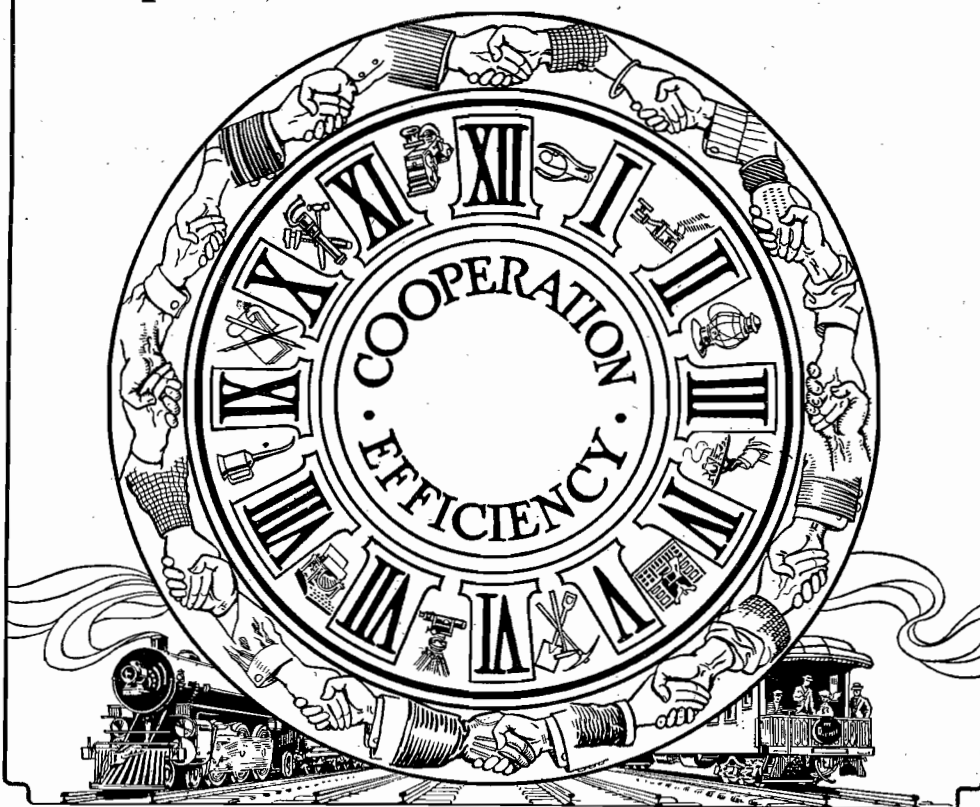


THE MILWAUKEE
RAILWAY SYSTEM
EMPLOYEES'
MAGAZINE

April

1917

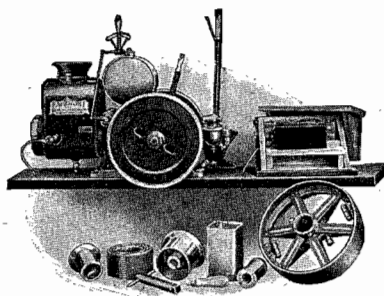


VOLUME 5.

No. 1.

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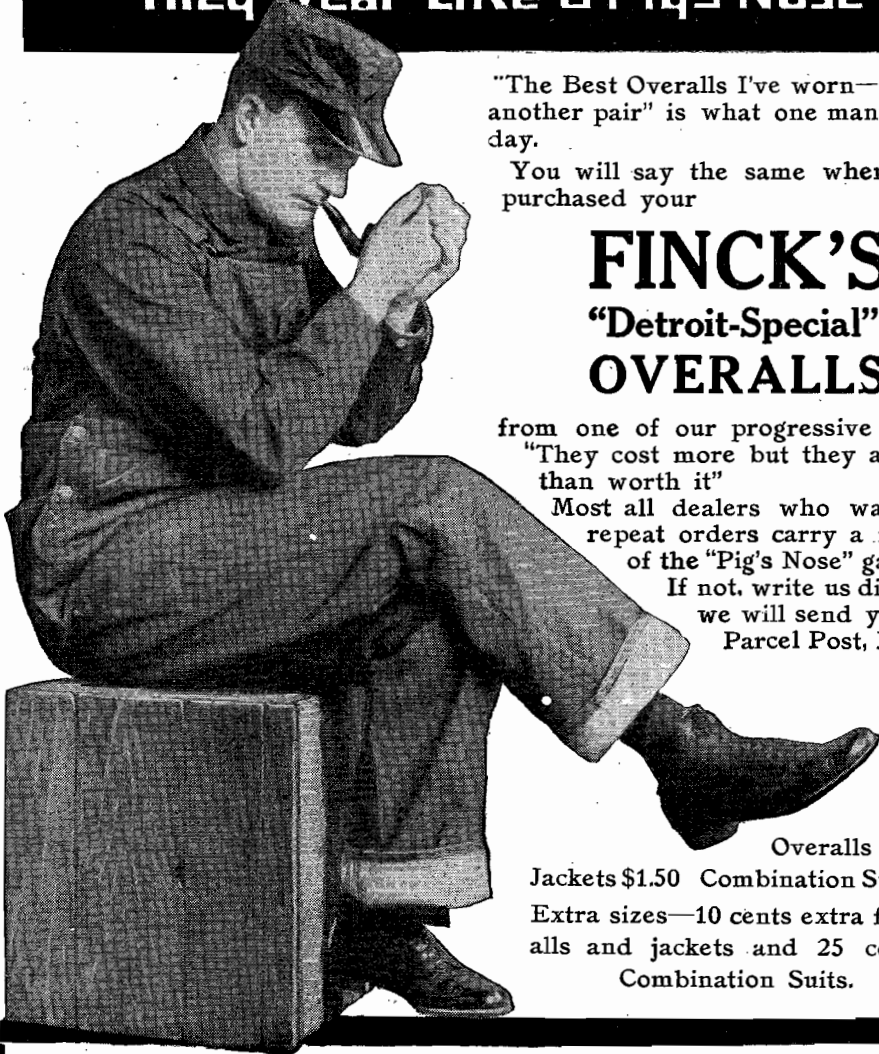
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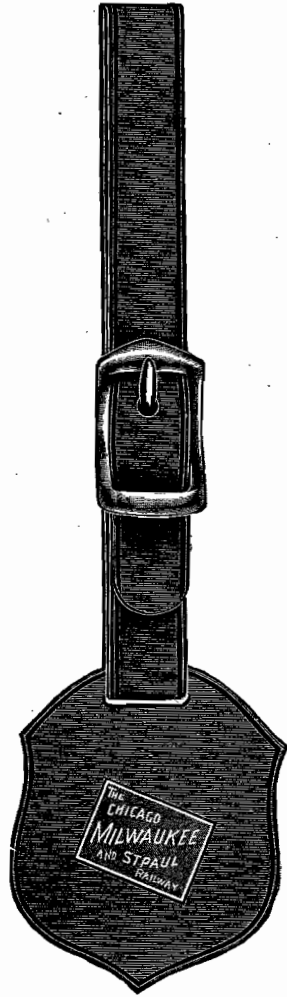
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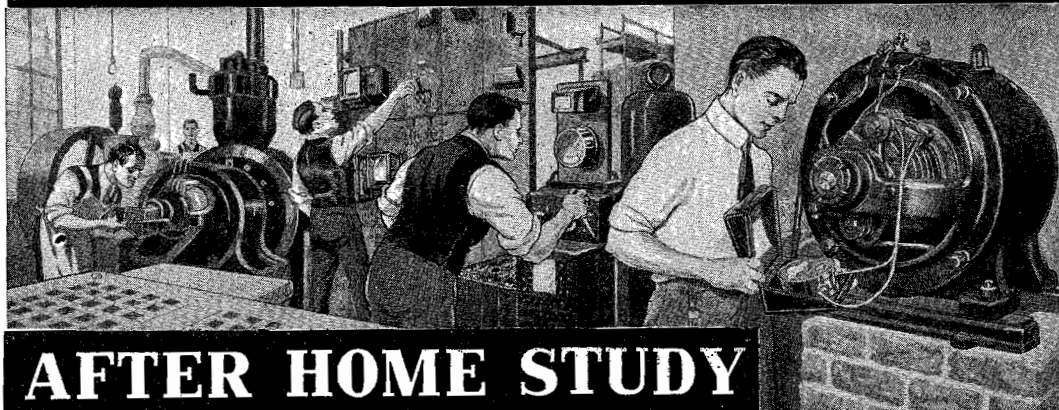
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Railway Exchange Bldg., Chicago

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

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VOLUME V

APRIL, 1917

NUMBER 1

The Adamson Law

On Monday, March 19th, the United States Supreme Court handed down its decision affirming by the narrow margin of five to four the constitutionality of the famous Adamson law granting radical increases in the rates of pay to train and enginemen and switchmen, or, to quote the law, to those "actually engaged in the operation of trains." The delay in rendering the decision and the bare majority sustaining it, apparently justify the questions raised by those who contested it; but that is neither here nor there now, for the railway companies have accepted the law with good grace, and accountants are busily engaged in determining the additional amounts due under its provisions.

