the time that we want safe men and safe women, those of sober self-command, who avoid excess, are never reckless, and instinctively look twice before entering an exposed situation.

I trust that I have not wearied you in this review, which for many of us is merely a repetition of advice and information with which we are familiar. I have undertaken it in the hope that the sphere of sympathetic interest and effective co-operation might be materially widened.



The Mayos, Father and Son.

Walter Mayo, so far as we know, bears the distinction of being the first conductor to run a train anywhere west of the Missouri River for the C. M. & St. P. Ry over their own tracks. He has been running a train since 1892 and in July, 1905, took up construction work on the Black Hills division.

Engineer Frank Mayo, his father, pulls Nos. 3 and 4 between Rapid City and Murdo Mackenzie, and often, when Walter is acting as conductor.

We know of no other instances on the system where father and son act as engineer and conductor on the same passenger train.

M. C. CORBETT.

Per Diem

J. L. B.

An important item of expense in the operating of a large railway system is the per diem account, or in other words, the amount paid per day for the use of foreign cars.

Each foreign car costs the company 45 cents per day from the date received until the date it is delivered home or to a per diem connection, so for this reason we should always follow up the movement of foreign equipment with a view of keeping this expense down.

While special attention should be given to foreign cars, in prompt loading, unloading and movement home, or as directed by instructions, the importance of keeping St. Paul equipment in active service should not be lost sight of. Just as soon as a St. Paul car is unloaded and again placed in active service, so much sooner will the per diem on foreign cars be reduced.

One important item if carefully followed up will help greatly in reducing the per diem expense, and that is in the delivery of cars to connections before midnight, and not after midnight. For example: If a train consisting of 50 per diem cars is delivered to a connecting line before 11:59 p. m., the per diem on these cars stops at that time, but if this same train is not delivered until 12:01 a. m., the following date, under the rules the company would be required to pay one more day per diem on each car in the train, or \$22.50.

It has occurred in some cases due to certain delays that a transfer train would not make delivery to a connecting line yard until 12:10 or 12:15 a. m., but if this same train had been started from the division or terminal yard one-half hour earlier the delivery could have been made before midnight, and a saving of \$22.50 effected.

Such conditions at times can be corrected by the conductor or transfer foreman making a report to the superintendent, or making a suggestion that would overcome the delay.

At large terminals like Kansas City, Omaha, Sioux City, the Twin Cities, Milwaukee and Chicago, it may be possible to effect a great saving by the exercise of vigilance.

A large number of employees are no doubt not familiar with this heavy expense, and these remarks may assist you in understanding a few of the important duties in connection with the prompt movement and delivery of equipment.

Suggestions from employees that will tend to promote efficiency will be gladly received by the superintendent of your division.

Recently, Mr. Walter E. Jones, with the Johns-Mandeville Company, Seattle, came east over the Milwaukee, using the Olympian. He purchased a round trip ticket, to make the return via another line. When he was ready to go back, he called on City Passenger Agent A. J. Caldo, to have his ticket changed so he could go back on the Olympian. This was done and Mr. Jones returned over the Milwaukee. He said he had never had such service on any train as he received on the Olympian, and the Milwaukee was good enough for him.

The Get Together Section

The Magazine frequently receives contributions from employes, bearing upon service improvement, and in each one there is much good thought which could and should be utilized. Therefore, it has been arranged that all such matter shall be referred to the superintendent in charge of the division from which these suggestions emanate, where they will be acknowledged and carefully considered. In the event that any or all of them are adopted, the Magazine will be advised and same will be published, giving due credit to the employee who made the suggestion.

This plan has been found necessary, as space in The Magazine will not permit of the discussion which suggestions of this nature call out. Neither is it possible for The Magazine to decide any questions concerning operation, maintenance, etc., and discussions would only be prolonged without gaining any definite result.

In line with the foregoing I submit, below, a letter to all superintendents, from General Superintendent P. C. Eldredge, which seems to me to contain a thought so very essential to the welfare of the company that Mr. Eldredge kindly sent it to The Magazine in order that its field of usefulness might be broadened to include the entire system. If general and division superintendents all over the line would make this a general matter, it unquestionably would be of great benefit, and many ideas of economical value would develop. Let us all bear in mind that the prosperity of the company is vital to our own necessities and prosperity.

All Superintendents:

All of us are endeavoring to create better conditions, better service and earn more money for the C., M. & St. P. Ry. The thought has come to me that, perhaps, we could better our conditions if we would open a bureau of suggestions. Before any action is taken I would like to have your recommendations on a subject of this kind.

A great many times, as we all know, we have received valuable suggestions from the cheapest paid labor that we have. How would it do if the various superintendents would issue a notice to all concerned asking the men to make suggestions that will be a benefit to the service, inviting criticism if necessary and get them to understand that anything that they may report or suggest will not be considered in the nature of a personal matter.

P. C. ELDREDGE.

A solid train of eight cars of silk went through from Tacoma to New York over our line and L. S. & M. S., leaving Tacoma February 20, on passenger train schedule. The train was struck twice by falling rock on Puget Sound Lines, but otherwise made a good run and was turned over to connecting lines in good time.

Our employes are to be congratulated upon their hearty and intelligent response to the mission of Dr. W. N. Lipscomb of the American Red Cross Society, who with their Car No. 2, recently made a tour of the System, talking and demonstrating the most efficient methods of First Aid. Dr. Lipscomb's pleasant personality made him a favorite at once, and that he was most cordially received, his own repeated assertions and his wish to "come back to the Milwaukee" is ample testimony. In his report of December 2, covering his work for the month of November, he says: "The Chicago, Milwaukee & St. Paul has extended to American Red Cross Car No. 2 the courtesy and co-operation characteristic of a first-class railroad in every respect, and the month of November has been a very pleasant tour."

Following is Dr. Lipscomb's official report of the tour of Red Cross Car No. 2, over the System, from November 16th to December 31st. It will be read with much interest, not only by those who attended the meetings, but by all who are interested in humanitarian work.

Arriving in Minneapolis on the 16th, the next five days were spent there, holding six car meetings, two shop meetings and one in the freight handling department, making nine meetings in all, with a total attendance of 1,020. Leaving Minneapolis on the 20th, the field representative took the liberty of two days at Rochester, Minn., attending the Mayo Clinics, joining the car in St. Paul Sunday, the 23rd, and holding a meeting with the Freight House men at St. Paul Monday, 115 being in attendance. Mr. W. A. Laidlow, Secretary of the Northern Pacific Beneficial Association, was a visitor to the car and host to the field representative in St. Paul. He expressed himself as very much pleased with the tour of the Red Cross Car over the Northern Pacific this past summer; car being in charge of Dr. Shields. The two days off at the Mayo Clinic and making St. Paul and other places not on the schedule, threw the car several days late, which can be caught up with.

Montevideo, Minn., Nov. 25th, only one day was spent here, holding three meetings with an attendance of 93 men.

Nov. 26th and 27th, Aberdeen, S. D., two meetings were held Wednesday in the car and one in the freight house upstairs, with a total attendance of 103 for the day. Mr. W. G. Porter, one of the local attorneys for the road, was present at one of these meetings and he expressed much interest in the work. One meeting was held Thursday with only 15 in attendance, but as interested a group of men in the work as I have yet met.

Aberdeen, S. D., two days; meetings, four; attendance, 118.

Mobridge, S. D., Nov. 28th, two meetings were held here with a total attendance of 79.

Marmarth, N. D., practically two days were spent here with three meetings, a total of 76 in attendance. Owing to being late on the schedule, a day was cut off these two places. Both road and local forces are being reduced, so all in all, I consider these two places had a fair representation. Two meetings were held on the 30th (Sunday) in Marmarth included in the above; arriving at Miles City, Mont., same date, which will be included in my next report.

We arrived at Miles City Nov. 30th. The car at present is three days behind the sched-

ule, but am using every effort, except the sacrificing of any place, to catch up.

This makes a brief synopsis of the month of November, totaling 13 places visited, 72 meetings and an attendance of 10,300, which I consider a very successful month's work. No outside meetings were held this month, although many were present not connected with the railroad. As a field representative I considered it my chief duty over the road over which the car was going, and accordingly devoted all and practically my sole attention to that.

December 1st, Miles City, Mont.

We arrived here on the last of November, finding Miles City alive to the needs of the work, officials and men interested, which same is typical over practically the entire road. Five scheduled meetings and one special meeting, the latter being at the request of the train and engine men, were held here with a total attendance of 380. This includes one shop meeting arranged by Mr. Anderson, Master Mechanic, with an attendance of 300. I might say here that the register includes the signatures of the men attending the car meetings whereas for shop meetings to save time I get as close an estimate as possible from the men in charge of the shops or the different departments, not trusting to my own estimate of the number there.

Mr. Spencer, Division Superintendent, is very active in Miles City, and for the two days considers this a good attendance. Most of the western terminals on the C., M. & St. P. are small, relatively, and then again, beginning about the first of September, the road has been cutting down forces to quite a considerable extent, but all in all, I consider that the proportion of men reached in proportion to the number employed is an excellent showing for both the road and the men.

December 3rd, Harlowtown, Mont.

Only one day was spent here as I was trying to catch up with the schedule, Dr. Campbell, local surgeon, being active in co-operation. Meetings, 2. Attendance, 47.

December 4th, Three Forks, Mont.

Mr. Molchoir, Superintendent: Mr. Comwell, Trainmaster, met the car and arranged the meetings. Two days were spent here with three meetings, a total attendance of 87.

December 7th, Deer Lodge, Mont.

I held one meeting Sunday afternoon with an attendance of 41, a shop meeting at which 244 were present and a meeting Monday morning before leaving with 42 present, spending one hour and a half after this meeting with four First Aid men of the shops, giving them additional instructions. Total meetings, 4. Total attendance, 327.

Deer Lodge was very much interested in the car.

December 9th, Avery, Idaho.

We arrived there late in the afternoon on December 8th, holding two meetings the next day, one in the school house; total attendance, 80, of which 24 were school children and town people. The car was quite an event in Avery and was full of visitors all day long.

December 10th, St. Maries, Idaho.

Spent one day here. Held one meeting. Attendance, 34.

December 11th, Malden, Wash.

Only one day was spent here, but a very busy one, with four meetings. Total attendance, 318. This includes one meeting in the school house at which 207 school children were present. Quite a number of Industrial First Aid books were bought and these will be incorporated in the course in physiology as a result of this meeting.

December 12th, Othello, Wash.

One day, three meetings; attendance, 145. This also includes one meeting in the school house arranged by Dr. Bardwell, local surgeon, with an attendance of 70.

December 14th, Cle Elum, Wash.

One day was taken from Othello to make Cle Elum at the request of the men there, being there only in the morning hours. One meeting with an attendance of 41.

Mr. Jas. Murphy, train master Columbia Division, joined the car at St. Maries, spending three days and two nights with me as a guest on the car, making these last four places, and his co-operation was very effective.

Although leaving Minneapolis five days late you will note that I made one extra place and arrived in Seattle on time.

December 15th, Seattle, Wash.

Three days were spent here with a total attendance of 55. Figures low enough to be disappointing. I do not find the officers at Seattle so interested in the car as in other places and the car was in an obscure place.

December 18th, Tacoma, Wash.

Four days were spent here with four railroad meetings. Attendance, 554, including one meeting in the Tacoma shops numbering 497 men.

Leaving Tacoma one day late by reason of day with lumber men I held a meeting en route to several men who came back in the car and requested me to show them certain points that I had shown the other men in meetings and I sailed in and gave them a full demonstration. About 24 of the Milwaukee men were guests in the car as the train was crowded and I had them back with me.

December 23rd, Mitchell, S. D.

Arrived here one day late. We spent only one day here, in order to get out in time holding two meetings with an attendance of 68, arriving in Sioux City the afternoon of December 24th.

In Sioux City I took only Christmas day off, holding a meeting at 10 a. m. the morning of the 26th. Sioux City 6 days with 2 off including day of travel.

Work days, 4. Meetings, 7. Attendance 221.

Mr. Esse, Train Master at Sioux City, in the absence of Mr. Beardsley, superintendent certainly co-operated well with the car work.

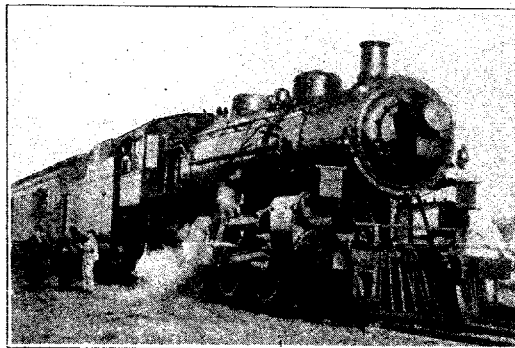
December 29th, Manilla, Ia.

Arriving here at 7:15 I held a meeting at 7:30 which I had arranged by wire, with an attendance of 27, getting to Council Bluffs early the next morning, holding meetings at 3 p. m. and 7:30 p. m. on the 30th, spending in all a day and a half there, holding three meetings with a total attendance of 59.

Going from Council Bluffs to Des Moines I had a lay over of a night in Manilla December 31st and arranged for a meeting there by wire, holding another meeting at 7:30 with 14 in attendance, so this makes two meetings for Manilla with a total attendance of 49.

The last meeting in Manilla finishes the report for December.

I have no criticism to make of my December work so far as the co-operation of the Milwaukee Road is concerned and the interest of the men and the co-operation of the officers made the work not only effective but very pleasant. The Milwaukee Road is interested in the fact that I am making a record run and are giving me all the co-operation desired. The sentiments concerning my trip over the road in November could well be repeated in the December report.



The Olympian at Othello. The Late George S. Perry, Engineer, Standing Nearest the Locomotive.

Each of these four Chicago, Milwaukee & St. Paul R. R. men has carried a Hamilton Watch for many years with entire satisfaction.



Conductor H. A. La Roy

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Above Everything Else

In buying a watch, remember the two-point standard — *accuracy* and *durability*. These are "honor points" in every Hamilton. You have a *right* to expect and you will get unrivalled accuracy in service if you buy a Hamilton Watch.

Statistics show that over one-half (56%) of the railroad men on American Railroads maintaining Official Time Inspection carry Hamilton Watches.

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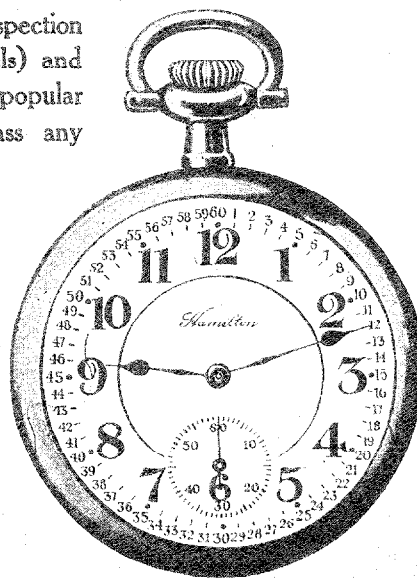
The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton movement from \$12.25 to \$150.00. No extra charge for Safety Numerical Dial on Railroad Watches.

Write for "The Timekeeper"

It illustrates and describes the various Hamilton models and is a book well worth reading if you are thinking of buying an accurate watch.

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Lancaster Pennsylvania

Master Builders of Accurate Timepieces





Corner of Supt. Clifford's Office, Green Bay.

Commencing with this issue, The Magazine will feature the division headquarters from time to time and starts off with

The Superior Division.

Geo. E. Waugh.

What is in a name? The Superior Division by any other title would still be a Superior Division. It is a condition which extends from Milwaukee to Ontonagon, with branches reaching east and west. The Superior Division is the largest in the middle district, and it is one of the busiest on the system, with train operation of about 4,300 miles a day, freight and passenger.

It is manned with a splendid organization of loyal, hard workers. An unusually large percentage of these men are old in the service of "The Milwaukee Road," a number of them have had their sons in train service, and in the Green Bay shops. There are no "boomers or floaters" on the Superior Division, and the "floaters" and the long years of service of most of these men is an index to the efficiency of their organization. If a man does not measure up to the size of his job it does not take thirty years for the fact to become apparent—and there are lots of men on this division in the service for thirty years, and many of them longer.