The burning question at this time is, where are the funds coming from to satisfy the obligations which it entails? The radical advances in the prices of rails, ties, equipment, fuel, materials, supplies and wages during the past year, coupled with the worst operating and car conditions the past four months which have ever been experienced, have created a financial condition which has filled with alarm those responsible for the management of the railway properties of the country, the strongest, as well as the weakest.

Without substantial relief from increased rates, the present conditions mean a reduction of dividends for the strongest companies; an entire suspension of dividends for many heretofore

financially sound; and bankruptcy for the balance. That this is realized by all who have made a study of the subject is evident by the impossibility of marketing railway securities on the same relative basis as in the past—but the constantly decreasing percentage of net revenue is an object lesson that he who runs may read.

An application has been made to the Interstate Commerce Commission by the presidents of the railway companies of the country for a uniform percentage advance in all existing freight rates as an emergency measure necessary to meet the pending extraordinary national and commercial situation and enable the railways to satisfy the demands of the government and the public.

It is believed that the shippers, appreciating the gravity of the situation, will interpose no objection to this method of fairly distributing the burden among all classes of traffic and throughout all sections of the country.

Laws do not create money with which to meet the obligations which they impose. The Adamson law has created a startling deficit in the prospective income account of the railway companies of the country, and unless a substantial increase in freight rates is promptly granted by the commission, the result will be vastly different from that anticipated by the promoters, and by those who enacted the law.

Fair Play for the Railroads

Reprinted by permission from *Century Magazine*.

Harold Kellock

The year 1917 promises to be one of the greatest significance in the relation of the future of the railroads of the United States. At the suggestion of President Wilson, the whole question of railroad regulation has been put under investigation by a joint committee of the Senate and the House of Representatives. The committee will also look into the question of government ownership. By the time this article is printed the investigation should be well under way. In addition, the so-called eight-hour law, which is virtually a minimum-wage law for certain classes of railroad workers, is to be tried out for six months under a special commission.

The railroad problem is one of the most urgent and serious problems confronting the nation today. According to President Wilson, it "lies at the very foundation of our efficiency as a people." In reality it is not one problem, but many. On their solution depends in large measure our whole commercial future. In case of war our efficiency in railroad transportation is likely to sway the balance between victory and defeat. It is a primary factor in preparedness.

Any discussion of the Adamson law would be futile at this time, when the trial period under its provisions is already under way. A much more important matter is the investigation into the whole subject of railroad regulation. It is apparent that radical changes must be made in the present system. As it is, the railroads are not keeping abreast of our commercial advancement. We have no national railroad policy.

It is over ten years since President Roosevelt whirled his big stick and his party reluctantly passed a railroad-regulation law, considerably amended through the vigorous opposition of the railroads. The proponents of the law intimated that it brought in the golden

age of railroading. The railroads were to flourish like the green bay-tree, the shippers' troubles were to be taken care of, scandalous financial malpractices were to end. Unfortunately, none of these predictions have been fulfilled. Instead of the golden age, we have had a very dark age indeed.

The trouble is that the Hepburn law precipitated a veritable orgy of regulation. In addition to the Interstate Commerce Commission, over forty state commissions have put their fingers into the railroad pie, to say nothing of direct action by state legislatures and the courts. Everything about railroads has been regulated by the States, from issues of bonds and stocks down to locomotive bells and window screens and cuspidors. A railroad passing through twelve states has to submit to twelve different and often contradictory kinds of state regulation, in addition to the mandates of the national commission. In the last five years nearly five hundred laws affecting railroad operation have been passed by the states and the nation. About ten times that number have been introduced in the various legislatures. During the preceeding five years the number of new railroad statutes ran into the thousands.

The result has been waste, confusion and virtual stagnation in railroad development. In the year ending June 30, 1916, despite general business expansion and prosperity, only 719 miles of railroad were constructed in the United State. This is less than any year since 1848, with the exception of the first year of the Civil War. In the decade ending with 1907, before the era of state regulation set in, our new railroad construction averaged annually nearly 5,000 miles.

Over 40,000 miles of our railroads, representing about a sixth of the total mileage and a total capitalization of two and a quarter million dollars, are represented by bankrupt roads in the

hands of receivers. Freight congestion, due to lack of facilities, has reached a point where it is a distinct menace to both producer and consumer. As this is written the price of coal has just jumped fifty per cent in New York, primarily because of freight congestion. According to well informed railroad men, the transportation problem now seriously affects not only the banker, the investor and the shipper, but the welfare of every citizen.

According to information gathered by the Interstate Commerce Commission Committee on Interstate and Foreign Commerce of the House of Representatives, it will require an expenditure of from five to fifteen billion dollars to supply the railroads of the country with sidetracks, warehouses, terminal facilities and the other equipments and improvements necessary to handle the transportation business of the country in the near future. To raise such a sum under present conditions seems to railroad men like an Arabian Nights dream. For four years one of the biggest banking houses in New England has been consistently advising its clients against investing in any railroad securities whatsoever. Many New York bankers have pursued a similar course.

Before our transportation needs can be met, railroad credit must be built up to such a point that stocks can be issued instead of bonds, that the public will be willing to invest in railroad securities as partners rather than as creditors. Under present conditions this is impossible. Since January 1, 1916, in a period when our national wealth has increased to an unprecedented figure and capital seeking investment has been available as never before in our history, not a single share of new railroad capital stock has been listed on the New York Stock Exchange. Many state charters forbid the railroads to sell stock under par. At the present writing the common stock of only a dozen American railroads is being dealt in on the New York Stock Exchange above par.

A little over a decade ago the railroads were fighting hard against national regulation. Today their atti-

tude shows a complete reversal. Virtually every railroad manager in the country recognizes that regulation has come to stay. They are reconciled to it and they are advocating more thorough national control. In fact, they go far beyond the measures proposed by the advocates of the Hepburn statute, now the basis of our national railroad law, which was considered radical ten years ago. "The people want regulation," say railroad managers. "Let's help make it efficient."

Railroad managers are substantively agreed upon the following program to end the present railroad muddle:

Federal incorporation of all interstate carriers.

Federal supervision and regulation exclusively for all carriers of interstate commerce, this supervision to include federal regulation of all securities.

Increasing the size of the Interstate Commerce Commission and dividing it regionally so that regional bodies, as under the Federal Reserve Board, will conduct investigations on the ground in the different traffic districts and present their findings to the central body at Washington, which need review only exceptions to such findings.

Distributing the functions of the commission so that the same body does not act as judge, jury and prosecutor.

At the root of the railroad inefficiency lies the present system of forty-nine varieties of regulation. Until radical steps are taken to remedy this grotesque policy, our railroads will remain in an unhealthy condition, and the taint of their ill health will be felt through all the channels of industry. We cannot have a constructive national railroad policy until we abolish state lines in transportation, as we have in every other business and throughout our social life generally. Before the Union was formed the various states conducted an active commercial war against one another by means of tariff duties, embargoes, etc. Under state regulation the states still carry on industrial warfare through the railroads. In railroad matters, after nearly a hundred and thirty years of union, we are still a nation of independent, squabbling colonies.

* * * * *

Nineteen states have laws regulating the issue of securities of all railroads doing business in the state. The first stock-and-bond law was passed in Wisconsin. At first the Wisconsin law imposed a fee of a dollar a thousand on all new capitalization. This was changed to a nominal fee to cover the expenses of the state commission in properly passing on applications. Illinois adopted a law based on the Wisconsin statute, but retaining the dollar-a-thousand fee. Missouri meanwhile adopted a sliding scale, ranging from a dollar down.

In 1914 and 1915 the St. Paul Company, a Wisconsin railroad corporation, had to pay out in such fees to the state of Illinois \$125,000. On a single issue of thirty million dollars, to be spent principally in improvements in other states, the company was forced to pay \$30,000 to Illinois and \$10,500 to Missouri. If the twelve states through which the St. Paul road runs had laws similar to Illinois, the road would have had to pay \$1,500,000 in two years for the privilege of making necessary improvements and extensions.

In 1914 the New York Central Company consolidated the securities of all its lines, a rearrangement involving \$300,000,000. Before effecting this consolidation the road was compelled to pay a fee of \$300,000 to the State of Illinois under the dollar-a-thousand law, though no new capital was involved in the matter, and of the 3,700 miles of New York Central lines only 141 miles lie within Illinois. But the exaction did not stop there. As soon as the new arrangement went into effect the Central was ordered to pay, under a law passed in 1913, an additional sum of \$250,000 for all stock securities authorized. The railroad sought an injunction against this double tax, and the matter is still in litigation. Virtually the levy is a tax of \$3,900 a mile on the Central's line in Illinois.

In addition to the amount assessed in Illinois, the Central was compelled to pay \$300,000 each in Ohio and Indiana in connection with the reorganization, and \$150,000 to Michigan. Its little adventure in rearranging its securities cost the railroad upward of a million

dollars merely to secure the approval of these four states.