The terse epigram hanging over the desk of C. S. Christoffer, train master at Green Bay, indicates "Superior Spirit." "While you have the strength to say 'I'm down and out' you are a liar if you say it." There is a punch behind that statement. In fact, the atmosphere on this old division begets activity. Anyone knows when the mercury stem drops to thirty below, and it frequently does on this division, that a fellow has one alternative, hustle or freeze, and the records indicate that they have had no frozen men.

Supt. J. M. Clifford's busy office force

dropped the question of log and ore loading long ago to get a flashlight of part of the organization. The picture shows Irene Jacobs and I. Burnhamis, stenographers; M. B. Fleischer, chief clerk; Fred W. Liegois, asst. chief clerk, and last, but not least, "Bud" Larscheid, the callboy who is the walking "Big Ben" of the Green Bay train men. In addition to J. M. Clifford's office, the second floor of the old depot also provides office room for C. S. Christoffer, train master, and E. E. Peters, chief dispatcher. The first floor is occupied by T. H. Vaughn, local agent, and the company's freight business is transacted from these quarters. Green Bay is a city of over 30,000, with tremendous industrial development, and Mr. Vaughn and his corps of assistants handle a great volume of freight and passenger business from this busy city.

Superintendent J. M. Clifford, like many of the men under him, has spent a lifetime on the Superior Division. He is a member of the American Mining Congress. This organization represents one of the largest freight producing industries in the Lake Superior district. Ore is a commodity that is distinctively a Superior Division product, and Mr. Clifford's years of experience qualify him as an expert on the loading and moving of iron and copper ore. He is strictly business and pleasant in conducting it, knows his men by their first names and calls them by that handle. The organization to a man is with J. M. C. "Hustle and Harmony" is their working insignia.

Bill Karn, the engineer who pulls No. 6 from Green Bay to Milwaukee, and Ole Olson, his fireman, are types of the rugged, steady nerved engine men of this division.

The Green Bay Shops on the east side of the Fox River is one of the largest, if not the largest, industrial plant in the city. When working to capacity about four hundred men are employed here. Wm. H. Hart, as-

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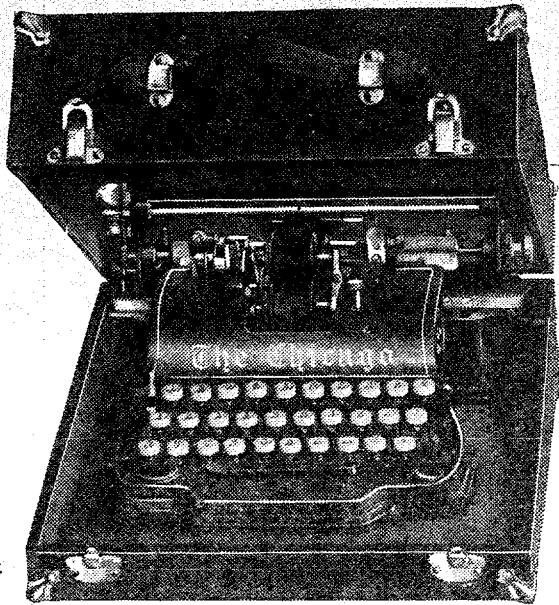
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\$2⁰⁰ and You Keep This Superb Typewriter

YES, that's right—you keep this typewriter for \$2.00. A wonderful typewriter offer—an offer made direct from the factory without any jobbers', dealers' or middlemen's profits of any kind on ten days' free trial. Use it all you want to. Try it for speed, durability, all-around excellence. Notice its exclusive patented features, its new line space, regulator, bronze carrying bearings, patented eraser plate, patented envelope addressing plate, steel interchangeable type wheels printing ninety letters and characters. Then, if you do not want it after ten days' free trial, just send it back at our expense. If you find it the greatest typewriter bargain you have ever seen or heard of anywhere and decide you want to keep it you can make settlement for the balance on easy monthly payments. Take immediate advantage of our direct selling plan—a plan that sweeps away all jobbers', wholesalers' and dealers' profits and enables you for the first time to get a strictly high-grade typewriter direct from the factory for less money than others ask for second-hand machines. It is the only typewriter good enough to put on a ten-year iron-clad guarantee and easy payment plan such as we offer you here. Get full particulars of our direct, sensational, rock-bottom selling offer. This is a limited offer. Mail coupon for particulars today.

Easy Payments Never mind the money. Our low, wholesale price and easy payment terms are so very liberal that you never think of the money. Remember, on this great offer you get the typewriter direct from the factory at the rock-bottom, wholesale price. We allow ten days' free trial. Use it just as if it were your own. Write all the letters you want to on it. Test it in every way. Compare it with any other make typewriter you wish. If at the end of ten days' free trial you decide that you do not want to keep it just return it to us at our expense. If you like the typewriter and decide that you want to keep it, you can make settlement on the easiest monthly payments. Get this typewriter in your office at once. Let it prove its superiority over all other makes.

Prices Smashed Yes, smashed to the rock-bottom on this amazing publicity offer. Take immediate advantage of our direct selling plan. Buy from the manufacturer direct. Get this wonderful typewriter in your home or office on ten days' free trial. If at the end of the free trial you want to keep it, our easy payment plan is open to you. Take your time to pay for it.

10 Years' Guarantee Our guarantee is not for one or two years, but for ten years. It means that I guarantee my typewriter to you for fully ten years from the day you begin to use it. My factory gives you a guarantee bond. I endorse this bond direct to you. Our 25 years of successful business reputation is your protection. I want everybody to have the best typewriter. That is why I am making this great offer to you.

Limited Offer For a limited time only we will include free with every "Chicago" a handsome brass-mounted, leatherette carrying case. We cannot guarantee how long this free offer will last. We therefore say, send coupon today, and get the benefit of this big free offer. Remember, we sell this wonderful typewriter direct on easy monthly payments without any dealers', jobbers' or middlemen's profits of any kind. This is the most astounding offer made on any high-grade typewriter. Our ten-year iron clad guarantee is your protection. Mail free coupon for full particulars today.

MAIL COUPON NOW

Write today! Get full information of this wonderful offer. Learn all about our rock-bottom wholesale price and direct selling plan. It means a big saving to you on the purchase of a typewriter. For a limited time only we include a handsome carrying case free. Mail coupon today. NOW!

FREE Coupon

Galesburg Writing
Machine Co.

Dept. 143 Galesburg, Ill.

GENTLEMEN: With the understanding that I am not buying anything or paying anybody anything, you may send me, free and prepaid full particulars of your direct selling plan.

NAME.....

ADDRESS.....

Galesburg Writing Machine Co. Department 143
GALESBURG, ILL.

sistant district master mechanic, one of the oldest employes on the system, presides over these works. Mr. Hart started on the Superior Division in 1881, when part of the line was under construction. He has served his time as fireman, engineer, roundhouse foreman and traveling engineer. He is the possessor of a rich fund of information regarding this division and the territory it serves. We have lots of old timers in these shops, said Mr. Hart. Some cases where both father and son have learned the machinist trade, boiler work or carpentry right here in this plant, and the training they get here must be pretty good judging from the number of old employes who have graduated from the Green Bay Shops to take bigger positions.

P. C. Hart, general manager, was telegraph operator and storekeeper here in 1883. Mike Parkinson was a car smith in these shops and he is now general car inspector for the system. George G. Mason is another of our old graduates. He was roundhouse foreman here years ago and afterward went to Milwaukee as mechanical engineer. He retired from the service when his uncle, "Silent" Smith, died and left him a fortune. It would take a long time and a big book to mention all the men who got their experience in these old shops who have made their mark in bigger fields. But we also have a number who stayed here and achieved prominence in Green Bay. Ed. Gunn, chief clerk, is one of the "City Fathers" and President of the Council Board of the city. He came here as timekeeper in 1881. The storekeeper, Desire Maes, is the father of thirteen children and three pairs are twins. Maes is also the conductor of the Green Bay Band. Barney Zindel, foreman in the machine shop, has thirty-one years' honorable service to his credit.

We repair about fifteen hundred cars a month at this plant, overhaul sixty locomotives a year, and make light repairs and inspections on seventy engines a month. If the year's work at the Green Bay Shops could be coupled together it would make a solid train about one hundred and thirty-five miles in length. Does that not prove that the Green Bay Shops is quite a busy institution?

Elihu Root Bock, hunter and trapper of Mosquito creek, Council Bluffs, is in a most embarrassing position. He is a son of W. E. Bock city passenger agent of the Milwaukee railroad in Omaha, and has seen eleven summers.

This winter Mr. Elihu Root Bock developed a passion for trapping, and has a stack of correspondence on this subject at least a foot deep. He has written all of the leading fur companies asking for their prices on furs and promising to sell them his hides if the said prices are right.

The Bock family lives in the Bluffs in the vicinity of the raging torrent previously named and Elihu Root has scores of cleverly constructed traps set along its banks, laying for the various wild beasts which prowl that territory.

Yesterday morning Elihu, in looking over his traps, discovered he had caught a skunk. Upon looking at his price list he found that it was an important capture. Therefore he proceeded, with true Spartan stoicism, to retrieve his prey. The general result was unmentionable.

He put his school on the bum for most of that day and finally his teacher, in a fainting condition, told him to go home and face the end bravely.

Mr. Bock buried his son's clothes, but overlooked a pair of mittens, which Elihu shoved into the pockets of another suit. Upon attending his school again this morning, the teacher once more required him to retreat. The Milwaukee's city passenger agent is now seeking an antidote for the aroma which still clings to his ambitious son.

"If that kid of mine don't cut this trapping business out," said Mr. Bock, "we'll all be quarantined. It's fierce."—Exchange.



Machinists, Green Bay Shops.

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It Saves You

\$41⁵⁰

On Genuine No. 3 Model
Visible Oliver Typewriter

TYPWRITERS DISTRIBUTING SYNDICATE
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The regular catalog price of the No. 3 Oliver is \$97.50. By purchasing in wholesale quantities and selling to you direct, without agents, salesmen or branch houses, we are able to make the astonishingly low price of \$56. And we allow you to pay for it like typewriter rent—\$4 per month. No deposit—no collectors—no interest—no red tape. 13 cents a day for a few months, and this splendid No. 3 Oliver is yours!

Use It FREE at Our Risk

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

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

Complete Oliver Equipment

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

Oliver model. Guaranteed for full life of machine.

Rent Money Buys It

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

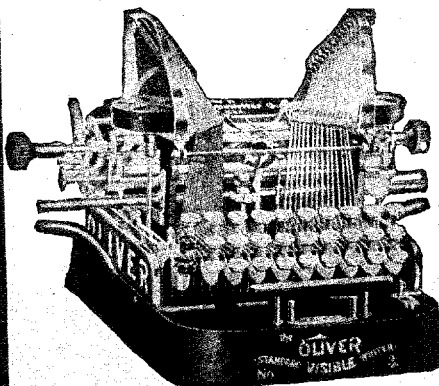
Send No Money Now

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

18,000 Machines Sold Under This Plan

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

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



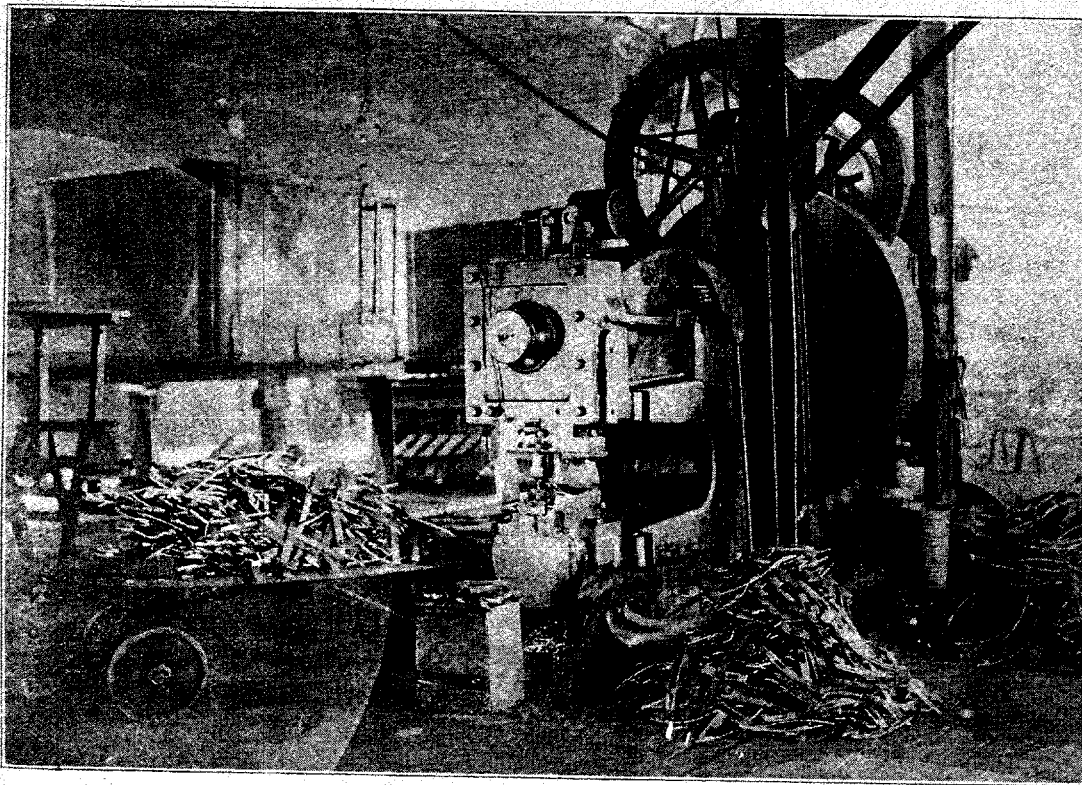
Typewriters Distributing Syndicate

166-R11 N. Michigan Blvd.

CHICAGO

(209)

Mechanical Department



Specialties in Milwaukee Shops.

A. N. Lucas, G. F. Boiler Work.

As you know the Chicago, Milwaukee & St. Paul Railroad Shop at Milwaukee is one of the big railroad shops in this country that does things. It might be considered a manufacturing plant as well as a first-class railroad shop. This is due to the fact that they build a large portion of their own locomotives, all classes except Mallet type. Car side also equipped to take care of seventy coaches at one time and build twenty-six modern 80,000 capacity cars per day.

During the past eight years they have built 528 locomotives. This means 528 good boilers and 528 tanks. Have also built 187 pump and stationary boilers.

Also want to state that this road practises economy to a considerable extent. The frames for these new locomotives are all made up from good picked scrap, pile slabbed and then worked up into frames. All of their main rods, side rods, many of their axles, mudrings and guides are worked up in the same manner.

Their scrap pieces of heavy boiler plate are sheared up in pieces, 3½, 4-inch wide, 12-inch or longer, rerolled in their small rolling mill, blacksmith shop, and then worked up into spring hangers and spring hanger gibs, wrenches, etc.

The cylinders for the new locomotives are all made up in their own foundry. I mention this because the making of good cylinders is considered quite a job. Foundry is also making between five and six hundred car wheels per day. They also furnish 1,200 brake shoes per day. These brake shoes calling for 1,200 steel brake shoe backs. These are made up of ¼-inch steel, 1½ inches wide, 13 inches long, oblong hole ⅝x1½ punched at each end. They are then formed to a radius of 15½ inches and it has been up to the boiler shop to furnish same.

I am sending you herewith photograph of one of our large double punch and shear on which we have been making these steel brake shoe backs, cutting off to length at one end, punching and forming at the other end. In punching we have made special punch and die with stripper bolted over top of die, leaving just enough space to place in ¼x1½-inch plate. This allows punch to strip quickly and gives them a chance to turn and punch opposite end without missing stroke of punch. When both holes are punched the steel back is placed in forming die, which you will note, male die is bolted on top header of punch, female die is at bottom bolted to die plate.

Will also state there is a guard placed around bottom die, so that there is no chance of injury to operator. Just as fast as backs

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are punched they are formed. When operator punches the last hole he places back in former. When he punches the first hole he throws back out finished. This operation is taking place at every stroke of the punch and we are furnishing these steel brake shoe backs complete at a cost of about 8c per hundred.

In some cases, to economize, have been shearing these pieces up from old plate. This bent and twisted them up, so that same had to be straightened before they would go under stripper.

By looking at the picture you will note we have bolted block on top header so that same could be straightened without interfering with the cost.