In 1914 the Southern Pacific attempted to put out an issue of two-year notes. To do this it had to get permission in five states, California, Arizona, New Mexico, Texas and Louisiana. Arizona refused to grant permission unless the road agreed to spend a certain amount of the money in the state. This the railroad could not do. After a long delay the road gave up, and issued one-year notes, for which it did not require permission under the Arizona law. The change was made at a loss of \$250,000.

In Texas repressive laws have killed all railroad development. Most of the roads are bankrupt. The state valuation act has resulted in values fixed by the state commission, which, in the words of one railroad man, "are so decollete that no decent citizen can view them without blushing." Instances are cited of roads, costing \$60,000 a mile to build, valued at \$40,000 and \$45,000. The Texas railroad commission has ruled that no railroad may issue new securities if the total value of its stocks and bonds exceeds "the approved valuation of the completed railroad." It is little wonder that Texas is a railroad graveyard.

A few years ago the Wabash road attempted an issue of preferred stock. For this, under the constitution of Missouri, the unanimous consent of all stockholders was required. Through this provision a single stockholder, with recently acquired shares, was able to hold up the issue and prevent the whole plan of financial reorganization.

The rate muddle with forty-nine states indulging in rate-fixing, competing with one another and conflicting with the rate-fixing powers of the Interstate Commerce Commission, is productive of some of the most vexatious and costly litigation the railroads have to bear. In some states railroad managers complain that they have to spend from a quarter to over a half of their working hours in court or appearing before various commissions. In some states railroad agents have been arrested because they would not accept rates established by the state legislature, which had been enjoined by a

federal court. In other states, in similar circumstances, indictments have been brought against the railroad seeking the injunction. Alabama reduced rates and thereafter decreed that any railroad operating in the state which sought to question in court proceedings the acts of the legislature or the state railroad commission should thereupon forfeit its license to operate in the state.

An example of the freakish legislation is that which requires the Missouri, Kansas & Texas Railroad to maintain general offices, open for business, with transfer books, etc., in each of three states in which it operates. This useless triplication costs the railroad, which happens to be bankrupt, half a million dollars a year. An old law of 1872 requires the Poughkeepsie Bridge Railroad Company to keep a tug on the Hudson River to assist tows. Under this hoary statute the New Haven road, which now controls the bridge, is compelled to spend \$450 a month to charter a tug which wanders about with nothing to do. Some states have blue laws forbidding the movement of freight on Sunday, with the exception of solid through trains and a few emergency classifications.

The state laws affecting equipment and operation are another source of waste and confusion. Thirty-seven states have diverse laws regulating locomotive bells, thirty-five have laws about whistles, thirty-two have headlight laws. The bells required range from twenty to thirty-five pounds, and one state insists on an automatic bell-ringing device. The five-hundred-candle-power headlights that are good enough for Virginia may be used across the border in Kentucky, but not in North Carolina, which will not permit lights under fifteen-hundred-candle-power, or in South Carolina, which holds out for ten-thousand-candle-power, or a light strong enough to discern a man at eight hundred feet. In Ohio and Michigan headlights must reveal objects not less than three hundred and fifty feet away, but in Nevada they must show at a thousand feet. Other states fix their requirements in watts merely.

The harmless, necessary cabooses has

come in for a great deal of contradictory regulation. Most states are content with two-wheel trucks on cabooses, but fifteen require four-wheel trucks. Though many cabooses are eighteen feet long, thirteen states have passed laws fixing a minimum length of twenty-four feet, while Missouri insists that they be twenty-eight feet long, and Maine twenty-nine feet. Eight states have fixed the requisite width of caboose platforms at twenty-four inches, but Illinois and Missouri require thirty inches, while in Iowa and Nebraska, respectively, eighteen and twenty inches are sufficient. In some of the states cabooses must be equal in constructive strength to a 40,000-pound capacity freight car; in others to a 100,000-capacity freight car.

One state has solemnly decreed that there must be a cuspidor between every two seats on passenger train; an adjacent state forbids cuspidors as vulgar and unsanitary. One state requires screens in the windows of passenger coaches, and an adjoining state forbids screens.

Such instances could be multiplied. There is just as much diversity in the laws affecting operation as in those on equipment. For instance, five states require extra brakemen on freight trains of over fifty cars, two on trains of over forty cars, in three states the train length is fixed at thirty cars, and in three at twenty-five cars. In Illinois and Michigan no extra men are required, but in Indiana they are. The Michigan Central has to carry its extra brakemen a short distance in Indiana to the Michigan or Illinois state line, and there they are dropped with nothing else to do.

An instance in point are the so-called full-crew laws passed by the states. Any discussion of the full crews, or, as the railroads call it, the extra crew principle, is not germane to this article. But it is plain that this is a question that should be investigated thoroughly and decided on a national basis. Up to the present time twenty states have adopted full-crew laws and twenty-one have rejected them. Compliance with the laws enacted costs the railroads over four million dollars a year. The burden of this expense falls not only on the

traffic of the twenty states that have enacted full-crew laws, but on all states served by the railroads that also serve the twenty states.

Full-crew laws, for example, cost the Pennsylvania Railroad \$550,000 a year in Pennsylvania, \$180,000 in New Jersey, and \$120,000 in New York. The aggregate amount, \$850,000, representing five per cent on \$17,000,000 of capital, affects the Pennsylvania's service in every state in which it runs westward to the Mississippi River. It can readily be seen that such an arrangement is distinctly unfair and discriminatory.

Fifteen states have laws designed to secure preferential treatment for their freight by prescribing a minimum movement for freight cars. Several of these require a minimum movement of fifty miles a day, though the average daily movement throughout the nation is only twenty-six miles. One state imposes a penalty of ten dollars an hour for the forbidden delay. Though under the federal law there is no demurrage penalty for failure to furnish cars to a shipper, several states have penalties running from one dollar to five dollars per car per day. The result is that the railroads are compelled to discriminate against interstate commerce and against commerce in the states that have no demurrage penalties.

One by-product of all this chaotic regulation has been an increase in ten years of eighty-seven per cent in the number of general office clerks employed by the railroads and an increase of nearly 120 per cent (over \$40,000,000) in the annual wages paid to them. During this period the gross earnings of the roads increased only fifty per cent. In the fiscal year of 1915 the railroads were compelled to furnish to the national and state commission and other bodies over two million separate reports, and if duplicates are included, the total is swelled to three million.

The cost of state regulation to the railroads, to the shippers, to the public generally, is a staggering sum. It runs into hundreds of millions of dollars a year. The expense of merely maintaining the various state railroad commissions must be close to \$50,000,000 annually.

It is apparent from these details that the present scheme of multiform regulation has reached a point where it is productive of grave economic disabilities. The situation calls imperatively for careful recapitulation and wise national action. Unless there is a radical improvement, far-sighted railroad men declare that we must drift rapidly toward government ownership.

In France government ownership with private operation seems to have worked rather poorly. In Germany government ownership and operation seems to have worked rather well. But our system of changing political preferment has not yet secured for the government service a high degree of business efficiency such as distinguishes the German bureaucracy. The German government has been taking over private businesses on a large scale for the last half century. It controls virtually all the sources of communication and distribution. The individual states have gone in heavily for socialistic enterprises. The municipalities manage all sorts of commercial activities, from laundries and restaurants and opera houses to great real estate developments and timber lands. Our government has had nothing like this long and varied business experience. There is no evidence to indicate that it could now take over the railroads and run them better than the present private management. Moreover, the idea of a congressional railroad pork barrel is appalling.

Both political parties are committed to the policy of railroad regulation. President Wilson has said that "there must be no backward step," and the temper of the people generally indorses this dictum. The problem is to secure a distinct forward step in the direction of common sense efficiency.

Fireman R. V. Dulen, one of our popular firemen, has been attending "Guyon's Paradise" a great deal, exhibiting his little "Run Step." Dates, oh, my! Plenty. Kedzie and Madison seems to be a Jonah for the dates. Why not try some other corner, Ralph?

Professor M. Brosnan is now in the jewelry and rubber business. Anyone desiring jewelry or rubber goods please leave orders at his studio.

NOTICE—The C. M. & St. P. clerks of Galewood Station will give their annual entertainment and dance at Van Buren Palace, California and Madison Streets, Saturday, May 12, 1917. Don't miss it, as a jolly good time is promised.

The Seattle, Port Angeles & Western Ry.

J. H. Ginet.

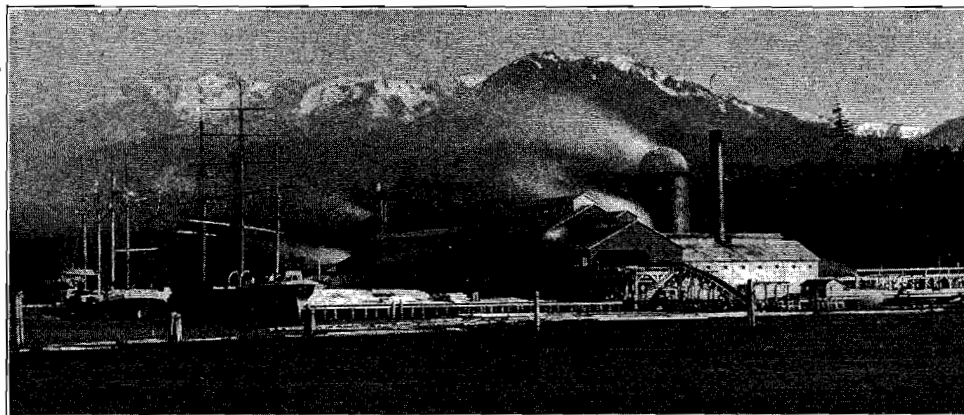
The story of most of the older divisions or subsidiary lines of the "Milwaukee" have been best told by relating in general their history and the past development of their tributary country, but our efforts to describe the Seattle, Port Angeles & Western must necessarily be confined to a general description of the present conditions and predictions for the future.