Addition to Savannah Car Shops.

Ray G. Newell.

The new woodwork building at the car shops, a brick structure 30x50 feet, is rapidly nearing completion, where all the latest machinery will be installed and all heavy car repairs will be made.

Chief Carpenter Gradt and a force of men are now building an addition to this, a frame building 30x50 feet, sided with corrugated sheet iron, for the purpose of storing lumber and material for making the repairs.

In addition to this they have the main boiler room, 18x120 feet, built of brick, with the boiler situated in one end, with a smoke stack 80 feet high, that heats the office, oil room and other places where steam heat is needed; also heats passenger coaches standing on side tracks when necessary.

In the opposite end of this building is a

large and convenient blacksmith shop, and in the middle is the air testing and airbrake supply room.

Another small building in close proximity contains a 12 h. p. gasoline engine and air compressor for testing airbrakes.

With all these large shops, the new enlarged yard, the new viaduct, the grand new passenger depot and heating room for same, an automatic 500-ton capacity coal shed, the new water system and the electric lights everywhere, the old Milwaukee is making Savannah one of its largest and best terminals on the whole system.

Efficiency on the Part of Engineers.

G. T. Spaulding.

The meaning of the word efficient is to produce results, being actively operative or capable, competent and qualified. Efficiency means ratio of useful work for energy expended. When we sometimes hear the remark, "he is an efficient engineer," we ask ourself, how are we to be an efficient engineer? The greater majority of us wish to be efficient and hold our positions on our merits, while perhaps, there are a few who are content to merely draw their pay and gain no reputation for efficiency. Let us hope there are very few of this latter class. There is as much difference in the ability of engineers as there is with doctors or lawyers, and we would not care to have our case looked after by other than the best doctor or lawyer, and especially so if ours was a serious case. At the present time it appears that the railroads have a serious case,

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

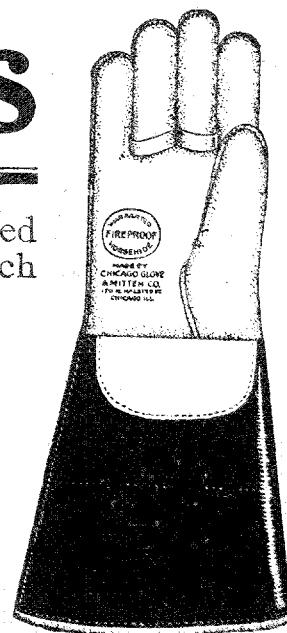
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such as would require the services of the best that is possible to obtain in the way of power operatives, and what makes it more serious is the fact that men having served the required apprenticeship and passed the examination are promoted to the very responsible position of locomotive engineer, without any guarantee on the engineer's part that he will keep posted on various equipment found on the modern locomotive. In our conversation with engineers we frequently hear one speak of another as a "Scranton School Engineer," and in so speaking wishes to convey the idea that the one spoken of is not a practical and competent employee. Remarks of this kind lead younger men in the service to believe that being a student of a correspondence school or studying books is not necessary to become proficient in charge of a locomotive. We will admit that experience is the greatest and best teacher, but it is possible to combine our experience with information learned from books and pamphlets and be thirty per cent more efficient than with experience alone. The opinion of one who has endeavored to learn a little about the various appliances on a locomotive and one who daily comes in contact with the "work reports" and written statements of engineers, is that we should never "knock" an educational institution or the man who studies, and that it is just as necessary that we take post graduate courses as it is for the doctor or lawyer to do so. Our employers have the right to expect that we will not only be well posted at

the time we are promoted, but that we will continue to keep up with the times and when new, modern appliances are added that we will get busy and learn all about them, not only practically, but technically, and to have a thorough knowledge of the construction and operation of each and every part, and to do this we must study books and pamphlets treating on each individual appliance. It is our privilege to peruse the writings of men who have had experience and profit by it in the way of applying the knowledge thus gained to our daily experience with the locomotive. What we need is more study, more technical knowledge of the complicated appliances placed in our charge; if we should not know their inside workings, who should? Let's get busy and not do so much *guessing* when reporting defects in appliances and equipment. We have only this once to be an engineer; we have chosen our calling; let each one of us learn more of that greatest and most useful of all machines, so as to be an efficient engineer, one who knows every part of the locomotive and be capable of giving expert testimony in regard to construction and operation, at any time or place. We will then be a credit to ourselves and our employers. Indisposition to study is the greatest trouble; if we find it hard to study keep at it until we form the habit; it can be done, and if we properly fit ourselves for our position we may be able to operate the locomotive creditably and profitably, otherwise our employers may go bankrupt through our mismanagement. Webster's definition of an engineer, *an efficient manager*.



RATES

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

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See

The Olympian Again

Gainesville, Fla., Dec. 9, 1913.

Mr. V. B. McAdams, Seattle, Wash.

My Dear Mr. McAdams: Just dropping you a line to let you know that I arrived O. K. with bag and baggage and right on schedule all the way through.

Had a fine trip all the way through and especially via the Olympian. The Royal Palm was a good train, in fact the best train and only all steel one running between Chicago and Jax, but it seemed like riding on a cattle train after the Olympian.

Be sure and tell the ladies riding over your road to take their curling irons with them. Mrs. Nee was almost heartbroken when she got in her compartment and found the electric curling iron heater there and had packed her curling iron.

I want to thank you for your many courtesies and your fine train service. I'm sure I'll never ride on a better one.

Sincerely yours,

LIEUT. H. W. McCORMACH,

Lieut. U. S. N.

Bremerton, Wash.

Under Rear Admiral Reynolds of the Pacific Reserve Fleet.

Mr. Robert Cunningham, Seattle, Wash.

Mr. Dear Sir: I want to express through you to the Chicago, Saint Paul and Milwaukee railroad officials my appreciation of the service on their road. It was my good pleasure to complete an around-the-world tour on the "Olympian" of the Milwaukee railroad. The best of the world tour thus came at the end. Not only were we carried in safety but also we were given scenery, comfort and courtesy unsurpassed.

Sincerely,

CHARLES L. MAXFIELD.

Seattle, Wash., Jan. 17, 1914.

**Twelfth Annual Ball of B. of R. T.,
Madison, S. D.**

The twelfth annual ball of the Brotherhood of Railroad Trainmen at Hunter hall last evening outclassed all previous occasions of the kind. The attendance was simply a crush, over 200 couples being present. But the pleasures were just as great as the crowd. The hall was very beautifully decorated with emblems of the order fashioned in colored lights, crepe paper, pennants, banners, etc. A novel feature was a souvenir ticket ribbon badge worn by the dancers upon which was printed: "12th annual ball given by the Brotherhood of Railway Trainmen, Tuesday evening, Jan. 27, Madison, S. D., souvenir ticket, Madison lodge No. 714." The members of the order were also decorated with sparkling new badges of the order, the decorations adding to the dazzling appearance of the large company under the bright display of electric lights. The music by the Apollo orchestra was fine, and never before in the history of this city was a happier company of dancers assembled together. The real hospitality of railroad men is proverbial, and guests at the dancing party last evening are convinced that there are no better entertainers in the land than the Madison railroad boys. The Brotherhood of Railroad Trainmen desire to extend their sincere thanks to business men and others who extended them courtesies and assisted in making their ball last evening a success.

Obituary

The many friends of Mr. Anthony Deitle were very sorry to hear of his death at Utica, N. Y., on Sunday, February 15th. Mr. Deitle was probably one of the best known and certainly one of the best liked men who has ever been connected with the Chicago Terminals in any capacity. Mr. Deitle had been employed as switchman and yardmaster in the terminals for more than thirty years. He was a member of At Last lodge No. 456, Brotherhood of Railroad Trainmen.

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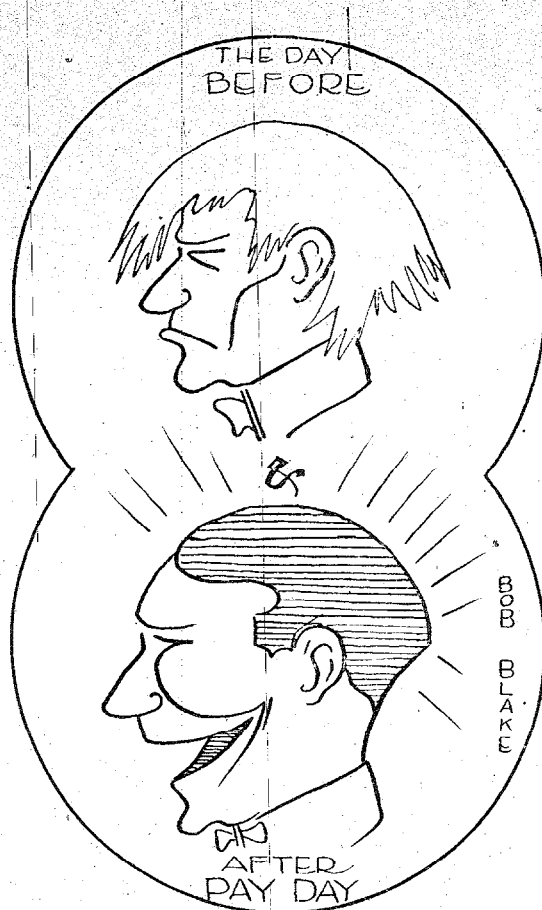
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Smiles



As Our Popular Artist, Bob Blake, Sees Faces from the Treasurer's Office in the Railway Exchange Building.

The thing that goes the farthest towards making life worth while,
That costs the least and does the most, is just a pleasant smile.
The smile that bubbles from a heart that loves its fellowmen
Will drive away the cloud of gloom and coax the sun again.
It's full of worth and goodness, too, with manly kindness blent—
It's worth a million dollars, and doesn't cost a cent.

—Contributed by Frank J. Fenimore.

A Reasonable Belief.

"Do you believe in the doctrine of predestination?"

"To a certain extent, yes."

"How, for instance?"

"Well, if on an income of \$2,500 a year I tried to keep a \$3,000 automobile and live a double life I feel sure that I should be predestined to get into trouble."

Work Report on Engine 1313.

By F. L. Hartman, Avery, Idaho.

Reduce main rod brasses just a bit,
Side rod bushings do no fit;
Right main crankpin brass is broke,
Tighten bolts in left guide yoke;
Square the valves, she's running lame,
Examine crack in engine frame;
Take up slack 'tween engine and tank,
She starts with a jerk and stops with a yank.
Cross equalizer is also broke,
Be sure and lower her petticoat;
Tighten right front driver tire,
Raise her trailer trucks up higher;
Also grind in boiler check,
Tighten wind sheets to the deck.
Lubricators are on the blink,
Left back sandpipe stopped, I think;
Top gauge-cock is badly leaking,
Pump don't get oil, and it is squeaking.
Injectors don't take up water right
And throttle gland is packed too tight.
Be sure and put in headlight glass
And her tank brakes will not release.
Have tank and boiler washed out clean,
Examine carefully tank hose screen.
The right wristpin is out and gone,
The old steam gauge, it tallies wrong;
Her pop now do not fail to set—
If you fail she'll get my old goat yet.
When brake-valve is set on lap
It brings train up with a snap,
And her tank brasses will not release;
Fill all rod cups up with grease.
Her firing valve does not close right
And the damper does not fight up tight.
I think there are some staybolts broke;
Her pump it takes too long a stroke.
Raise up pilot, crank all dogs,
And put on new left D. B. shoes.
Set up all her wedges tight—
That's all that I'll report tonight.
Now, Mr. Foreman, get this done
So old Nancy will not miss her run.

PARLULAR PETE, Engineer.

"Once upon a time, James," said a serious adult to a little boy who was inclined to be greedy, "a little boy ate too much mince pie and he burst."

"Fudge!" was the lad's disrespectful answer, "there ain't such a thing as too much pie."

"Then," very impressively, "why did the little boy burst?"

James, with open disgust and grim amusement:

"There wasn't enough boy."

Music.

"Did you enjoy the concert last night?"

"Part of it."

"Which part?"

"When the fiddler was tuning up. I could understand that."

Lively Agent: "Well, sir, can I sell you an encyclopedia?"

Aged Native: "No, I guess not. I'm gettin' purty old to ride around much."—*Puck*.

The dinner was given by a colored man named Ebenezer White, and the guest of the evening was George Washington Green, chief deacon of the little church that White occasionally attended. Grace, of course, was eloquently said, and at its conclusion Mr. White began to carve the chicken. Then Deacon Green became facetious.

"Brudder White," he smilingly remarked, "do 'dat nex' do' neighbor ob your'n keep chickens?"

"No, sah!" came the prompt response of Mr. White, as he deftly pried loose a well-roasted wing. "but he try hard 'nuff to keep 'em."—*Argonaut*.

"I understand that there are two rival social sets in this town."

"Yes. One set is composed of people who have undergone operations for appendicitis, and the others have had the children's adenoids removed."—*Chicago Record Herald*.

"Bill's going to sue the company for damages."

"Why, what did they do to him?"

"They blew the quittin' whistle when 'e was carryin' a 'heavy piece of iron, and e' dropped it on 'is foot."—*Everybody's*.

First Tramp: "Tink dey'll make a success of dem airships?"

Second Tramp: "Sure! An' when dey do we'll be stealin' rides on dem, same as on de freight trains."—*Puck*.

A negro woman in Savannah was preparing for her wedding. For four weeks before the ceremony she saved her wages and immediately after the wedding she hunted up her mistress and asked her to take charge of her fund.

"I'll take it, of course," said the puzzled woman. "But, Mandy, won't you need money to spend on your honeymoon?"

"Miss May," said the bride, "does you think I'se goin' to trust myself on a train wid a strange niggah, an' all dat money on me?"

"See here," said the old lady in the dining car, "this milk of yours is half water and half chalk. What do you mean by advertising it as pure?"

"Madam," said the brass-buttoned worthy in charge, "to the pure all things are pure."

J. B. Morley is the new night machinist. He has moved to Melstone and will be welcomed by the railroad family.

Conductor A. A. Arnold's wife has been at Butte under medical treatment for several days. He reports her improving nicely, which we all are pleased to hear.

Div. Freight Agent Earling paid Melstone a visit one day recently.

B. & B. Foreman G. W. Lanning has been at Melstone with his force for several days, putting up a new eighty-foot smoke stack on the roundhouse.



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

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

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

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Special Commendation

On river division, extra West, February 10th, brakeman W. H. Funk found a part of brake shoe wedged in a spring frog in the west end of Red Wing passing track, while his train was pulling out of the siding.

His watchfulness and his quick action in stopping his train were doubtless the means of preventing a derailment, and certainly are to be commended.

C. & C. B. west, brakeman George Seelig, Engineer P. J. Donovan, Engineer Wallace Rawson and Fireman A. Curtis received a letter of commendation and notations in the roster for the exceptional moves they made a few weeks ago when a west bound train in charge of Conductor Kaneally, with Engineer Rawson, Fireman Curtis and brakeman Seelig, all on the engine, had a derailment, fouling the opposite main track. The brakeman went ahead to flag No. 20 and had them stopped opposite his engine in a remarkably short space of time. Credit was given Engineer Donovan for such close attention to his work and to the other engineer and fireman for being on the ground and ready to give warning signals to No. 20 in case the engineer had not seen brakeman Seelig.

The outside engine crew in Perry yard, comprised of Engineer J. Quade, Fireman H. Stoner, Foreman Guy Curran, Helper Robert Brown and J. V. Scurry demonstrated a new method of fighting fire a few weeks ago in Perry yard. Some old bunk cars which had been stored in the east yard close to the B. & B. material yard, caught on fire by being occupied by some tramps. When the alarm was turned in and the city firemen arrived, they found the cars were too far away to be reached by the hose they had with the pressure on the city mains. This engine crew, went to the old yard, coupled onto the cars and made a run to the new yard where the fire was extinguished at the company's water tank. The fire was discovered about midnight and those who saw the spectacular run made by the crew with the burning cars say it was quite a sight. Had this crew not taken the burning cars away when they did, the fire would have caused considerable damage for the company as they were located in the storage yard of the B. & B. department.

Operator G. T. Hally of Collins received a letter of commendation February 7th for the discovery of a hot box on sleeping car No. 6. He noticed the box blazing as it passed his station, stopped the train at Capron and had the car given attention.

On January 28th, Mr. Seeger, agent at Morley, stopped 262, and on investigation it was discovered that the airbrake on PRR car 285-528 was set, and on account of the dense fog prevailing at the time, it would not, in all probability, have been discovered until the wheels had become overheated and in consequence might have resulted in a serious wreck. Such an act is worthy of great commendation, and Mr. Seeger has set an example worthy of emulation.

Conductor Lee Tolbert received a letter of credit and a mark in the roster in January for discovering defects under a car in a passing train, when getting ready to leave Perry yard. The car was set out before any damage resulted.

Conductor E. J. Lavell received a credit mark and letter for the discovery of defects in a car in a train about to leave a terminal on the C. B. (la.) division, the fore part of January.

Operator J. G. Etzel received a letter of credit and notation in the roster for the discovery of brakes sticking on coach No. 26 passing his station February 1st. Train was stopped at Pickering where it was found the wheels were red hot.

Conductor P. J. Johnson of the west division was given a credit mark for stopping cars

in Perry yard, which had gotten away from the switchmen and were in danger of striking other cars.

Conductor B. F. Gable was given a letter of credit and a mark in the roster for the discovery of a car off center in train at Keystone the 22nd of January.

While Trainmaster J. F. Anderson was watching a freight train pulling into Perry yards a few days ago he noticed that one of the cars had a bent axle as it went by. I wonder if he will get a credit mark for this.

S. C. & D.

E. Murphy, S. F. C.

On January 1, brakeman M. F. Clement found a grab iron on St. L. & S. W. 21480 at Jefferson, S. D., and notified Conductor G. Dunham in time to save him from an injury.

On January 19, Agent Hoke at Jefferson, S. D., noticed a brake rod dragging on passenger train No. 101 and notified conductor before an accident occurred.

Conductor J. P. Bicknell discovered a cinder car with platform gone at Elk Point, and notified train dispatcher who put up an order for trainmen to look out for it until repaired.

On January 28 as Foreman F. A. Hunt stepped from the round house office at Savanna he discovered a blaze on the roof of a nearby tenement house, and by his promptness our "Old Reliable" company fire department was soon on the scene and had the fire under control before the city fire department got there.

Peter Hans Fransen, better known as "Pinkney" made his way up to the roof with an ax and tore off the peak board and a few shingles, making it easier for the boys to get water where it did the most good. "Pinkney" also got some of it.

Mr. Edward McArdle, Engineer.

Mr. E. J. Olson, Foreman, Galewood.

I notice in checking the reports for February 6th, you had charge of engine 7609, left Western Ave. at 11:20 p. m. with 30 cars for the Pan Handle at 59th Street. You arrived there at 12:05 a. m.; although losing the per diem on this train your running time will show that an effort was made to get this train to its destination before 12:00 o'clock and this is to advise you that the management appreciates the prompt handling of this train.

W. C. BUSH,

Asst. Supt. Terminals.

Mr. Edward McArdle, Engineer, Galewood.

Mr. P. E. Scanlon, Foreman, Galewood.

In checking up the different trip reports since February 1st, I find that on February 2nd you were in charge of engine 7119, left Galewood at 10:40 p. m. with 46 cars for the Belt at 22nd Street, arriving there at 11:55 p. m., thereby saving the per diem on the train.

You had delays on this trip of 35 minutes; your actual running time being forty minutes.

February 4th you had engine 7131, left Western Ave., 11:00 p. m. with 30 cars destined 59th Street, Pan Handle Yard, arriving at that point 11:55 p. m., thereby saving the per diem on these thirty cars.

This is to advise you that your prompt movements in the above cases are worthy of commendation and are highly appreciated by the management.

W. C. BUSH,

Asst. Supt. Terminals.

Superintendent E. W. Morrison, C. & M. Div., submits the following letter, with explanation:

Mrs. Brady left her pocket book in the seat when she left the train, and same was picked up by brakeman Cheney who turned it over to Conductor W. B. Carr, who took pains at once

to find the owner and restore the property promptly. The letter speaks for itself.

Chicago, Jan. 25, 1914.

Mr. E. W. Morrison, Supt., Chicago.

Dear Sir: I am writing to inform you that my pocket book, lost on train 141, has been returned to me by Mr. Carr. Not knowing where I lost it, I consider it a recommendation for the honesty of your employees and I appreciate it very much.

Very truly yours,

(MRS) MAMIE A. BRADY,

3107 Walnut street.

Assistant Superintendent Thurber recommends for special commendation, Agent Frank Shipley at Cross Plains, Wis., who has, within the past three months stopped four trains on account of brake beams being down under cars. His action in each case has been placed to his credit in the roster, as his watchfulness unquestionably prevented accident.

The following also from Assistant Superintendent Thurber: Recently Conductor Geo. Dunn of the East Prairie du Chien Division discovered improper notation on way bills for three cars of stock, resulting in cars being set out, and stock watered and fed.

Indications on the way bill were such that they could have been very easily overlooked, and cars hauled to destination, causing the company a fine.

A record has been made to the credit of Conductor George Dunn for good service.

Trainmaster McNaney of the Northern Division recommends for special commendation, Section Foreman A. A. Farley, who discovered brake beam dragging in front of wheels on car 31503, extra east, February 17. Farley stopped the train before any damage occurred, and that an accident did not take place is due to the watchfulness of this section foreman.

Trainmaster Christopher of the Superior Division submits the following letter from a Green Bay woman, complimenting Brakeman Breckenridge for his courtesy to passengers: F. T. Christopher:

Dear Sir: After traveling through the East for months, and being in constant fear of missing my stations because of the unintelligible way in which they were called, I was much impressed at the manner in which the brakeman on your road performed his duties last Thursday. I came up from Milwaukee, leaving at 7:20 p. m., and the young man in charge of the coach that I was in was an exceptionally bright and courteous attendant. He called the stations clearly, and often, and he did more—because some passengers were asleep, he called the second time always in a resonant, clear-cut way, that aroused them every time. His attention to two women with bundles was courteous, and his whole manner of discharging his duty was such that it impressed me, and I am prompted to write to you in this way.

Certainly you will be glad to hear a word in commendation of an employee.

Sincerely yours,

MAUDE LEONARD McCREERY.

On the morning of February 7, bridge carpenter Howard Kneasel discovered a broken rail one-half mile west of Whitney, Montana. With Safety First uppermost, Mr. Kneasel stayed by the defect and flagged No. 63, which was nearly due. This undoubtedly prevented a wreck and loss of life. Mr. Kneasel is entitled to a vote of thanks for his devotion to duty.

Superintendent P. L. Rupp has written letters of commendation and credited the records of the following: Thomas Day, switchman at Galewood, for discovering broken rail on westbound main track, east of Hancock avenue, on Bloomingdale Road. His attention and prompt action in notifying proper authorities no doubt prevented accident and serious delay to traffic.

Patrick Murphy, switchman, Western avenue coach yard, for discovering fire under Baker Heater, in parlor car Rugby, C. & M. No. 5, January 25. Murphy put out the fire immediately, preventing serious damage and delay to train.

William Ready, foreman, Western avenue,

American Casualty Company

Home Office: Tacoma, Wash.

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

ROBERT D. BEDOLFE

Superintendent of Railroad Department

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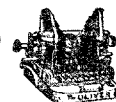
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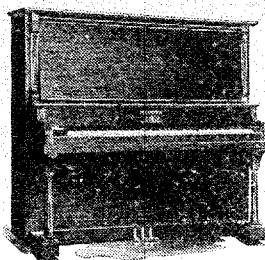
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**The Dexter Horton
National Bank**

Seattle, Washington

for reporting side-door fixtures gone on St. Paul car 8751, loaded with horses from Chicago Junction Ry. Prompt report of this gave opportunity of taking matter up with the Junction Ry., and action was greatly appreciated.

Wm. Ready, foreman, Western avenue, for reporting the finding of bag of soiled linen in baggage care en route to L. S. & M. S. Ry. By reason of his promptitude, the linen was recovered, saving considerable loss to the company.

Wm. Ready, foreman, Chicago terminals, for prompt repairs to car door at Union Stock Yards. Car was loaded with horses and damage to this door was likely to result in injury to the animals. Prompt action very much appreciated.

Special commendation is due Roadmaster P. Burns, Trans-Missouri Division, for discovering broken rail in front of No. 17, recently. Broken rails on this division have been numerous during the extreme weather, but so far, by continued watchfulness, all have been found and repaired without causing damage or injury.

Switchman Carl Klem, Austin, Minn., found a brake beam hanging on a refrigerator car while switching at the Hormel Packing House. Had this gone unnoticed it might have been the cause of a serious accident.

George Volrath, stationary engineer at Dubuque shops, takes great pride in the appearance of his engine room. It is always tidy and clean, the trimmings, safety railings, cuspidors, etc., are always highly polished, the floor as clean as a parlor, and attractive pictures are hung on the walls. He is entitled to great credit and special mention in The Magazine.

Train No. 803, January 24, struck a broken rail near Hillview, S. D., derailing engine tender, two coaches, two merchandise cars, one empty box, one combination car and a cream car. The train crew succeeded in re-railing the entire train with a delay of only one hour, which we consider exceptionally good work. The train was in charge of Conductor Guy Wynn and Engineer Al Davidson. Superintendent Melin wrote each of the men a letter of commendation on the exceptional performance.

Conductor F. E. Wilcox, while working as brakeman on H. & D. train 76, February 8, discovered a piece of wheel flange about 20 inches long near the switch at the east end of the passing track at Appleton, Minn., and immediately wired the dispatcher's office regarding it. A careful inspection of train Extra West. Schmitz conductor, located the car from which the flange was lost, PS car 302385, a car loaded with 100,000 pounds of company coal. We consider Conductor Wilcox's action in this matter as worthy of special commendation.

A GOOD LETTER OF COMMENDATION.

Chicago, Ill., February 6, 1914.

Mr. Thomas Killeen, Conductor, La Crosse Division, Milwaukee, Wis.

I have before me your 105 report for train 4-63, leaving Milwaukee 7:30 p. m., February 4, and arriving at Portage 11:20 p. m., same day. This report reached this office on the morning of the 5th, and I want to thank you for the quality of your work in making up the report and your promptitude in sending it in.

We think we have discovered a method for recording the movement of cars that will enable us to do the work with the utmost dispatch, and the question of how close we can keep the records up to the movements of the cars depends entirely upon the promptitude with which the conductors' reports reach this office. If all the conductors do as well as you have done in this case, which is probably the best that could be done, it will be entirely satisfactory.

Our conductors may not all understand that a railroad is obliged to maintain a tracing department which costs a good deal of money. This department is in touch by letter, wire or telephone with the shipping public, and is dependent to a very large extent upon the

reports the conductors make for information as to the location of cars, probable time of arrival at a given point, and other particulars which we are called upon to furnish shippers and others and, that the efficiency of the work performed by this department is in great measure controlled by the conductors of our freight trains.

An efficient tracing department is a good solicitor of business, and if we are able to satisfy the shipping public, or nearly so by promptly meeting its calls for information, we will make this railroad popular, increase its earning capacity, be obliged to run more trains and employ more trainmen, so it is not difficult to see that the interests of the company and the welfare of the employee is involved in this question.

I am well aware that innovations are not looked upon with favor, and that the report in question is a little more complicated than the old form, but I hardly think it involves conductors in any more labor, and undoubtedly when they become accustomed to its use they will have no difficulty in handling it, and I want to ask the assistance of yourself and all others for suggestions in making the service all that it should be.

A good many reports are delayed. Some of them undoubtedly go astray; some are probably misplaced in this office, but when you consider that we handle about 1,000 a day, or in the neighborhood of 30,000 reports a month, it is not surprising that such things should occur, and if you can see any way in which we can render assistance to the conductors in the conduct of their work I would be glad to have you point it out to me.

W. E. BEECHAM.

That our Safety First principles are being taught and given attention and are also responsible in leading up to acts worthy of recognition, is indicated in the following records:

On January 16, about 10 a. m., Arthur Latterman, track-walker, while walking along our right-of-way in Kansas City Inter-locking District, observed in Frisco Railway Company's track, an expansion of six to seven inches at a joint with four inches of ball of rail gone, making an 11-inch total gap. He stationed himself at that point where in a few minutes a passenger train was due, which was flagged in time to save certain derailment and perhaps much damage to person and property. Temporary repairs were made and Mr. Latterman resumed his duties. The thanks of the crew and several passengers paid the bill and made our employee happier.

January 23, two dismantled box car bodies in north end of Coburg yard were discovered at 9:30 p. m., by switch foreman, C. E. Mills, with flames shooting from roofs, when he with Engineer R. Lauthan, Fireman W. Brown, Helpers R. R. West and Ben Estill coupled onto a string of cars on an adjacent track, placed them at a safe distance, then all returned and extinguished the fire, using water pails, bucket-brigade fashion, with water from the engine. The prompt action, fast work and use of good judgment saved many dollars in value of several cars of merchandise and commercial freight without one dollar of loss to our company, as the old car bodies were awaiting destruction.

January 26, at 8 p. m., while making up train No. 64, Switch Foreman W. W. Goodrich noticed Switchman F. McLain's lantern suddenly fall to ground, told engineer to make no move until he returned. After walking down track No. 9 to seventh car in string, found McLain lying on the ground between rails a few feet ahead of last car and suffering from a fall. A move of six feet would have cut off both of McLain's legs and perhaps killed him. McLain had descended from the top of rear box with lantern and club in one hand and in attempting to change hand hold, caught his club in ladder iron and lost his hold, falling to ground, striking on his head and momentarily stunning him or long enough to have caused serious injury had not Foreman Goodrich, a preacher of care and caution, played the safe way.

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In the report of the Wisconsin State Railroad Commission it is shown that during the month of December ninety-six per cent of the passenger trains on the Prairie du Chien Division from Milwaukee to Prairie du Chien arrived at terminals on time. The report also shows that ninety-four per cent of the trains on the Mineral Point Division were run on schedule time. Records of this kind during December, when holiday travel is heaviest and weather conditions and transferring of baggage and passengers all tend to delay trains is a noteworthy achievement for these divisions and it is gratifying to note that the Commission has recognized these splendid records with favorable mention.

The passenger rate men held their second annual banquet at the La Salle Hotel, February 11th. Walter E. Cooper, chief rate clerk of the Passenger Department, was chairman of the entertainment committee and the organization is unanimous in the opinion that Mr. Cooper acquitted himself in a manner that would have been a credit to the late Comus. A number of officials high in the passenger department attended the banquet and addressed the gathering. The Milwaukee was represented by W. J. Cannon, assistant general passenger agent; Walter E. Cooper, Hugh Siddall, Walter Peterson, J. T. Beatty, Arthur Dreutz, Marsh Oberg and W. H. Duley.

John Leftlet, the accommodating porter on the C. & M. Division, in his eighteen years of service with the company, has learned pretty well what the traveling public want in the way of service. It occurred to John recently that coat hangers would save passengers' coats from becoming wrinkled, so he added a couple of dozen hangers to his paraphernalia and the complimentary things passengers say of this accommodation brands John's judgment as sound. These attentions to passengers' comforts popularize our service, increase our revenue and make friends for the line, and the dispenser of these courtesies. John Leftlet's business sagacity is appreciated by the company and the traveler.

S. D. Roberts, general advertising agent, has uncovered himself in a new and unexpected attainment. St. Andrew's Episcopal Church in Chicago gave an entertainment February 19th and S. D. R. graced the footlights as leading Thespian in a comedy named "A Night at Home." The late lamented Mansfield and Irving would have died happily if they only knew that their mantle would fall on the shoulders of so eminent an actor. Not to be outdone by Wm. Gillette, we would not be surprised to find the versatile Mr. Roberts writing his own plays hereafter.

P. H. Scanlan, formerly Commercial Agent at Helena, Mont., has been transferred to Great Falls as Division Freight and Passenger Agent. Mr. Scanlan has been in the employ of the company for thirty-one years. For a decade or more he has been located in Montana. Pat's fame as a story teller is known all over the Northwest. There is probably no railroad man better known in the "Treasure State" than the Milwaukee's new representative at Great Falls, Mont.

A. Mallum has been appointed acting Commercial Agent at Duluth, to fill the office vacated by C. L. Kennedy.

Bob Blake, the versatile young cartoonist of the magazine art staff, left for St. Louis February 1st for a short trip.

Frank P. Lowry of the President's office was sick last month, necessitating his absence from the office for a week.