Most newly constructed lines of railway, particularly in the West, have been through sparsely settled districts, which furnished but little traffic until after the tributary country had been colonized and the agricultural and industrial possibilities had been developed, but this condition is only partially true in so far as the Seattle, Port Angeles & Western is concerned. This line taps the largest body of standing timber in the entire country and from the beginning has enjoyed a very considerable amount of freight traffic, principally logs and lumber, and there is perhaps no other like part of the "Milwaukee's" newly acquired railway lines which has greater possibilities for future traffic.

The eastern terminus of the S., P. A. & W. Ry. is the city of Port Townsend, an important business and industrial center situated on the northeastern corner of Jefferson County and commanding the entrance to the waters of Puget Sound. It is the headquarters of the U. S. Coast Artillery for the triangle of forts situated nearby, and garrisoned by 1,400 officers and men. The salmon canning and fish industries are large factors in the industries of Port Townsend.

Port Townsend is largely supported by a rich agricultural territory in Jefferson County.

The agricultural industries of the eastern part of Jefferson County are varied. There are fine fertile valleys that produce all kinds of grain and hay. Small and large fruits grow in abundance, while the immense possibilities in dairying and stock raising are an assurance of wealth. Stock raising has not taken on large proportions as yet, but the opportunities that have come for that in-



Principal Industry of The Peninsula; Olympic Mountains in Background.

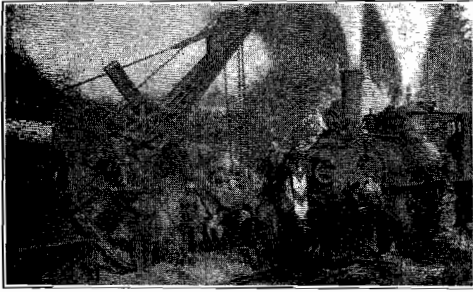
The tracks of the Seattle, Port Angeles & Western proper begin at Discovery Junction, twelve and one-half miles west of Port Townsend, and run along the extreme northern coast of the Olympic Peninsula, through the renowned Dungeness and Sequim districts to Port Angeles, thence directly west into the heavily timbered section of the peninsula, the present western terminus being Earles.

Our trains are operated from Majestic and Port Angeles through to Port Townsend over the tracks of the Port Townsend & Puget Sound Railway, from Discovery Junction to Port Townsend—freight being handled from Port Townsend to Seattle on "Milwaukee" barges; while the passengers use the boats of the Puget Sound Navigation Company.

Industry with rail transportation facilities are very promising.

Leaving Port Townsend for a dozen miles the route edges the upper half of Discovery Bay, on which is located Port Discovery, a place that recalls the achievements of Vancouver, the historically celebrated British admiral, who made the first surveys of these inland waters. His soundings and descriptions of the shore line, made more than a century ago, hold today, while his journal is one of the chief historic records of the Pacific Northwest.

Washington Harbor, one of the numerous enclosed harbors bordering this inland sea, occasions a detour of the track and adds pleasing variety to the car window view. In spring and early summer the right-of-way



Junction.
Ballasting the New Line Near Discovery

is aglow with bloom. Especially the rhododendron, which is the Washington state flower; its prolific growth along the right-of-way has caused this to be called "The Road of the Rhododendron." The substantial character of the roadbed is noteworthy, as the train encircles this almost salt-water lake, resembling an old main line construction—quite remarkable in a newly built steel highway.

The next district of importance is known as Sequim, and if you would not be classed as a tenderfoot, you should know that the "e" in this word is a silent partner, and the word is pronounced as if spelled Squim. The Sequim prairie is covered with choice farms, in the center of which is the wide-awake town of Sequim. There are 40,000 acres in this locality under cultivation, all yielding phenomenal crops. It is a fine dairying country, and near the shore are clam flats and crab waters. Dungeness, renowned for luscious crabs, is six miles to the northeast.

Under the direction of President Lincoln, the site of Port Angeles was planned, and he named the town, the oldest on Puca Strait. Here was the first United States custom house north of the Columbia River. Today it is the capital of Clallam County, and the metropolis of the Olympic Peninsula. Sheltered and protected by Ediz Hook, the harbor is one of the finest on the Pacific Coast, ample for a large and growing shipping. It is distinguished for being the first harbor east of Cape Flattery, a factor of industrial moment. One of the largest saw-mills of the entire Northwest loads direct from its lumber yard onto vessels for all parts of the world. Port Angeles is an oncoming mart, and an attractive place to visit, with inviting hotels, good roads and much that is well worth seeing.

From Port Angeles to the west the route ascends through the forest and presently the openings begin to show logged-off lands, being transformed into farms. The various phases of logging, land-clearing and all the work of preparing some of the best crop-yielding acres for cultivation are passed in review. This is a most interesting portion of a trip over the new line. Noisy, turbulent Elwha, a frolicing, glacial stream hurrying from the flanks of Mount Seattle, is the largest river flowing north from the Olympic Mountains. As the train crosses the bridge

and winds above its banks, the whiteness of the water tells its source among ever-melting, ever-renewing snow banks. Ranger, Covill and Ramapo are stations which mark new settlements and promising villages and towns, in this "Sunshineland of Opportunity."

A store, shingle mill and a few houses compose the visible industry of Joyce, where sojourners for Lake Crescent and other resorts leave the train. Auto stages are in waiting for the ride of five miles through the glorious forest. The splendid highway is nearly level to the bridge, overlooking Piedmont (on the shore of Lake Crescent), where there is a grand view of the north half of the lake in the near distance, restful in its mountain frame; and before it is realized—"all too soon," is the general acclaim—the foot of the hill is reached and this ride is over.

From Joyce the line extends west to Earles, the present terminus; Lyre and Majestic being the only two sidings on this part of the line. Here the forest is dense, and there has been very little other development of any kind, practically the only present industry being that of cutting and shipping lumber.

In Clallam and Jefferson Counties, both tributary to the Seattle, Port Angeles & Western, it is estimated that there are between fifty and sixty billion feet of the finest timber on the American continent; principally Douglas fir, hemlock, red cedar, spruce and white fir.

There are unlimited opportunities in Clallam County for those in search of recreative pursuits. Lake Crescent, Lake Southerland and Lake Ozette are three large bodies of fresh water which offer many attractions to the summer tourist. A number of summer cottages and summer hotels have been



C., M. & St. P. Depot, Port Angeles.

erected on lands bordering these lakes, and there are abundant opportunities for mountain sports, as there are many high, snow-capped peaks within a short distance from the Seattle, Port Angeles & Western.

Probably the most popular resort just now is the Sol Duc Hot Springs, owned by a private corporation, fourteen miles by good auto road southwest of Lake Crescent, a place which attracts thousands of guests during the summer. A similar hot springs water flows from what is known as Olympic Hot Springs on National forest land, eleven miles by trail from Elwha postoffice, on Boulder Creek of the Elwha River. The water from these springs is, according to tests by the Bureau of Chemistry, a moderately mineralized alkaline saline water, containing suffi-

cient hydrogen sulphide to classify it as sulphur water.

The mountain streams, broad meadows, tall timber, etc., offer a wide field of interest to large numbers of anglers, botanists, mountain explorers and general recreation seekers.

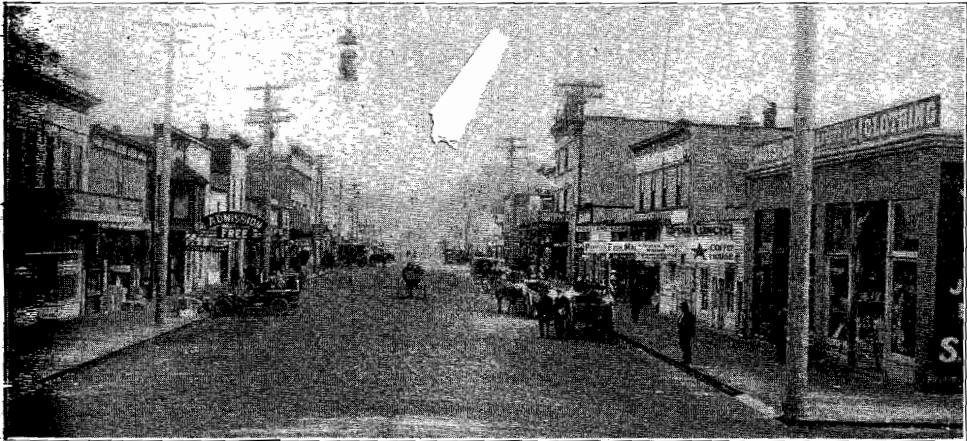
A Maine Yankee traveling abroad a number of years ago was asked if he didn't think the mountains in Switzerland were pretty high. He replied that he "did see considerable risin' ground" over there. And that same condition is what makes railroad building in the Olympic Peninsula a difficult matter. The "risin' ground" is very plentiful in that region, and it begins to rise at the edge of the water, so that locating a railroad necessarily pre-supposes more or less mountain grade and curvature, and much heavy work. The streams moreover are worn deep into their beds, even close to the Sound waters—those emptying into Discovery Bay requiring bridges higher and longer than those usually seen so close to tidewater.