Obituary.

J. B. Marshel, commercial agent for the Company at Dallas, Texas, died suddenly at the Brazos Hotel, Houston, Tex., February 8th, where he had gone on business for the company. Mr. Marshel was 65 years of age and an old employe, with a record of thirty years' honorable service with the company. Mr. Marshel was buried at Argentine, Kan., with Masonic rites. The company and his associates extend their deep sympathy to his bereaved wife, son and daughter.

Dan Parker, passenger agent for the company at Winnipeg, died February 6th. He was one of the most widely known representatives of an American railroad in Canada.

The death of Eugene Wolfe on February 13th was a distinct loss to the Milwaukee shops at Dubuque. Mr. Wolfe's faithful service for twenty-six years merited the highest respect of his associates and the company. Our sympathy goes out to his wife and daughter in their sad hour.

William A. Ramsey, iron bridge foreman in the engineering department, died at Newark, Ohio, on December 30, 1913, at the age of 58. Mr. Ramsey came to this company in 1901, having previously been connected with several large bridge companies, such as the American Bridge Company and the old Milwaukee Bridge Company. Mr. Ramsey's death was sudden and was a shock to his associates, as he was in good health and actively engaged up until a few days before the holidays, and was taking a well-earned rest and was visiting relatives when he passed away. The remains were sent to Milwaukee and were buried in Evergreen cemetery on Tuesday, January 7, 1914.

Donald Ryel, son of Engineer John Ryel, died at the home of his father Saturday. The sympathy of all is extended to Mr. Ryel and family.

John Leiser, agent at Grand Meadow died suddenly of heart failure January 22, 1914. Interment was made at Brownsville, Minn., where his parents reside. His brother George is agent at Iona Lake, and his brother Charles is operator at Reno, Minn., on Dubuque division. Mr. Leiser entered service of company as operator in October, 1902, and worked as operator and agent at various stations on the division. On February 7th the Grim Reaper again visited this division and called another faithful worker to his last reward. John N. Solberg, agent at Hokah, who entered the employ of the Milwaukee in 1885, died at Hokah, February 7th. Body was taken to Wells, Minn., for burial. He is survived by his wife, one daughter and his son Raymond Solberg, operator at Houston.

Mr. Eugene Wolfe, an employe of the car department for the past 26 years, passed away at his home, 173 Queen street, in this city, after an illness of two weeks. Gene, as he was familiarly known among the employes of Dubuque shops, was engaged in special work in the car department and will be greatly missed by both his many friends and employers, as he was an efficient workman, of genial disposition, being well liked by all who knew him. The sympathies of the employes are extended to the bereaved family.

While trying to rescue a stranger who had skated into open water in the harbor at Dubuque, Quincy H. Wylie, a clerk employed in the car department, was drowned on Tuesday evening, January 13, at 8:50 p. m. His body was recovered 18 hours after the accident. Wylie was 17 years old and had been in the employ of the Milwaukee since his graduation from high school last June.

Mrs. Anna Vodenick, mother of Brakeman Fred Vodenick and John and Carl Vodenick, roundhouse men, died very suddenly at the family home in Perry the middle of February. She was sick but a few moments before she died. Her death leaves the family practically alone, as the father is in a hospital.

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Interior of Freight Office.

Waukesha, Wis., Prairie du Chien Div.

The building is one of the oldest landmarks in Waukesha. Notice the legs under the big desk in the foreground, made out of sawhorses, the carpenters, however, promised to furnish us with regular legs for the desk.

Recently, while exploring the attic, the boys discovered the old desk, which at least is over one-half of a century old, for old newspapers dated 1869 were found in its drawers.

The desk was promptly hauled down, the agent's wife furnished the covering, and after a half of a century of rest was again pressed into service.

Waukesha freight office is a very busy place, on account of it being centrally located on one of the main streets. Its employees are all loyal, faithful workers, most of whom have been in the employ of the company a long time. We extend a hearty invitation to all employees who may visit the beautiful city of Waukesha, with its health-giving mineral waters, to drop in and see us.

Yours for a prosperous New Year.

C. A. Mix.

About two hundred employees of the Dubuque shops provided an elaborate entertainment for Walter L. Liddell February 7th. Mr. Liddell was formerly district master mechanic at the shops. He is now residing at Austin, Minn. His visit to Dubuque was unexpected, but a committee of his old co-workers hurriedly prepared a program in his honor. E. J. Bucket, as chairman of the Reception Committee, delivered a hearty address of welcome. About two hundred were present.

"Just a Little Moore News."

Miss Marelu Elizabeth arrived at the home of Mr. E. E. Moore, our genial assistant paymaster, 1407 Farwell avenue, Chicago, on January 14, weighing eight and a quarter pounds. Ed's smile is the best thing seen around here for a long while.

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

Ruby M. Eckman.

E. E. Banyard, a conductor on the middle division, who is at present braking for Conductor Gardner, had a peculiar accident the latter part of January, and he is still wondering how it happened not to prove serious. He was making a coupling when the pin lifter lever caught in the pocket of his duck coat. Ed was thrown to the ground, rolled a few times and the oil box of a car eventually struck him and knocked him out of the way. He received a slight bruise on his knee but not enough to prevent him continuing his trip.

George Erickson, who for some time past has been acting as night roundhouse foreman at Perry, has been promoted to day foreman at Marion. Mr. Erickson's place at Perry has been taken by Fred Gage, who has been employed as a machinist at the Perry house. The many friends of both these gentlemen are glad to hear of their promotions.

William Collins, an employee of the roundhouse, had the misfortune to be quite badly hurt when thrown from a handcar on which he was riding to work the latter part of January. He has resumed his work, however, now.

Conductor George Ford and wife have been spending some time in Chicago.

Conductor H. E. Cooper met with quite a painful accident the latter part of January and one which will keep him from work for a couple of months. He was braking for Conductor Gregg on the west end way freight, when he slipped on some ice on the engine step and fell, breaking his right arm at the wrist.

Operator O. H. Darby of Madrid has a new namesake in the person of a baby girl who was born in the depot at Madrid, where he works. The child's parents were en route from



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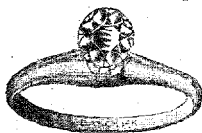
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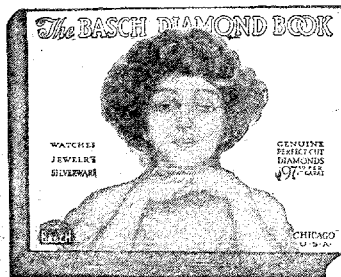
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Des Moines to Nebraska, when the mother was taken sick and Operator Darby turned his office into an emergency hospital and made things as comfortable as possible for the family. Mrs. June Mills, a lady who happened to be waiting for connections at the same station, and also assisted the unfortunate people, came in for her share of glory. The girl was named June Darby Hughes.

Conductor Leonard Borg and wife spent a few days the first of February in Chicago. They accompanied Mrs. Borg's mother, Mrs. Fred Gage, wife of the night roundhouse foreman, to Chicago, Mrs. Gage being on her way to Ohio for a visit with relatives.

Engineer L. K. Owens of the eastern division visited over Sunday during the middle of February with relatives and old friends in Perry. Car Repairer John Reel welcomed a baby girl into his home at Perry the fore part of February.

Brakeman E. B. Conley has gone to his home in Missouri for a visit with relatives and friends.

W. W. Lockwood, who has been on the brakeman's reserve list for some time and was being used temporarily as a yard clerk in Perry yard, was watching the switchmen make up a train a few nights ago and this is the way he tells how it happened.

"Four to the rip track, five to the main, Seven to three and forty to the train. Go to your engine and bring it around, Here's your twenty four hundred, now get out of town."

A number of changes have been made in the office force of the freight agent at Perry during the last few days. Ira Wedge, the night ticket clerk, resigned and his place was taken by Harry Taylor, formerly of the day force. Taylor's place on the day force was taken by C. W. Harris and Mr. Harris' place taken by Uptegrove, formerly agent at Dunbar.

Conductor Homer Lee, Night Car Inspector Wm. Lee and Agent C. A. Lee of Dawson station, with their families, had the pleasure of assisting their father celebrate his 80th birthday anniversary at the family home in Dawson the latter part of February. The elder Mr. Lee is hale and hearty and expects to be able to enjoy many more such occasions. While he has always followed the occupation of a farmer, his children are all railroad men, and he feels a sort of personal pride in the Milwaukee himself.

Right of Way Agent W. H. Mahaffie has been putting in his spare time the last few weeks renting farms for the Milwaukee. He has found desirable renters for three tracts of land near Perry and five near Madrid, all to take effect on March 1.

Brakeman Fink of the middle division has been off duty considerable lately on account of the sickness of his wife, daughter and son.

Switchman Guy Curran has resumed work after a few days' lay-off on account of an injured foot.

It is rumored in society circles that about the time the double track on the middle division is completed that one of the roadmaster's clerks at Perry will join the ranks of the married people. At least, all indications seem to point that way.

The car repairing force in the Perry yard have been busy lately changing bunk and gravel cars into coal cars for the usual winter coal rush.

Fireman Jarnagin, who has been employed as engine watchman at Templeton, has been off duty on account of a badly injured hand.

Engineer Carl McLuen has been laying off for several days on account of the serious illness of his oldest son, who has been suffering with pneumonia.

Conductor N. F. Burnham has been laying off a few days on account of the illness of his wife.

Brakeman A. E. Brooks was called to Mitchell, S. D., the fore part of February on account of the death of a relative.

Machinist Fred Johnson of the Perry force was called upon to mourn the death of his daughter, Mrs. Albert Guthrie, who has been making her home at Murdo, S. D. The remains

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were brought to Perry for interment and were accompanied by Mr. and Mrs. C. McMahon of Mitchell, the latter being a sister of Mrs. Guthrie.

Conductor Dow's run on Nos. 26 and 3, between Marion and Omaha has been held by extra men for a few weeks on account of Mr. Dow being sick.

Conductor F. B. Cornelius has been in Chicago attending to business matters the past few weeks. His run has been held by Conductor Dignan, who in turn was relieved by Conductor Briggie.

A change in train and engine callers at Perry has been made during the past few weeks. Harry Beech takes the place of Francis Spitzer, who resigned; Marlow Stotts takes the midnight to noon job, and Harry Emberling goes on the night job, he having learned the work sufficiently well to handle it alone now. Bruce Emberling, who was the extra train caller, has taken a position with the M. & St. L. at Perry and Lee Tucker takes his place on the extra list.

Engineers Charles Hunt and A. M. Markwell, with Firemen E. Levine and H. Doran, have been doing temporary service on the Des Moines division for a few weeks during a rush of business on that line.

Conductor John McLane of the middle division has taken a leave of absence and has gone to Florida to look after some land interests.

Fireman Roy Brokaw, who has been working as an engine watchman at Cambridge, has been off duty on account of injuries he sustained while at work.

Engineer John Heinzeleman met with quite a painful accident the latter part of February. He had taken his engine out of the roundhouse preparatory to going out, when he slipped and fell, injuring his back.

Brakeman John Schonberger was called to his home in Kansas City the middle of February on account of the illness of his mother.

Machinist Oscar Swanson has been on the lay-off list on account of an attack of rheumatism.

Born to Engineer and Mrs. Halsey Wason, on February 7, a fine baby boy. The lad weighed 11 pounds. Both mother and son are doing nicely and the proud father has about returned to his normal position and is not walking on air. Halsey says the lad will surely be an engineer.

Engine Foreman Scott Carhill of Perry yard seems to be having more than his share of misfortune lately. He had just returned to work after having been in the hospital for a surgical operation, when he slipped and fell, breaking one of the bones in his wrist.

Dell Cartwright, car clerk, and his father, J. B. Cartwright, the chief caller, have been doing turns at hospital work at home the past few weeks on account of the serious illness of Mrs. Cartwright. She is much improved now.

Brakeman E. H. Beckman and wife welcomed a baby girl into their home the middle of February. The little miss has been named Wanita.

Dispatcher H. L. Hill and wife were called to Silvis, Ill., the latter part of February by the serious illness of her brother. Extra Dispatcher A. J. Elder worked the second trick on the west division during Hill's absence, and R. E. Fitzgerald worked first trick at the yard office.

Fireman R. Burns has gone to Hot Springs, Ark., for a few weeks.

Carl McLuen has taken the day job of taking passenger engines between the yard office and roundhouse, and Fireman Fred Schloe has been assigned to the work at nights.

Boilermaker C. O. Kerlin has returned from an outing at Excelsior Springs. He seems to be feeling so fine that the days are entirely too short for him, and if allowed, he says he would work a 24-hour shift and feel all right about it.

On February 3, Miss Myrtle Ostrander, eldest daughter of L. L. Ostrander, chief clerk at the roundhouse, was married to B. Frank Clark, principal of the schools at Jamaica.



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HERE'S fine news for your hands! A glove with all the comforts of the outside seam, yet strongly reinforced where the direct wear comes. This patent tip is another proof of the extreme *detailed* care in the making of

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This protected tip resists, with double force, the wear which comes directly on the weakest point of an out-seam glove. The adoption of this Patent Tip for our out-seam gloves is a fine example of the Hansen Progress. It proves how constantly we keep pace with the growing demands of utmost glove efficiency. Hansen leathers are not only perfect, but the method of manufacture leaves no weak spot or flaw. Heat and steam-proof. Will not stiffen after wetting. Easily cleaned in gasoline. All built to fit the hand.

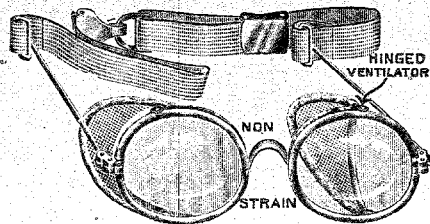
**"Protector"
In-seam**

Gloves for driving, motoring, farming, sport, etc. For railroad men we have the "Glad Hand," "Protector" and the special slip-off Switchmen's Mitten. Men in every branch of the service find a Hansen Glove which exactly suits their needs. Write for booklet. If your dealer is not supplied we will tell you where to buy

O. C. Hansen Mfg. Co.
287 Milwaukee St.
Milwaukee, Wis.



Non-Strain Goggles



No. 800

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



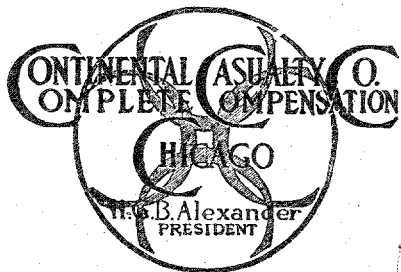
Ask Your
Watch Inspector



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

Ophthalmoscope Co.

440 Dorr Street Toledo, Ohio



1208 Michigan Ave. Chicago, Illinois

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

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

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

On January 26 Mr. A. W. Smullen held a Safety First meeting at Perry. At this meeting it was announced that the families of the employees were invited, this being the first real invitation the families had had to any meeting here, and there was a large number of the ladies present, and all seemed to be much interested in the movement. Mr. Smullen made a very interesting talk at the opening of the meeting, outlining the move to those who were not acquainted with it, and followed same by an illustrated lecture.

The election of the committee for the year was as follows:

Middle Division.	Western Division.
J. T. Deland..... Engineers	J. J. Brown
Fred Drew..... Firemen	J. Kuykendall
W. T. Stockton... Conductors	G. R. Overton
E. U. Daly..... Brakemen	Clay Dalton
Willis Jordan... Dispatchers	J. J. Kindig
C. F. Benfer..... Track Men	B. Thuelen
C. E. Russell.... Car Men	Theo. Schmidt
Fred Antone..... Machinist.	
W. W. Gregory.. Switchman.	
A. Borg..... B. & B. Man.	
Roy Coker..... Line Man.	

From the enthusiasm manifested at the meeting in January it appears that the movement will be taken up with renewed vigor on the C. & C. B. west and middle divisions and much good result.

News of C. & C. B. (Middle.)

P. J. Harlan.

Recently a prominent attorney of Cedar Rapids, who was anxious to reach Chicago at the earliest possible moment, phoned the chief dispatcher's office at Marion, whereupon the following conversation took place:

Attorney: "How is your No. 28?"
Dispatcher: "On time."

Attorney: "The Northwestern is reported 20 minutes late, and as your train will no doubt beat them into Chicago, guess I'll come over and take yours in preference."