Such conditions make for a scenic line, and the S. P., A. & W. is not lacking in this feature of attraction.

The original surveys for this line were made in 1908, consequent upon an exploration of the wonderful resources of the Olympic Peninsula, but active construction was delayed until 1912, when building was undertaken by the Erickson Construction Company, who at first prosecuted the work on their own initiative. Later, however, the Milwaukee assumed control and the line was completed to Earles, the present terminus, under the supervision of Assistant Chief Engineer E. O. Reeder, with District Engineer C. G. Donovan in charge.

That portion of the line from Port Angeles west to Majestic was the first to be completed and put into operation, chiefly as a logging road; the completion of the line from Port Angeles to Discovery Junction was finished in 1915, and freight service inaugurated, followed by passenger service, in May, 1916. While the country through which this road runs is mainly heavy timber, as before stated, the logged off lands are rapidly coming under cultivation. Certain portions of the Olympic Peninsula are under irrigation, a curious fact in connection with agricultural activities in a land very generally supposed to have an excessive rainfall. This is true of the very fertile Sequim Prairie, all of which is under irrigation.

With the exception of the Port Townsend & Puget Sound Railway, a short railroad running southward from Port Townsend, the S. P., A. & W. is the only rail line on the great Olympic Peninsula, an area larger in extent than some of our largest states, having in its combined resources of timber, mineral, oil, gas, agricultural land, etc., a potentiality for future growth, greater than any other section of undeveloped land in this country. In these days, when we have come to think of the northwest as a territory well forward in its making, it comes to mind as a curious and interesting fact that there is a great domain of boundless wealth in which the sight of a railroad and a train of cars is something new under the sun; and in which the smoke of a Milwaukee locomotive and a string of yellow cars were the heralds of a New Era.



Main Street, Port Angeles.

Chicago Terminals—Locals.

It has also been recently noticed that one of our out freight bill clerks at Union Street has again taken up wonderful interest in the in-freight bill clerk, although it is not thought that he will make an effort to again be transferred to that department.

Machinist Robert Urle had the misfortune to lose his right arm, while in the performance of his duties at Galewood, February 16th. He is now at the Washington Boulevard Hospital, and is getting along very nicely.

Switchman James Scanlon is taking a few weeks rest at Hot Springs, after a very strenuous winter. Understand his condition is quite serious, as he was not able to make the trip alone. Switchman S. J. Gorman accompanied him, and will also take the baths.

Switchman J. H. Rogers spent a few days sojourning at Fox Lake, where it is reported he has a cottage.

Mrs. Dan Stackland, wife of Switchman Stackland, spent a few days with friends and relatives at Prairie du Chien.

The Blizzards of 1881 and 1917 on the S. M. Division

E. J. Cawley and A. A. Horton.

The severe winter just passed brings to old-timers, memories of the great blizzards of the winter of 1880-1881 and in order to compare the rough weather of early days with that which we have just experienced, it will be necessary to recall our experiences in that past, which up to this present year has not even remotely been equalled.

It commenced to snow October 15, 1880, at 5 P. M. and by 11 P. M. there was exactly three feet of The Beautiful on the level, but up to that hour it had not been very windy or very cold. However, the wind switched suddenly to the northwest and blew a hurricane, so that by 8 A. M. of the 16th, the snow was drifted as high as the top of the telegraph poles. We had no snow fences in those days and it seemed as if all the snow that had fallen in the fields had finally found its way onto the tracks,—and the largest part of this early fall remained on the ground until May 1, 1881.

It snowed nearly every day all through the winter, but the temperature was comparatively mild, which alone saved the people throughout this country from terrific hardship, as there was not a car of wood or coal in town, when the blockade came on, which lasted from January 4th until May 1st. We had several cars of ties on hand for use in construction work west, and we had orders to sell these to the people,—not over ten ties to be allowed any one family. The lumber yards also sold what lumber was on hand, at cost, to the settlers, for fuel. There was no sugar or kerosene oil and very few groceries of any kind after March 1st.

I have read of the heroes and snow-fighters of the winter just past, and I give them all due credit and honor for their heroic work, but I have to take off my hat to the men who fought snow all during that long hard winter of 1881. The snow-fighters of today have their rotary plows and are warmly housed, while the equipment of the early days was a pick and shovel, and the duration of service was four months of uninterrupted grief, in the open, instead of four days (which was the duration of our worst storm this last winter). The "snow kings" and snow-fighters of 1881 became snow blind before the winter was half over,—they had no pay for four months, their shoes were worn out and their clothes in tatters. Every exposed part of their bodies was frozen and the skin peeled off.

As the winter wore on, the snow in the cuts which had been shoveled out so often, had to be taken out in tiers, there being three different levels, with men on each throwing the snow up and out. Finally this had to be abandoned, and the method adopted of cutting a huge block of snow, about as large as a box car, slipping a cable around it and pulling it out with the engine, to a fill where

it could be cut up and thrown off the track. J. M. Egan was the real hero of that winter. He never saw home for four months, remaining on the snow job with the men until the road was finally cleared and the snow stopped falling, about May 4th. Then the snow was transformed into water and bridges and culverts were washed out before fuel or supplies could be hauled in for the people.

While my railroad experience does not go quite as far back as the famous winter of "81," it does go back to a little later in the 80s, and to my mind the results of the recent storm were in some respects worse than those of previous years. There was not so much snow to drift, but what there was was of such fine sand-like quality that it made up in quality what it lacked in quantity—still, as it was, there was enough snow to make it interesting, and the northwest gale for two days certainly made the most of what there was. After the wind abated there were drifts in Fairmont, in the wooded portion of the city, from five to fifteen feet deep, and when people began trying to open up sidewalks could think of nothing else but how much it must resemble life in the trenches across the water. Where the wind had a clear sweep there was not a particle of snow left and in the country and along the railroads, where the wind swept across plowed fields, so much dirt was mixed with the snow that the drifts were almost as hard as rock.

Our last train was No. 23 of Saturday, February 4th, due at 7:15 p. m. They passed Fairmont about 1:30 a. m. the 5th, and became stalled in the snow west of Sherburn. No. 63 time freight, following them, was caught between Granada and Fairmont, with two cars of cattle, a car of deer and one of bananas. We had no through train after this until Saturday, a week later. The other roads entering Fairmont were in a similar condition. Fortunately the city was well provisioned and had sufficient fuel. The Fairmont Gas Engine and Railway Motor Car Company had to close their foundry on account of lack of coke, otherwise no serious inconveniences were felt.

Luckily the telephone and telegraph communication remained intact, so we were in touch with the outside world and our "up-to-the-minute" specials to the Daily Sentinel from the United Press kept us in touch with the daily news. Our isolation reminded me somewhat of a visit which we made to Lynn Haven, Florida, last winter—a delightful place climatically but with no railroad facilities, the only communication with the outside world being by boat across St. Andrews Bay, and the daily arrival of the boat was the event of the day.

The daily papers made frequent caustic remarks about the railroad's lack of "rotaries," "tea kettle" engines, etc., and as the tie-up continued there was not a little heart-burning as to which road would be the first to raise the blockade. Superintendent Atkins was marooned at Madison, S. D., and we knew

that there would be something doing from that direction at the earliest possible moment, as he has a reputation for fighting snow. In fact, I believe he enjoys it. We will put him up any day even against the "Kaiser" when it comes to fighting snow.

The Northwestern frequently reported that rotaries were working from both sides and would soon have the blockade raised, but their rotary did not arrive until Friday morning at about the same time that Superintendent Atkins arrived with a plow from the west and a gang of fifty shovelers he had gotten through with a common plow, or rather with the third or fourth plow, the previous ones having been put out of commission and returned to the shops and the last one having arrived from Bristol during the night. His method was to have the shovelers cut the ends of the drifts, break the top and then buck them with the plow. His car, No. 28, looked as though a German bomb had exploded near the north side, where it had grazed the fifteen-foot drifts near Sherburn, the rear mirrors were broken off, but he didn't need them, he was up ahead riding the plow. He reported that the bread stock at Madison was reduced to "sunshine biscuit" and he had to do something to break the blockade. That was not as bad as Sherburn. The newspapers had it that as soon as the road was open the railroad company rushed a car of beer through as the supply had been exhausted (it was the car that was snowed in between Fairmont and Granada). We saw to it that the gang were well fed on something besides sunshine biscuit and sent them on east. We missed Roadmaster Tom Hines, who used always to be in the lead with his cheery "Come on, By's." We wished Frank Day of the Daily Sentinel could have been with Mr. Atkins riding the plow with the "tea kettle" engine behind, methinks about the time they struck the fifteen-foot drift east of town, he would have pulled his green stocking cap over his ears and taken to the tall timber.