Such testimonials as this to the superior excellency of St. Paul service are by no means rare, and bespeak what is coming to be generally recognized, that with the completion of the double track, as it will be during the coming summer, the St. Paul will take the foremost position among eastern lines as the ideal highway between Chicago and the Pacific coast, not alone because of the far-famed, painstaking courtesy of its employees, but because of its excellent roadbed and magnificent equipment. The traveling public who appreciate these advantages are not slow in voicing their sentiments concerning them, and sooner or later the St. Paul is bound to be recognized as second to none among American arteries of commerce. Next!

Frank T. Fox, years ago chief dispatcher, and later trainmaster at Marion, now residing at Passaic, N. J., was a recent welcome caller at division headquarters in this city. He had come West with the remains of his mother-in-law, Mrs. Fowler, who died recently and was buried at Dubuque.

A well attended and enthusiastic Safety First meeting was held in this city recently, at which brief and timely addresses were made by Superintendent Marshall and others, the principal address of the evening being delivered by General Chairman A. W. Smullen of the Safety First committee. Great interest in the object and purpose of the meeting was manifested by those in attendance, and if this meeting is a fair criterion of what may be expected on the part of employees, there can be little doubt that the future will bear abundant fruit of the Safety First seed which has been sown on productive soil.

Dispatcher Ray and wife were recent visitors at Gilbert, Iowa.

Chief Dispatcher Turner has sold his fine, modern residence property at 9th Ave. and 10th Street.

James D. Draper, a former popular Council Bluffs division passenger conductor, who has been seriously ill during the past few weeks at the Park Inn in this city, is so far improved as to be able to again mingle with his many friends, all of whom are glad to see him in circulation once again.

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Miss Hazel Merrill, of Chicago, former clerk in the train master's office here, was a recent visitor among relatives and old time friends in and about Marion.

On January 30th, Carl Olney, switchman in the Marion yards, while in charge of lead switch engine on No. 11, discovered about fourteen inches of broken flange on St. P. car 85880, in K. C. division, train 65, in charge of Conductor Jack Ryan. With commendable forethought Mr. Olney at once communicated this information to the operator, who, in turn, wired Conductor Ryan at Cedar Rapids to examine his train carefully, and upon doing so, discovered the missing flange in time to avert what might have proved a serious wreck and possible destruction of property. Such vigilance as that displayed on the part of Mr. Olney in this case, is another instance of thoughtfulness on the part of employees which distinguishes them as men worthy of the calling whereunto they are called.

Our sole and only excuse for the dearth of items in this issue is the lack of interest shown by employees in making this column what it should be. If employees would but bestir themselves in the matter and would send to this office any and all items or happenings of interest in their respective localities, this column would come somewhere near what is desired and expected. Give us a lift, boys, whenever you know of anything that will look good in print, and see what a difference it makes when both employees and correspondent pull together.

It is rumored that Marion is to lose the headquarters of M. J. Plums, signal inspector, he having decided to transfer his office from Marion to Des Moines on account of its more central (?) location.

J. R. Slater, round house foreman at Marion, has been transferred to Savanna, and is succeeded by Mr. Erickson, former night foreman at Perry.

C. & M. Items.

B. J. Simen.

J. G. Tuffley has been appointed agent at Zenda vice F. A. McKay, resigned.

Baggage man Ed. J. Heuer is again on his run on No. 5-6, between Chicago and Minneapolis. He has been off since the early part of September, when he suffered an attack of paralysis. We are glad to know that he is able to resume work.

C. M. Reed has been appointed operator and clerk at Union Stock Yards. Agency at Shermerville is open.

Engineer R. N. Scott and wife left a few days ago for an extended trip to California. They left Chicago via the Santa Fe and will spend some time at Phoenix, then go to Los Angeles, San Diego and San Francisco.

Mr. O. C. Tabbert has been appointed assistant director at Tower A 2.

Harley Harris received the appointment as operator and clerk at old station, Libertyville. He comes from the G. N. Ry.

Operator Ed. R. Derrickson's mother died in Chicago, February 6th, the body was taken to Shelbyville, Ind., for interment. His brother, H. J. Derrickson, operator at Tacoma yards, was called home for the sad occasion. They have our heartfelt sympathy.

Ed. R. Voltz, agent at Avalon, was called to Denver account of the sickness of his brother.

Roadmaster D. P. McCarthy, who was stricken with paralysis at Missoula several months ago, is reported getting along nicely. He is visiting his relatives in Indiana, is able to walk and the doctor has hopes that Dan will come out of this in very good shape.

William Knott, for years section foreman on the R. & S. division, and for the past few years section foreman at Walworth, died at the hospital at Beloit, a few days ago. We extend to the bereft family our sympathy.

S. M. Division Items.

T. P. Horton.

L. A. Schendel is relieving Operator Solberg at Houston during the latter's absence, during his father's illness and death.



Wherever you wear them, these shoes will give you real satisfaction. They have a distinctive smartness of style and are built for lasting service.

Mayer HONORBIT SHOES

FOR MEN,
WOMEN AND
CHILDREN

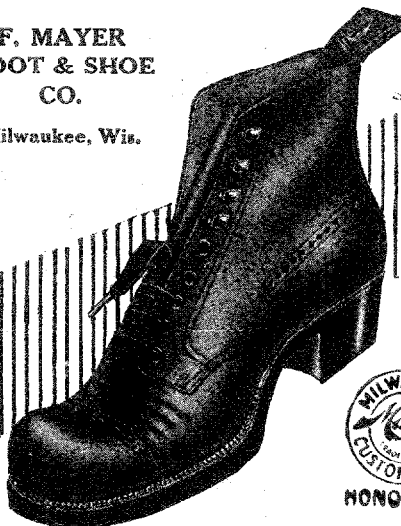
They set a standard of value reached by no other shoe at the price. Equally suitable for business use and dress-up wear. For solid comfort you can not find their match.

Caution! Be sure to look for the Mayer trademark on the sole

We make Mayer Honorbilt Shoes in all styles, for men, women and children; also Drysox Wet Weather Shoes, Yerma Cushion Shoes and Martha Washington Comfort Shoes. If your dealer does not handle these shoes, write us and we will tell you where to get them.

F. MAYER
BOOT & SHOE
CO.

Milwaukee, Wis.



KIRKMAN'S "Science of Railways"

For Enginemen

GROUP A—Motive Power Department

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

For Shopmen

GROUP F—Locomotive Shops

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

Sold on the Monthly Installment Plan

Cropley Phillips Company

CHICAGO, ILLINOIS

Hirsch Uniforms

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

Made by Union Tailors

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

Give Us a Trial

Jas. H. Hirsch & Co.

M. F. BIRK, Manager

223 W. Jackson Boulevard

CHICAGO

H. S. Huff from Whalen relieved temporarily at Hokah.

R. G. Laugen from Howard bid in Grand Meadow on bulletin.

Howard, Egan, Vienna and Hokah stations up for bids but haven't heard as yet who the lucky ones are.

Guess the ground hog saw his shadow and no mistake as the weather recently has been sufficiently wintry to suit every one. So far we haven't had any snow plows out, but there is plenty of time yet.

Black Hills Division Notes.

T. A. Biggs.

Engineer A. O. Gardner has returned from the Des Moines division where he has been running an engine for several months as a borrowed man.

Conductor Frank Maynard is back on his run on 3 and 4 after being absent during the most of January. He visited his brother and his old home in Wisconsin while he was off.

Conductor J. R. Quass and wife spent the holidays with relatives in Iowa.

Dave Church and wife, who are spending the winter in New Mexico, report the arrival of a baby girl. All are doing well. Dave intends to return about April first. Mrs. Church will come later.

The Black Hills country has enjoyed an exceptionally open winter. The government reports show that the temperature did not fall to zero during the month of January and that there was not a trace of snow at Rapid City.

Columbia Division.

C. E. Molander.

E. K. Steadman, assistant chief clerk, superintendent's office, has returned to his desk again after spending two weeks shooting jack rabbits at Warden and Ewan. Rabbit drives are frequently made in the vicinity of Warden, in which there are usually from 2,000 to 3,000 rabbits killed.

D. D. O'Connell, formerly yard foreman at Malden, has been transferred to Spokane yard, having been succeeded by J. M. McGreevy.

Conductor A. H. Phillips and wife are visiting friends and relatives in Mason City, Iowa, and Rapid City, S. Dakota.

Conductor F. C. Terrien has just returned from a visit in Crystal Falls, Michigan.

Engineer K. P. Houseman is spending a few weeks with his folks in Virginia.

C. C. Witts, car foreman, Malden, has returned from an extended trip through the east, including Chicago, Buffalo and Baltimore, the latter city being his former home. This is the first time Mr. Witts has been home in seven years and he says he greatly enjoyed the visit but he disappointed the bunch at Malden by failing to bring back a helpmate with him as he had promised.

The B. of L. F. & E. annual ball given at Malden the first of the month was a decided success and enjoyed by all present.

E. P. Thomas, formerly agent at Rosalia, has been transferred to Missoula, Mont., as agent. F. L. Hays gets agency, Rosalia.

Dispatcher C. E. Molander spent a few days first part of February on I. & W. N. examining employes of that line on C. M. & St. P. time card rules, the Milwaukee having taken this road over the first part of the year.

W. A. Chubb, roundhouse foreman, was transferred to the same position, Deer Lodge, Montana, January 1st, and was succeeded by G. W. McGee from Tacoma.

H. W. Lee, night watchman, Malden, is on the sick list and is being relieved by B. Apple-gate.

Engineer E. Engholm and Miss Ruth Wheatley were married at Granesville, Idaho, after which they made an extended trip through the west and have returned to Malden to make this their future home.

Spokane Notes.

J. E. W.

At a meeting of employes of the Chicago, Milwaukee & St. Paul Railway yesterday noon

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plans were completed for a St. Valentine's dance to be given in the new freight house, Washington street and Trent avenue, next Saturday night. The hall will be decorated with railroad lanterns, as well as electrically lighted. About 125 persons are expected.

Committees were appointed as follows: Floor, F. J. Zeorlin; introduction, G. M. Rice, H. R. McCann, W. P. Warner, W. W. Cutler and R. E. Carson; refreshments, George H. Long and George E. Brenner; decoration, L. M. Chase and K. C. Knapberger.—Spokesman Review, February 8th.

The steel frame work on the new \$500,000 union depot has been completed. The concrete work and the polished granite base course is well under way.

The concrete piers for the Spokane River bridge are completed, and the steel will soon be placed. Trains will cross this bridge at an elevation of 180 feet above the water, on steel girders weighing 87 tons each.

The O. W. R. & N. Co. and C. M. & St. P. Railway's joint work in Spokane will cost about \$6,700,000.

Ticket Agent Brady of Spokane depot has mastered no less than "steen" different dialects, including Chinook, Chinese, Spokanese and modern English. He is also accused of accepting considerable Canadian money in payment for tickets over the most popular railroad in the Northwest.

Engineer Denny Scanlon has purchased an orchard tract near the city. He is not raising any apples at present, but anyone wishing a carload or so had better book their orders early.

Engineer "Dick" Swift has built a modern steam-heated bungalow opposite the St. Marie's depot and is now adding a sleeping balcony, overlooking "The Shadowy St. Joe" river. All of "Dick's" friends are invited to view his latest creation.

The round house is finished and is now in use. Foreman Harry Ade is really smiling once more.

I. & W. N. passenger train is running into our depot and the boys seem well satisfied with their new home.

Savanna News.

Superintendent and Mrs. G. R. Morrison have just returned from an extended visit with their daughter in California. Friends welcome them home and the boys are glad to again see the superintendent in the office.

Geo. Layton, our well known C. M. & St. P. policeman, is improving nicely after a very severe attack of pneumonia, contracted from getting wet at a couple of fires in this city recently, George being a city fire department volunteer.

Wm. McElheeny, one of the oldest C. M. & St. P. engineers, but who has been off duty for several years on account of injury to his eyes, has returned from St. Joseph's Hospital in Milwaukee, where he has been for a few weeks receiving treatment, one eye having been operated upon, a very delicate and serious operation, but he seems to be getting along nicely.

Engineer Shinton from Oxford Junction who formerly had a run between Davenport and Maquoketa has taken the passenger run No. 38 and 39 between this city and Davenport.

The R. R. Co. have installed the boilers in the new car repair shops at Savanna yards and have them already in operation. They now have their own whistle to blow at service hours for the benefit of the employees.

The company have also installed a new Demmings pump in their new pumping station on the Mississippi river bank opposite the Neola elevator, it being driven by a 15-h. p. electric motor. The electric power is furnished by the City Electric Lighting Co.

This pump is made by Allis and Chalmers in Milwaukee. The main body of the pump is 12x12 feet and runs forty-three revolutions to the minute, pumps 756.8 gallons of water per minute into a 50,000-gallon tank and from this tank into two others of the same capacity at the round house for the locomotives, also forces water through a pipe line with a pres-

Dakota National Bank

United States Depository

ABERDEEN, S. DAK.

GEO. G. MASON, President

S. H. COLLINS, Cashier

R. P. ROBERTS, Asst. Cash.

Responsibility of Stockholders

\$15,000,000.00

UNION SAVINGS & TRUST COMPANY

Hoge Building Seattle, Washington

Capital and Surplus - \$ 800,000

Total Assets over - \$4,900,000

JAMES D. HOGE

N. B. SOLNER

President

Cashier

We solicit your Northwest business

We pay 4 per cent on saving accounts

Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS

Interest Paid On Time Deposits

CHARLES J. KELLY, President

JOHN D. RYAN, Vice-President

C. C. SWINBORNE, Cashier

R. A. KUNKEL, Assistant Cashier

R. W. PLACE, Assistant Cashier

W. A. CLARK Established 1877 J. ROSS CLARK

W. A. Clark & Brother Bankers

Alex. J. Johnston, Cashier

J. K. Heslet, Ass't Cashier

Butte, Montana

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

The First National Bank of Missoula, Montana

ASSETS \$2,000,000

Oldest National Bank in Montana

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

Correspondence Solicited

Farmers-Merchants State Bank

Malden, Wash.

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

Any Correspondence Cheerfully Answered

First National Bank

HARLOWTON, MONTANA

Capital, Surplus and
Undivided Profits
\$62,000.00

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

Larabie Bros.

Bankers

Deer Lodge, Montana

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

sure of 120 pounds for the purpose of washing boilers.

Engineer Arthur Flowers, who was in the head-on collision on the D. & R. I. line between Savanna and Davenport, when a Burlington train ran into the C. M. & St. P. passenger train No. 39 and who was so badly scalded from escaping steam by being pinned between the cab and boiler, is improving each day, a fact his friends are pleased to learn.

Mrs. A. M. Lawrence, wife of Savanna round-house foreman, recently sustained a fractured wrist by tripping on the stairs leading to the cellar in their home on Chicago Ave.

Mr. Gradt, C. M. & St. P. R. R. Co's chief carpenter, has moved into his new office, a building that was moved here from Evanston, near Chicago, which formerly was the old Demster Street passenger station at that place.

Scraps from the West End.

J. H. Ginet, Jr.

C. A. Solly, commercial agent, Victoria, B. C., has just returned from a five weeks' trip east and south. Mr. Solly visited New York, Washington, New Orleans, California, etc., and reports a most pleasant trip.

Gene Webster, chief rate clerk, general passenger agent's office, Seattle, recently took part in a special bowling match, and "grabbed the pot"—about ten bucks—his score was 696 pins, in three games. Gene is some bowler.

Ross Osborne, assistant ticket agent, Victoria, B. C., is spending a three weeks' vacation in the East.

Tom Laughlin, of Deer Lodge, recently paid a visit to Seattle, and he says he had a fine time, but thus far we haven't been able to get a line on just where and how he had the fine time.

H. A. Van Houten, car accountant for the Bellingham & Northern Ry. (C. M. & St. P.), has just secured a patent on a new card system of keeping track of railway cars. Van's system is being adopted by a number of lines and present indications are that it will prove to be the best thing of its kind in the country.

Kansas City Division.

Miss Iva Tutwiler, stenographer in general offices, Ottumwa, visited friends in various points in Illinois the early part of February.

Engineer A. B. Harker has been singularly unfortunate lately, having been off most of the winter on account of serious illness. He is now improving.

Marie Meany has accepted employment as stenographer in the Ottumwa general offices.

R. H. Riddell, for many years agent and operator, has resigned to engage in farming.

S. A. Allen, agent, Linby, has had the misfortune to lose his wife, whose death occurred in Chicago, February 8th.

Fred S. Clark is acting general yardmaster; L. B. Davidson is acting assistant general yardmaster, during the absence of General Yardmaster Kimmey, who is ill.

We, the lucky ones in the local office, who had the privilege of working New Year's day, were pleasantly surprised when we found that our friend, Mr. Charles Wright, tracing clerk, who had joined the benedicts, had left with us a box of cigars. We unite in wishing Mr. Wright and his bride a long, happy and prosperous journey along life's pathway.

Now that the new Union Passenger station is nearly completed, some of us are wondering what has become of the plan to move the local office to Baltimore avenue. Hope the move will be made at an early date.

Special Report Clerk H. B. Cooley resigned on January 10th to accept a position with the Western Trunk Co., of Milwaukee.

Owing to a temporary reduction in forces, Mr. B. C. White, traveling freight agent for the plains of Kansas, is now soliciting business in the city. Bert now has an opportunity to be at home a little more than formerly.

Mr. Chas. Moon, western railway inspector with his family, were visiting relatives and friends in Kansas recently. He reports plenty to eat in good, old country style, and fine sport in hunting rabbits. Some men are born lucky.

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Fireman John C. Miller and wife are visiting friends and relatives in Dallas, Texas.

Engineer Walter Miller, on account of the illness of his father, has returned to California for an indefinite period.

Operator Lester B. Carson, formerly stationed at Suburban Junction, has accepted a position as operator at Chula, Mo.

Chief Night Clerk C. O. Barr at the Coburg Yard office is now spending his vacation in New York City.

W. E. Evans is working extra as second trick operator at Suburban Junction.

The Modern Weed Burner, a cartoon in the January number of the Employees' magazine, was enjoyed very much by the employees of the car department. They were all very curious to see the improved weed burner, in as much as we have a contract to repair two of their standard weed burners at the present time, but their curiosity was pacified when they saw the improved model and they all admitted the laugh was on them.

I. & M. Items.

K. McShane.

F. Monty, Joe Graff and D. J. Deneen have returned from Chicago, where they were on a grievance committee.

Conductor M. Gilmartin is enjoying a few weeks' vacation, and Fred Campbell has his run on Nos. 3 and 8.

Switchman Ed Erickson is back at work after a few days' illness. We are all glad to see Ed back and hope that he will have no more vacations on account of illness.

Conductor George Campbell is enjoying a trip to the Pacific coast, and Conductor Benet has his run during his absence.

Conductor Roy Cleveland has gone to Zumbrota to take the passenger run between Faribault and Zumbrota.

Conductor Geo. Ames has gone to Decorah to take the run on the Decorah branch for a few days.

Joe Ober, Henry Bushman and C. C. Terry were among the employees who attended the Safety First meeting at Minneapolis the first of last week.

Ray McCarthy, clerk in the chief carpenter's office, has returned from Lanesboro, where he attended his sister's wedding, at which he had the honor of being "best man."

Chas. and L. E. McCarthy of Aberdeen were in Austin a few days this week shaking hands with old friends on the I. & M.

H. B. Hinckley, switch crew foreman in Austin yards, is unable to be at work on account of a severe illness.

Mrs. T. V. Robinson, wife of Roadmaster Robinson, has been called to Boston, Mass., owing to the serious illness of her father. Mr. Robinson accompanied her as far as Chicago.

The B. of R. T. held their 26th annual ball at the Armory hall in Austin, February 19. Their dances are always a big success socially and this one was better than ever.

Switchman James Marvelet is back to work after a few days' lay-off, caused by sickness.

R. Cullen, car man at Austin has returned from a month's vacation spent in Rockford, Ill. He visited his sister and brother while there and says it is a nice place, but there is no place like Austin, Minn.

Jerome Waters, roundhouse call boy, entertained at dinner Sunday night L. Grau, J. M. Plum and Harold Franklin.

Section Foreman Fr. Kovoleska of Taopi went to Medford to attend the wedding of his sister, Martha, to George Simon of Medford.

Mrs. Margaret Sutton of the Depot hotel and daughter, Helen, are spending a few weeks at Battle Creek, Mich.

Brakeman Fred Berg is the proud father of a baby boy. The young man arrived February 13.

Brakeman Hibbs had the misfortune to fall and break two of his ribs and is unable to be at work.

Section Foreman F. Wagner of Cresco, Ia., has returned from St. Louis, where he placed his little son in a sanitarium. He reports the little fellow is doing nicely.

Switchman Alford Thompson is unable to be at work on account of a badly bruised finger.

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Charles L. Kennedy, who was recently appointed commercial agent at St. Paul, entered the service of the Milwaukee road in 1892 as agent and operator on the H. & D. Division. For twenty years Mr. Kennedy has served in the freight department. He has had a varied experience, both in the detail work of the general office and in the solicitation of freight business. Prior to his promotion to the St. Paul agency he represented the company for eleven years as commercial agent at Duluth. Mr. Kennedy's long experience in the Northwest makes him an exceptionally valuable man in this field.

Pebbles From the Musselshell.

W. F. Maughan.

Mr. Frank Rusch, S. M. P., was over the division one day recently. R. W. Anderson, D. M. M., met him at Milstone and accompanied him to Miles City.

Superintendent H. Spencer and Trainmaster Don have been over the division on an inspection trip.

Conductor Tarrow is taking a lay-off and will visit with Mrs. Tarmly in Lincoln, Neb., for a while.

Engineer Dan Drake and wife have moved into their new bungalow. It is one of the best houses in Melstone.

J. F. Kettinger, who has been yardmaster at Miles City for several months, has taken the local east of Miles. J. C. Kines taking the yard.

Bert Knight, the efficient bill clerk at the depot, showed up on January 18 with a broad smile on account of the stork visiting his home that day and leaving a fine nine-pound boy.

Engineer Dankers has moved from Miles City to Harlowton and will take a run on the West Musselshell.

Mrs. W. F. Maughan, wife of the car foreman, has gone to the coast for her health and will visit in Washington and California.

Conductor La Braash, from the East Musselshell, has taken the Melstone yard, nights.

West End Trans-Missouri Div. Notes.

M. A. Tripp.

Paddy Cole of the car department and Conductor Fred Lentz are both proud parents of baby girls.

Special Officer G. W. Schlang narrowly escaped death a few nights ago when No. 15's engine, backing up after being cut off the train, struck him. He was standing in the center of the track and a drawbar hit him, bruising him badly, but he escaped otherwise whole.

Quite a number of people are quarantined for the job again.

Friday, being a little later than usual, the conductor Rasmussen, Marmarth, and where engine conductor St. Paul, but on a car was disarch bar, and that it could be blocked for wrecker was conductor L. Reeder, and McIntosh, so trouble getting through some the 13th corner.

We have been this month, a days, but have

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On Januar Morrison, a S. D. in res Dakotas. M which comb was conduct ant freight Mr. M. J. La office, and E C. A. Anders

Quite a number of boys have been under quarantine for scarlet fever, but are back on the job again.

Friday, being the 13th, the lucky day, seemed to be a little unlucky on this division. Conductor Rasmussen, No. 62, took a train out of Marmarth, but only got as far as Berger, where engine No. 5528 stripped a side rod. Conductor Stribel was then called to take the train, but only got as far as Reeder, where a car was discovered with bolts broken in the arch bar, and the truck was in such condition that it could not be moved and traffic was blocked for a couple of hours, while the wrecker was sent and a pair of wheels put in. Conductor Lentz then took the train out of Reeder, and as far as we know, arrived at McIntosh safely, though we heard he had trouble getting over some of the hills and through some of the towns. Cheer up, boys, the 13th comes on Friday next month.

We have been having some 35-below weather this month, and business was suspended a few days, but has been picking up since.

Trainmasters W. C. Ennis and F. C. Dow spent a couple of days around Marmarth. Conductor Walton has returned from a two months' visit in the East and South.

Conductor Honeter left last week for thirty-days' visit in California.

Operators at Marmarth are becoming acquainted with the boys at Seattle and Minneapolis, sending the F-64's.

Car Foreman T. J. Scanlon returned Friday from a visit in Peoria, Ill., but did not bring anyone back—as he promised.

A Couple From Aberdeen, S. D.

H. Murphy, R. H. Clerk.

H. S. C. MacMillan, district master mechanic; Mr. F. S. Rogers, assistant superintendent motive power; Mr. John Turney, general foreman at Minneapolis, and Mr. H. J. Wandberg, boiler foreman, were recent visitors at Aberdeen.

Mr. Pfeifer, the arch brick man, was at Aberdeen last week to look over the arch brick. He said that they were in very good shape and that the brick on hand tallied pretty well with the last report.

Arthur Peterson, engineer on the West H. & D., who has been confined to his bed for the past month, is rapidly recovering.

M. Ford, who was laid off some time ago, has been given a night job as machinist, to fill a vacancy.

Peter Pappas, fire builder at the Aberdeen roundhouse, suffered a broken finger while firing up an engine in the house. It has turned out to be quite a bad case and it is doubtful if the finger will ever get entirely well.

F. C. Fossdick, the Dearborn compound man, was a recent visitor at Aberdeen, S. D.

John Rossmiller, R. H. F., has been riding engines between this place and Mitchell for the last week. He was out in some pretty severe weather, but it did not take any of the ambition out of him, as he is back at work, more bust than ever.

Mrs. John Rossmiller leaves for Milwaukee, where she will visit some of her relatives the first of next week. We all wish her a safe trip and a good time in Milwaukee.

Miss Bess Rossmiller was a recent visitor to the Rossmiller family in Aberdeen. She leaves the last of this week to visit friends in Montevideo, Minn.

Since arrangements have been made to change the water on B-3 power at Mitchell there has been a decided improvement in same.

H. & D. Div. Notes.

S. E. Keane.

On January 18, at the request of Mr. W. R. Morrison, a meeting was held at Aberdeen, S. D., in regard to weighing U. S. mail in the Dakotas, Montana, Idaho and Washington, which commences February 18. The meeting was conducted by Mr. C. E. Dietrich, assistant freight claim agent, Chicago, assisted by Mr. M. J. Larson from the general manager's office, and H. M. Willis. There were present C. A. Anderson, assistant superintendent I. & D.

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division at Mitchell; chief clerk of the S. M. division at La Crosse, assistant chief clerk from the S. C. & D. division at Sioux City, chief clerk from the Trans-Missouri division at Mobridge, chief clerk from the Musselshell division at Miles City, Fred N. Shallenberger of Minneapolis and the local force at Aberdeen. The matter of weighing mails was fully discussed and the tabulation of reports for the trains operated over more than one division assigned to the various superintendents' offices. The meeting was beneficial to all of the clerks interested in the handling of U. S. mail and gave them a better idea of what was expected and why it was expected.

Mr. O. F. Waller, division freight and passenger agent of the H. & D. division, is at present assigned to special service on the Black Hills division, interesting the farmers in producing more for their own benefit and for the benefit of the revenue derived from it. He was in Aberdeen during the Corn and Alfalfa convention, bringing with him a number of the prominent farmers on the Black Hills division who attended the convention. From the reports received, Mr. Waller is meeting with an enthusiastic reception along the Black Hills division, and we expect big things from him in that territory.

A Safety-First meeting was held at Aberdeen February 12. The committeemen met at 7:15 p. m. and a general meeting was held at 8 p. m. Superintendent Melin presided and there were employees present representing all departments. The general meeting was addressed by Mr. O. F. Waller, division freight and passenger agent; Mr. M. J. Flanagan, trainmaster; Mr. J. Opie, general foreman at Austin, Minn., and the representative of the Dearborn Compound Company. A number of Safety-First suggestions were considered, and where it is possible to do so, the suggestions will be acted upon.

D. D. Halderman, engineer, has returned from an extensive trip in the East, where he visited some old-time boxing friends. Mr. Halderman was a one-time successful boxer and has never lost his interest in the game. He had the honor of dictating the fight between Ad Wolgast and Joe Rivers at Milwaukee, Wis., by rounds, to the reporter, being recommended by Battling Nelson, who was at the ringside and also another personal friend. The boys all say that Halderman had the talent for boxing but he never had the time to spend in training.

Bits of News from Dubuque Shops

Mr. Frank P. Miller, general foreman locomotive department, was called to his home in Lansing, Ia., on account of the serious illness of his father.

Mr. Joseph Hetherton, a brakeman on the Dubuque division, enjoyed a two weeks' vacation with his mother at Waucoma, Ia.

John Heiter, coach carpenter, has returned to work after a thirty days' attack of pneumonia.

Richard Waller, coach cleaner, and family.

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departed on December 27 for a trip to the coast. They expect to visit San Francisco, Los Angeles, San Diego and a number of other important cities on their stay in the West.

Robert Beckler, wheel inspector, has just returned from a trip on the road, including stop-overs at Savannah, Perry, Manila and Ottumwa Junction.

George Conrad has been appointed chief clerk to Superintendent Stapleton vice Charles Mutschler, resigned.

Edward Kiesel, night yardmaster for the past eighteen months, has been appointed general yardmaster to succeed L. B. Beckwith. Gus Brose has been appointed night yardmaster.

Richard Sullivan, formerly employed as clerk in the M. C. B. office, has accepted a position with Uncle Sam as mail carrier.

On Friday, January 16, our repair tracks were visited by M. Parkinson, general inspector, Milwaukee; M. J. La Court, general car and U. S. S. A. inspector, and W. J. Walsh, salesman for the Galena Signal Oil Co. with offices at Chicago. They departed on an evening train for Chicago.

I. & M. Notes

(Continued)

Call Boy "Nig" Mattice has resigned his position as call boy and taken a position as switchman.

Howard Welker, machinist, is away on a three-months' vacation.

Lloyd Miller and Paul Lang, machinists, have gone to Superior, Wis., to visit at the homes of their parents.

W. A. French, roundhouse foreman at Austin, is back at Austin after spending two weeks on an inspection trip.

Mr. and Mrs. Matt Medinger spent a few days in the Twin Cities last week.

Miss Sue Potter, clerk in the general foreman's office at Mason City, and Miss Augusta Sprague leave tonight for a week's visit in Chicago.

Chas. Opie, blacksmith foreman in Austin shops, is suffering from an attack of rheumatism.

Joe Sucha, car repairer at Austin, has returned from Colfax Springs, Ia., where he spent three weeks at the sanitarium. He comes back much improved in health.

Our very popular "second trick" operator, Jack Ahern, has returned from a 30-days' lay-off, and in that time "has taken unto himself a wife." Mrs. Ahern was formerly Amanda Steber of Hilbert, Wis. Best wishes are extended Mr. Ahern and wife, and we hope that his married life will be one long honeymoon.

Roadmaster M. McShane has returned from De Kalb, Ill., after spending a few days with his daughter, Sister M. Alacoque, who is teaching in the schools there.

Section Foreman V. Lorkoski is taking a few days' lay-off on account of an attack of rheumatism.

In the Savanna Yards

Roy G. Newell.

Superintendent G. R. Morrison informs us that the enlargement of the yard at this place is very much appreciated, as it affords a greater opportunity in handling the enormous business the company now has.

Heretofore they could handle but 1,200 cars in 24 hours, now they can handle 3,600 in the same length of time, with the same number of employees and the same power, with much greater ease and safety.

With the condition of the yard at the present time they are able to put a train through every 18 minutes.

The company has just completed the new viaduct over the yard, at what is known as the new pike road connecting with the one built by the C. B. & Q. several years ago. The main portion of this bridge is 700 feet long and is supported by large concrete piers, the foundation of which rests on solid rock. The north approach is 450 feet and the south approach 225 feet, making the total length 1,375 feet.

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The bridge proper spans 40 tracks, placed 13 feet center to center; has a roadway 26 feet wide with a five-foot sidewalk on the east side, also on both approaches. It affords a great advantage in crossing the yard at this place as it is the busiest part and is highly appreciated by the traveling public.

It has been arranged to support the wires of both telephone companies, so the space under the bridge will hereafter be unobstructed. Several months' time was consumed building this bridge at a cost of about \$35,000.

The 19th annual ball, held by the B. of L. F. and E. February 3, 1914, in Fulrath's Opera house, was well attended, and a sociable time reported by all.