No. 63's stalled train was soon released and the beer and bananas hurried to Sherburn and Pipestone—the beer was evidently acceptable, but a couple days later the car of bananas came back east on its way to Minneapolis for sale, with Inspector Early in charge. Am wondering if he has yet found a place for it, as it must have gotten to be something of a nightmare to him. The road was opened through the following day and we have had regular service since. During the blockade we had a little vacation, the main duty being to answer the telephone and tell the people what we didn't know about trains. But since then we have made up for it, the arrival of delayed freight has been our nightmare, regular freights being followed by wayfreight extras apparently without end. We sincerely hope that "sometime" the yearly prediction of the "old settler" that "seasons are changing" and that "we will never have another" will become true in this the "garden spot" of Minnesota.

Operating a Pontoon Bridge.

Neal Gregory.

Since publication of our writeup as it appeared in the January issue of the Milwaukee Railway System Employees Magazine, with reference to launching of the new pontoon which spans the west channel of the Mississippi River between Prairie du Chien, Wis., and North McGregor, Iowa, I have received numerous inquiries concerning the manner in which the pontoon is operated in order to handle the heavy traffic which must pass over same.

Some inquirers are under the impression that a pontoon is a new and improved method of constructing a draw span bridge, but such is not the case, as the pontoon method of spanning a stream (to use a common expression) "is as old as the hills." To be sure, the new pontoon is a wonderful improvement over the old, but even at that they are not to be compared with the more modern steel draw spans, and same would not be installed at this point but for the peculiar conditions that exist in connection with other tracks and the further fact that the requirements of the government (which has absolute control over navigable streams) make it impracticable to install a permanent steel draw span.

The old pontoon across the west channel was constructed in 1900 and is 405 feet in length, 41 feet in width across the deck and 36 feet wide across the bottom and 6 feet deep. It is held in position with a hinge pier at the east end and a lock pier at the west end. On the upstream side the pontoon is protected against damage by floating ice with $\frac{1}{4}$ inch steel plates, fastened onto the sheathing with bolts and boat spikes.

A separate scow, or power boat, is provided for carrying the opening machinery for opening and closing pontoon. This power boat is 30 feet wide and 60 feet long and is attached to lower side and swinging end of pontoon.

The pontoon is opened and closed by means of a $1\frac{1}{4}$ inch chain, having its ends fastened to anchor piles driven in the bottom of the river at suitable points up and down stream, and passing over the pontoon and turning around a ribbed drum in connection with the machinery on the power boat, which is driven by a 60 horse-power engine.

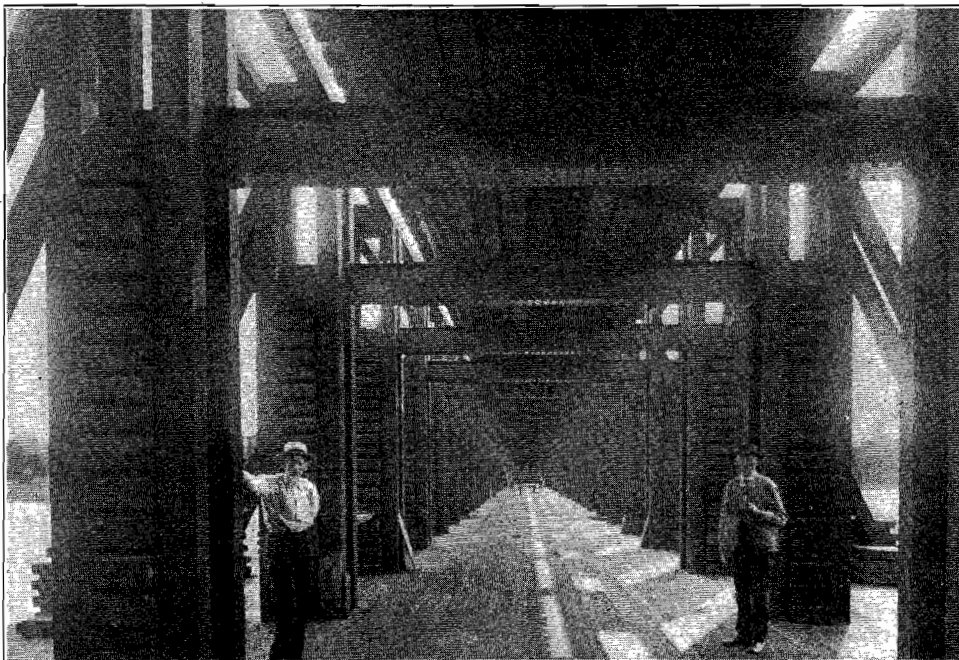
The floor system that carries the traffic over the pontoon consists of shallow steel "I" beams, placed 12 foot centers and supporting two lines of stringers, three 8x16 inch stringers packed together in each line and placed under each rail with 6x8x10 inch ties on top, making standard type railway bridge floor.

The floor beams are supported at each end on blocking, piled from the deck of the pontoon and placed between vertical guides. These blocks vary in thickness from 4 to 6, 8 and 10 inches, and the elevation of the track is adjusted by varying the number of blocks to keep track on water level, and as the water is never at a standstill, it requires constant

adjustment. Hydraulic jacks of 15 and 20 tons capacity are used in raising and lowering the floor beams to adjust the track to the proper level, one floor beam being raised up at a time. The river rises so rapidly during the flood stage that it is necessary to change two sets of blocking during 24 hours. The

repaired at one setting. This dry dock can be used and any rotten plank in bottom of pontoon taken out and replaced, while traffic is passing over pontoon.

In order to install the new pontoon and construct the new hinge and lock piers without interfering with traffic, it was necessary



The Pontoon Below the Track Deck.

track level on the pontoon is usually kept 12 or 14 inches above the level of the approaching tracks, on account of the deflection during passage of heavy train equipment.

The accompanying picture gives an excellent view of the pontoon, taken from the deck directly under the floor system, showing the steel "I" beams as they are supported on each end on blocking built up from the pontoon deck between the four guide posts. The hydraulic jacks used for raising and lowering the floor system can also be seen in this view.

These pontoons have given fairly good service, with the exception that during the fall and spring season, when the river is full of floating ice, it is necessary to swing the pontoon open and remain open until the ice ceases to run, sometimes delaying traffic for four or five days, during which time it is necessary to detour traffic via LaCrosse and Savanna. Also, at other times, due to heavy wind storms, excessive rolling of the pontoon makes it unsafe for trains to attempt to pass over it.

To keep the bottom of the pontoon in repair it is necessary to use a dry dock which is kept on hand for that purpose. This dry dock is 24 feet in length and shaped to fit the pontoon, and extends to the center of the pontoon so that a section of 16 feet can be

to drop the old pontoon down stream far enough to clear the new pontoon, and build a temporary pile trestle bridge for a turn-out track; therefore, all traffic was shifted around upon this temporary track during the construction of the new piers.

A crew of four men are employed on each pontoon, one day engineer and helper and one night engineer and helper. During the winter months we dispense with the services of the night helper. Some of these men have been employed on the pontoons continually for over 32 years. On the east pontoon Jos. LaRocque is the day engineer and Thomas Welch the night engineer. On the west pontoon James Doyle is the day engineer and Wm. McGaughey is the night engineer. These men have become so familiar with the conditions and actions of the great Mississippi River that, no matter how severe the storm or how raging the river becomes, they know exactly what to do, and as a consequence we know that everything is safe in their keeping.

The new pontoon is of a different type structure. The raising and lowering of the floor system is handled by electric power instead of hydraulic jacks.

I may have something more to say of them later.

The Veteran Employees' Association

Veterans Take Notice.

The annual meeting of the Veteran Employees' Association will be held in Minneapolis, August 14-15, 1917.

The following have been named on the general committee in charge of arrangements:

J. H. Foster, Chairman;

T. W. Proctor,	A. T. Sexton,
W. J. Thiele,	C. H. Crouse,
F. H. Rodger,	M. P. Graven,
G. A. VanDyke,	George Brewster,
F. M. Melin,	C. L. Kennedy.

This membership will be increased by the chairman as he deems necessary.

Below is given the membership list of the Veteran Employees' Association, exclusive of charter members, and including all accepted applications up to February 1, 1917.

A

Abendroth, August.....	Janesville, Wis.
Achtenberg, E. M.	Tomah, Wis.
Adams, Jacob H.	Milwaukee, Wis.
Aggas, Wm.	Aberdeen, S. D.
Alberts, Jack	Berlin, Wis.
Alberts, John	Oshkosh, Wis.
Alexander, Charles.....	Mitchell, S. D.
Alister, Edw J.....	Minneapolis, Minn.
Allen, John.....	Milwaukee, Wis.
Allen, Thomas.....	Chicago, Ill.
Alvord, Louis H.	Chicago, Ill.
Aman, Joseph.....	Watertown, Wis.
Anderson, A.	Lime Springs, Iowa
Anderson, Frank R.....	LaCrosse, Wis.
Anderson, Geo. L.....	Sioux City, Iowa
Anderson, G. O.....	Chicago, Ill.
Anderson, J. A.....	Worthing, S. D.
Anderson, Jno. H.....	Chicago, Ill.
Anderson, Nels.....	Council Bluffs, Iowa
Anderson, Nicolas.....	Minneapolis, Minn.
Andrews, James.....	Rosedale, Kan.
Augle, E. J.....	Wells, Minn.
Appleyard, W. W.....	Gurnee, Ill.
Argall, Frank.....	Tomah, Wis.
Argall, John.....	LaCrosse, Wis.
Atkins, E. G.....	LaCrosse, Wis.
Austin, John.....	Zwingle, Iowa

B

Babcock, Benj. C.....	Chicago, Ill.
Baird, Selden N.....	Dubuque, Iowa
Barr, Thos. D.....	North McGregor, Iowa
Beberger, Joseph.....	Chicago, Ill.
Bellows, Chas. O.....	Milwaukee, Wis.
Berodin, Chas. E.....	Milwaukee, Wis.
Benzinger, Jos.....	Milwaukee, Wis.
Beannett, Arthur.....	Milwaukee, Wis.
Bennett, Henry.....	Austin, Minn.
Bender, Frank.....	Chicago, Ill.
Bell, Lawrence.....	Oconto, Wis.
Behm, Geo.....	North LaCrosse, Wis.
Beerman, Wm.....	Guttenberg, Iowa
Bednar, Joseph.....	Glencoe, Minn.
Beaudette, Louis P.....	Mendota, Minn.
Beardsley, L. B.....	Sioux City, Iowa
Bates, Geo. B.....	Portage, Wis.
Bast, Peter.....	Hutchinson, Minn.
Barsch, Albert.....	Milwaukee, Wis.
Barter, Edwin B.....	Clinton, Iowa
Barnoske, Geo.....	Marion, Iowa
Barlow, E. L.....	Lime Springs, Iowa
Barbors, Nicholas.....	Harper's Ferry, Iowa
Bannerman, Bessie.....	Milwaukee, Wis.
Bannerman, Annie L.....	Milwaukee, Wis.
*Ballard, Wm. D.....	South Byron, Ill.
Balderson, John H.....	Chicago, Ill.
Baker, F.....	Minneapolis, Minn.

Bagley, Albert J.....	Kansas City, Mo.
Badger, Geo. W.....	Hartland, Wis.
Bierback, Amos F.....	Milwaukee, Wis.
Biggs, T. A.....	Rapid City, S. D.
Bingham, W. F.....	Tomahawk, Wis.
Blackford, Geo. W.....	Milwaukee, Wis.
Blair, James A.....	Chicago, Ill.
Blanchard, Chas.....	North LaCrosse, Wis.
Blanchard, O. P.....	North LaCrosse, Wis.
Blanchard, Rufus.....	North LaCrosse, Wis.
Blendinger, Jno.....	North LaCrosse, Wis.
Blomiley, Edw. J.....	Austin, Minn.
Bloomfield, Ed.....	Portage, Wis.
Bloomfield, Frank.....	Portage, Wis.
Bloomfield, Joe.....	Portage, Wis.
Bock, L. F.....	Montevideo, Minn.
Bode, A. H.....	Minneapolis, Minn.
Bohan, Daniel.....	Avoca, Wis.
Bolan, M. J.....	Faulton, Minn.
Boleyn, Martin.....	Dubuque, Iowa
Bon, L. L.....	Menomonie, Wis.
Bond, Henry R.....	Chicago, Ill.
Book, John.....	Grafton, Iowa
Boorman, Burton N.....	Tomahawk, Wis.
Bostwick, R. O.....	Minneapolis, Minn.
Botsford, Eugene N.....	Milwaukee, Wis.
Bowhall, W. S.....	Minneapolis, Minn.
Bracey, P. S.....	Chicago, Ill.
Brady, J. J.....	Richland Center, Wis.
Bradbury, E. E.....	Sanborn, Iowa
Bradley, Edwin A.....	Lewistown, Mont.
Brainard, Frank.....	Sanborn, Iowa
Brandt, Fred.....	Milwaukee, Wis.
Brasted, Augustus.....	New Lisbon, Wis.
*Braun, Ferdinand.....	Milwaukee, Wis.
Breckenridge, W. G.....	North LaCrosse, Wis.
Breuer, Geo. G.....	Rockford, Ill.
Brennan, Martin.....	McGregor, Iowa
Brennan, M. J.....	Mitchell, S. D.
Bresnahan, Mike.....	Portage, Wis.
Brisbais, Geo.....	Portage, Wis.
*Broderick, Michael.....	Minneapolis, Minn.
Broderson, Henry C.....	Perry, Iowa
Brokaw, E. E.....	Milwaukee, Wis.
Branek, Frank.....	Minneapolis, Minn.
Brooks, Arthur C.....	Minneapolis, Minn.
Brook, Edw. P.....	Minneapolis, Minn.
*Brooks, John.....	Savanna, Ill.
Brooks, Wm.....	Dubuque, Iowa
Brophy, M. J.....	Farmington, Minn.
Brossard, W. A.....	Elgin, Ill.
Brown, Chas. W.....	LaCrosse, Wis.
Brown, E. J.....	Miles City, Mont.
Brown, Geo. F.....	Stickney, S. D.
Bryan, A. E.....	McGregor, Iowa
Bryan, G. W.....	Mendota, Ill.
Bud, Henry A.....	Watertown, Wis.
Buffmire, F. H.....	LaCrosse, Wis.
Bullock, H. J.....	Milwaukee, Wis.
Bunce, Jno. M.....	Olin, Iowa
Bunch, Fred F.....	Wausau, Wis.
Bunker, F. W.....	Hastings, Minn.
Burbank, S. D.....	Milwaukee, Wis.
Burmester, Chas.....	Minneapolis, Minn.
Burns, Frank.....	Milwaukee, Wis.
Burns, G. W.....	Corliss, Wis.
Burns, J. C.....	Minneapolis, Minn.
Burns, Thomas.....	Omaha, Neb.
Butler, H. P.....	Minneapolis, Minn.
Bell, Benjamin.....	Minneapolis, Minn.
Burnell, Samuel A.....	Tomah, Wis.
Bernie, A. J.....	Milwaukee, Wis.
Bates, Jacob.....	Perry, Iowa
Brooks, Abel E.....	Aberdeen, S. D.
Bander, Fred S.....	Milwaukee, Wis.
Bilty, Louis B.....	Tomah, Wis.
Bernette, Anton.....	Portage, Wis.
Burns, Frank.....	Milwaukee, Wis.
Brooks, Patrick H.....	Milwaukee, Wis.

C

Cable, Albert H.....	Milwaukee, Wis.
Calehan, Alfred C.....	Dubuque, Iowa
Calehan, Harry R.....	Seattle, Wash.