E. G. Atkins, superintendent of the Southern Minnesota Division, reports the following:

Engineer Thos. Staley, pulling passenger train 191 on January 24th, noticed that the switch light at Bristol indicated that it was not in proper position. When close enough to the switch Staley saw from the points that the switch was set for the house track instead of the main line. He had his train under control, bringing it to a stop in a short distance. Had he been governed entirely by the switch light he would undoubtedly have collided with the cars on the house track. The key had fallen from the bottom of the switch stand and the target was loose. It takes a quick and watchful eye to discover defects of this kind at night from a rapidly moving train. Mr. Staley has been given a credit for the manner in which he handled his train.

Eugene Fogarty of Sheburn Minn., former agent and operator on the S. M. Division, discovered a brake beam dragging on train 93 on February 5th. He reported the matter to the train crew and undoubtedly saved a derailment. Mr. Fogarty's interest and prompt action is appreciated by the company.

Mr. Oluf Hanson, boiler washer foreman at Savanna just returned from a trip of inspection over the southern district, of which he turned in a very favorable report.

Olie, as we all call him, has been in the employ of the R. R. Co. since 1881. He has been in the round house since 1883, nearly all the time in the position he now holds and says it has never been necessary to renew any arch tube for eighteen months in the boiler of any engine running regularly into Savanna. He washes twelve and fourteen boilers every twenty-four hours with a gang of twelve men, which we consider very good work also a good record for arch tubes.

Mr. Ed. Teebrake, general foreman of Milwaukee, and efficient crew recently changed the Westinghouse electric engine in Savanna machine shop in what we considered fast time, started at 7 a. m. and was all through at 4 p. m., and engine was in operation, furnishing power for a 500-ton capacity coal shed using two 25-h. p. and one 30-h. p. motors, and a 15-h. p. motor on turn table, also one 25-h. p. motor in machine shop besides lighting eight hundred tungsten electric lights.

One of the latest improvements on the Dubuque division is the steel motor car No. 2, running between Waukon Junction and Dubuque. This car takes the place of train No. 30, formerly running between these points. The motor arrives in Dubuque about 11 a. m. and leaves at 4:15 p. m., carrying a large number of the citizens from the smaller towns between here and Waukon Junction who do their shopping in Dubuque. Owing to the extensive business during the holidays, a coach was attached to same.

Fred Lillie, mill foreman, and Ernest Dettman, millwright, at Dubuque shops, spent Lincoln's birthday at Savanna, looking over the new mill which is being erected there.

J. E. sey, 2 roundh visitor Mrs. extent hospit She h wish Mrs ing a Car recent He re ance. partm teeme Mon the l helpi one o crush pital surge that perm velop hosp seem Th been runn the J senc by I it ca worl Th bert beer M of C pare sen. C few T Elu pho mar has N mar at S ma on S at of an Th ha all so col Mr ed in vi Th w sk ra cl m E n n to in n t T J v t

Council Bluffs (Ia.) Notes.**Mrs. H. Hackstock.**

J. F. Anderson, trainmaster; G. F. Hennessey, general foreman, and Mr. P. L. Mullen, roundhouse foreman at Perry, were recent visitors at Council Bluffs.

Mrs. Jim Johnson has improved to such an extent that she has been able to leave the hospital, and is now at home with her family. She has had a very hard siege of it, and we wish her a speedy recovery.

Mrs. Arthur Yates and children are spending a few days at Perry, visiting relatives.

Car Foreman M. P. Schmidt went to Perry recently to attend the Safety First meeting. He reports a good meeting and good attendance. Mr. Theodore Schmidt of the car department was appointed one of the committeemen.

Morris Wolfe, roundhouse laborer, suffered the loss of his great toe recently. He was helping to load a set of engine tires, when one of the tires rolled over his foot and badly crushed his toe. He was taken to the hospital and given attention by the company's surgeon, Dr. Macrae. For a time it was thought that he was getting along nicely and he was permitted to go home, but an infection developed and he was obliged to return to the hospital again to have the toe amputated. He seems to be getting along nicely now.

Thomas Christensen, blacksmith helper, has been suffering from a sore finger, caused by running a large sliver under the finger nail, the finger becoming badly infected. In the absence of the company's doctor, he was treated by Dr. A. V. Hennessey. In spite of the pain it caused, old Tom didn't lose any time at his work.

The little sons of Chris Christensen and Herbert Watson of the car department have both been ill, but are improving.

Mrs. Robert Knouse and Mr. Theo. Hansen of Cushing, Neb., have been visiting with their parents, Car Carpenter and Mrs. Laurids Hansen.

Carl Hansen and Thurman Hansen spent a few days with relatives in Nebraska.

The telephone men have been at Council Bluffs for the purpose of installing a private phone line between the yard office, switchman's shanty and the roundhouse. The work has been completed.

Mrs. M. Gallagher, wife of the general yardmaster, is spending a few days with friends at Perry.

Superintendent C. H. Marshall and Roadmaster Barnoske were here on February 12 on a general inspection.

Section Foreman Kilgore and gang are busy at the present time laying in the year's supply of ice. The icehouse here holds 2,300 tons and about 20 more cars are required to fill it. The winter has been so mild here that there has been very little, if any, ice crop; but although the ice we are getting is not nearly so good as it was last year, there must be cold weather somewhere.

Notes From the Chicago Terminals.

Mr. Frank McPherson, formerly chief clerk to Mr. H. H. Peebles, agent, Galewood, was appointed chief clerk to Mr. P. I. Rupp, superintendent of terminals, effective February 1st, vice J. L. Brown assigned to other duties. The boys presented Frank with a fine gold watch, Mr. Peebles making the presentation speech.

Mr. Edward Hale, formerly chief in-freight rate clerk at Galewood, was appointed chief clerk to Mr. H. H. Peebles, filling the position made vacant by Mr. McPherson's promotion. Ed is well liked by all the boys in the terminals and everyone wishes him success in his new position.

Mr. W. C. Bush, assistant superintendent of terminals, spent the early part of this month in Florida, and while there reports killing an alligator on Mr. Burke's plantation.

The Railroad Men's Progressive Club gave their annual ball at Van Buren Palace hall Thursday evening, February 19th, and Mr. John Grunau, general yardmaster at Galewood, proved to be the best tango dancer on the floor and was awarded the grand prize.



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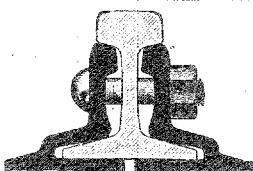
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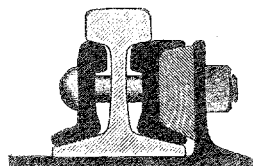


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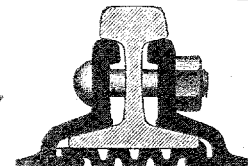
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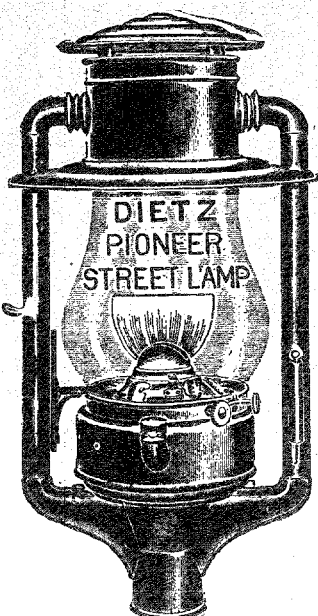
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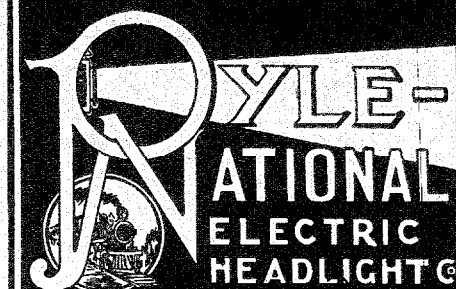
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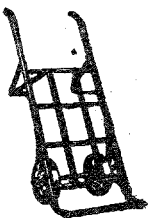
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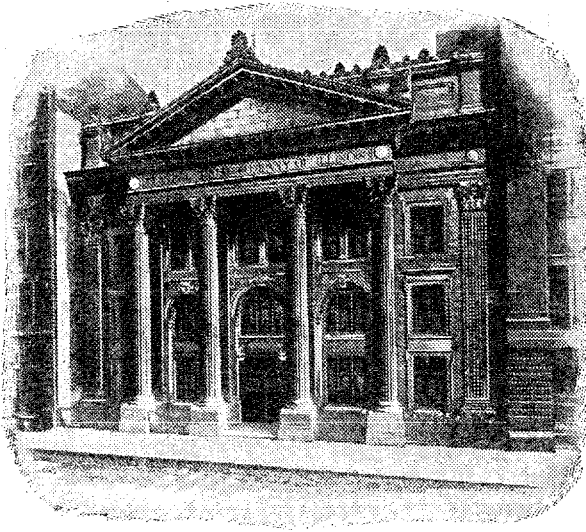
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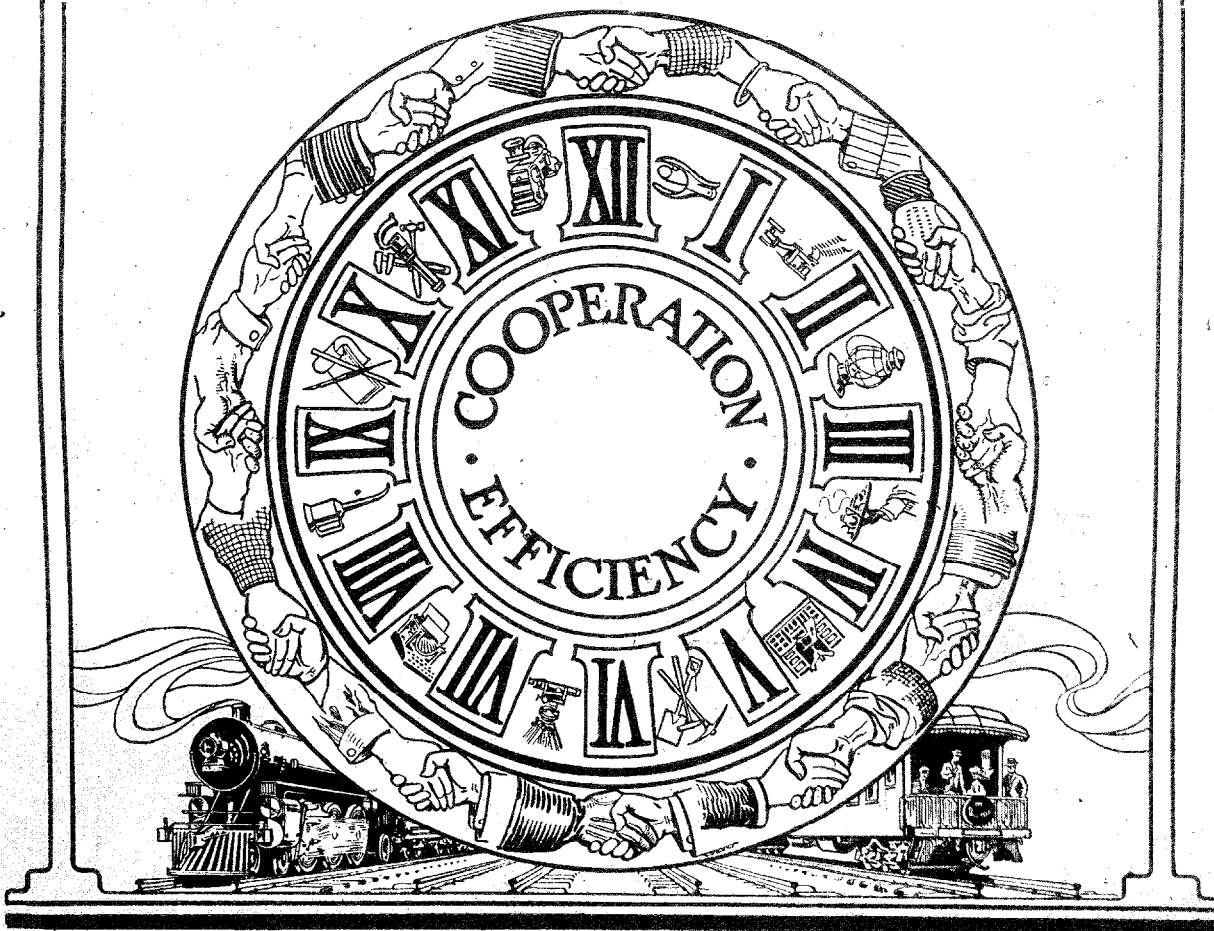
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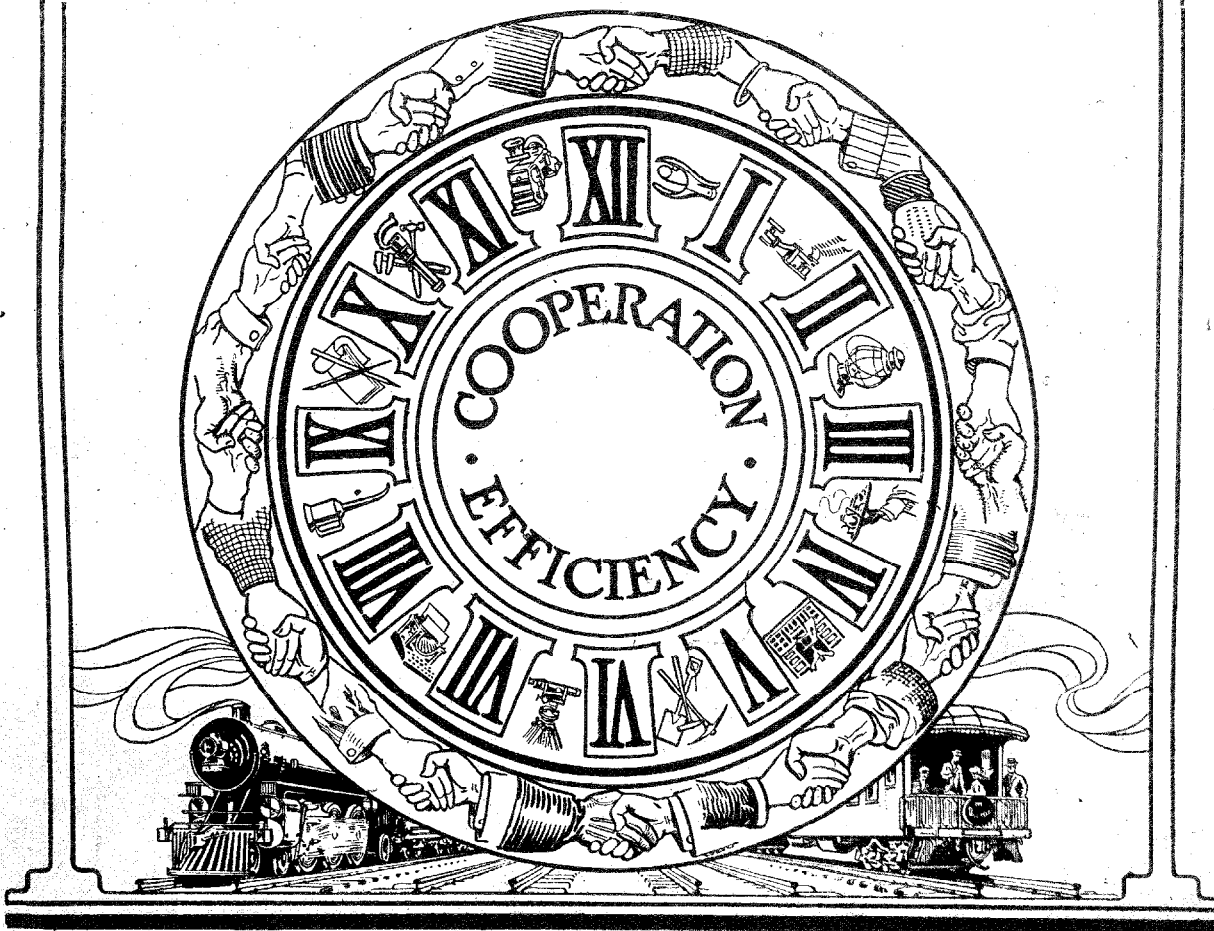
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