Calvert, Jno. H.	Whitewater, Wis.	Cummins, Patrick J.	Missoula, Mont.
Cameron, H. A.	Dubuque, Iowa	Caldo, Andrew J.	Chicago, Ill.
Campbell, F. H.	Wells, Minn.	Case, Chas. W.	Minneapolis, Minn.
Campbell, Geo.	St. Paul, Minn.		
Campbell, Geo. G.	Milwaukee, Wis.	D	
Campion, Michael H.	Milwaukee, Wis.	Daman, Mike.	Montevideo, Minn.
Campion, Thomas J.	Milwaukee, Wis.	Daniels, Henry F.	Chicago, Ill.
Cane, James A.	St. Paul, Minn.	Daulton, Fred.	Milwaukee, Wis.
Carey, Chris.	Savanna, Ill.	Davis, Chas. L.	Marion, Iowa
Carr, Joseph.	Milwaukee, Wis.	Davis, Humphrey.	Aberdeen, S. D.
Carrick, W. D.	Milwaukee, Wis.	Davis, W. O.	Milwaukee, Wis.
Carrier, C. S.	Omaha, Neb.	Davis, David.	Milwaukee, Wis.
Carriagan, John E.		Davis, James J.	Tyndall, S. D.
Carroll, E. J.	Warrenton, Ill.	Davis, O. F.	Marion, Iowa
Cary, Chas. Edw.	Galewood, Ill.	Davis, John F.	Chicago, Ill.
Cary, Jno. W.	LaCrosse, Wis.	Davis, Thos.	Savanna, Ill.
Case, C. D.	Chicago, Ill.	Davy, Michael G.	Minneapolis, Minn.
Casey, Jno. F.	Milwaukee, Wis.	DeBauer, Carrie.	Milwaukee, Wis.
Casey, P. H.	Milwaukee, Wis.	DeGellehe, Henry A.	Milwaukee, Wis.
Casper, F. M.	Milwaukee, Wis.	Degnan, J. H.	Fargo, N. D.
Cassel, Jno. F.	Chicago, Ill.	Deguise, Phillip H.	Green Bay, Wis.
Catlin, G. W.	Chicago, Ill.	Delaney, John.	Avoca, Wis.
Caton, Matthew.	Aberdeen, S. D.	Delury, Eugene.	Chicago, Ill.
Cawer, Geo. W.	Marion, Iowa	Deming, Joseph.	Minneapolis, Minn.
Cawrey, Fred.	Dubuque, Iowa	Devine, D. J.	LaCrosse, Wis.
Certain, Wilson.	Marion, Iowa	Dexter, John E.	Dubuque, Iowa
Chalanpka, John.	Dubuque, Iowa	Diershow, H. J.	Elgin, Ill.
Chamberlain, Frank O.	LaCrosse, Wis.	Dingeman, W. G.	Ottumwa, Iowa
Chambers, Chas.	Horicon, Wis.	Doborka, Fred.	LaCrosse, Wis.
Chambers, Thos.	Milwaukee, Wis.	Doherty, John P.	Williamsburg, Iowa
Chapman, A. C.	Seattle, Wash.	Dohse, Wm.	
Chapman, Wm. H.	Dunning, Ill.	Dail, Henry.	Milwaukee, Wis.
Chase, Chas.	Minneapolis, Minn.	Dollmaier, Geo.	Great Falls, Mont.
Cheney, Ernest C.	Milwaukee, Wis.	Domstrich, John.	LaCrosse, Wis.
Christenson, F. M.	Tomah, Wis.	Donald, James B.	Savanna, Ill.
Christenson, Gilbert.	Colmar, Iowa	Doran, Harry.	Oconto, Wis.
Christy, W. F.	Sioux City, Iowa	Doris, Frank W.	Kansas City, Mo.
Churchill, Martin F.	Mason City, Iowa	Dousman, B. A.	Milwaukee, Wis.
Cinclair, Jarvis.	Milbank, S. D.	Doxader, F. L.	Wausau, Wis.
Clark, F. E.	Cleveland, Ohio	Doyle, Louis.	Milwaukee, Wis.
Clark, Chas. G.	Winona, Minn.	Doyle, Patrick.	Minneapolis, Minn.
Clark, E.	McGregor, Iowa	Drha, Frank.	Kingsbury, S. D.
Clark, James P.	Platteville, Wis.	Drumb, U. G.	Clayton, Iowa
Clark, Julia.	Schofield, Wis.	Drury, Walter D.	Milwaukee, Wis.
Clark, Lewellyn E.	Montevideo, Minn.	Dubuy, Fred.	Milwaukee, Wis.
Claybaugh, A. Harry.	Milwaukee, Wis.	Dudley, W. F.	Evanston, Ill.
Clemmer, Geo. G.	Ferguson, Iowa	Duer, W. F.	Milwaukee, Wis.
Clemmons, Wm. M.	Portage, Wis.	Dullin, John F.	Chicago, Ill.
Clemmons, Ezra.	Seattle, Wash.	Duncan, Geo. G.	Milwaukee, Wis.
Clifford, J. M.	Green Bay, Wis.	Dunn, C. A.	LaCrosse, Wis.
Cobb, Hiram.	Minneapolis, Minn.	Dunn, John S.	Portage, Wis.
Coleman, James.		Dunphy, Harry T.	Milwaukee, Wis.
Collins, Frank G.	Savanna, Ill.	Dukes, Cyrus M.	Chicago, Ill.
Collins, Timothy A.	Milwaukee, Wis.	Duvie, F. A.	Tomahawk, Wis.
Colmey, J. E.	Chicago, Ill.	Duvie, H. F.	Tomah, Wis.
Colwell, Ed. F. Sr.	Milwaukee, Wis.	Dwyer, Mike E.	Green Bay, Wis.
Cawley, J.	Rose Creek, Minn.	Danielson, Wm.	Milwaukee, Wis.
Conant, Herbert L.	Tomahawk, Wis.	Dickey, Jos. A.	Milwaukee, Wis.
Conklin, Sophia A.	Milwaukee, Wis.		
Conley, Henry.	Sioux City, Iowa	E	
Connelly, James J.	Wauzeka, Wis.	Eddington, W. A.	Minneapolis, Minn.
Conner, James.		Edmonds, A. J.	Madison, Wis.
Connors, James W.	Mason City, Iowa	Edson, R. P.	Des Moines, Iowa
Cook, Chas. F.	Milwaukee, Wis.	Edwards, Hugh W.	Milwaukee, Wis.
Cornelius, F. B.	Marion, Iowa	Edwards, N. J.	Toronto, Iowa
Cornwell, E. B.	Lewistown, Mont.	Edwards, Wm. R.	Milwaukee, Wis.
Cosgrave, Frank.	Sioux City, Iowa	Ehlert, Chas.	Hartford, Wis.
Coster, Lester.	LaCrosse, Wis.	Elder, James.	Cologne, Minn.
Coughlin, Michael.	Milwaukee, Wis.	Eldredge, P. C.	Milwaukee, Wis.
Coyle, Michael F.	Elgin, Ill.	Elert, Wm.	Tomah, Wis.
Coyne, W. B.	Fond du Lac, Wis.	Elliot, H. P.	Chicago, Ill.
Craft, C. L. V.	LaCrosse, Wis.	Ellis, B. W.	Chicago, Ill.
Craig, W. O.	Austin, Minn.	Ellis, Wm. H.	Milwaukee, Wis.
Cramer, Martin.	Milwaukee, Wis.	Emerson, H. N.	Minneapolis, Minn.
Crawford, E. J.	Dubuque, Iowa	Emerson, W. J.	Savanna, Ill.
Creighton, Wm.	Elgin, Ill.	Emerson, W. T.	Missoula, Mont.
Crolins, Seymour H.	Milwaukee, Wis.	Emery, A. D.	Minneapolis, Minn.
Crooker, Wm.	Minneapolis, Minn.	Emkhauser, B. F.	Wausau, Wis.
Crosby, Harvey C.	Sisseton, S. D.	Engel, Wm. G.	Waupun, Wis.
Crowley, Wm. L.	Milwaukee, Wis.	Erickson, John W.	
Cull, Geo. F.	Milwaukee, Wis.	Erickson, Louis.	Minneapolis, Minn.
Cull, Jno. H.	Milwaukee, Wis.	Estabrook, R. A.	Minneapolis, Minn.
Cull, P. E.	Tunnel City, Wis.	Evans, David T.	Milwaukee, Wis.
Cumminsford, Thos F.	Milwaukee, Wis.	Evans, A. D.	Milwaukee, Wis.
Cunningham, J. C.	Davenport, Iowa	Evans, Wallace.	Panora, Iowa
Curtin, Thos.	Hastings, Minn.	Evans, W. R.	Milwaukee, Wis.
Cusey, Augustus.	Mason City, Iowa	Emerson, J. A.	Bristol, N. H.
Cutting, W. A.	LaCrosse, Wis.	Evans, W. J.	Chicago, Ill.
Czech, John J.	Milwaukee, Wis.		
Callahan, John C.	Chicago, Ill.	F	
Cinclair, D. S.	Milbank, S. D.	Felton, C. W.	Sioux City, Iowa
Cowles, A. Z.	Minneapolis, Minn.	Ferguson, Kenneth.	Minneapolis, Minn.
		Fidlin, Wm. H.	Milwaukee, Wis.
		Finegan, A. D.	Kilbourn, Wis.
		Finnerty, M. P.	Tomah, Wis.
		Finnicum, Geo.	Des Moines, Iowa

Finnicum, W. L. Des Moines, Iowa
 Fischbach, Peter North LaCrosse, Wis.
 Fitch, W. A. Milwaukee, Wis.
 Fitzgerald, Michael Minneapolis, Minn.
 Flanagan, M. J. Aberdeen, S. D.
 Fleming, M. J. Minneapolis, Minn.
 Flaherty, C. F. Prior Lake, Minn.
 Floyd, A. A. Davenport, Iowa
 Fluck, Phillip North English, Iowa
 Flynn, Michael Minneapolis, Minn.
 Fohey, James H. Milwaukee, Wis.
 Foley, Edw. Madison, S. D.
 Foley, Thos. Ortonville, Minn.
 Foren, John Savanna, Ill.
 Foth, Wm. Milwaukee, Wis.
 Fourness, Chas. E. Milwaukee, Wis.
 Fowler, R. Delos Montevideo, Minn.
 Fowler, E. G. Tacoma, Wash.
 Fox, John C. Janesville, Wis.
 Fraiken, H. J. Minneapolis, Minn.
 Frank, Geo. M. Milwaukee, Wis.
 Fraunfelder, Fred. Mineral Point, Wis.
 French, H. P. Seattle, Wash.
 Fritsch, Peter Milwaukee, Wis.
 Frost, Britton W. Glencoe, Minn.
 Fultz, W. A. Milwaukee, Wis.
 Furey, Wm. Milwaukee, Wis.
 Fuller, Eldredge D. Chicago, Ill.
 Fitch, Frank. Tomah, Wis.

G.

Galvan, Martin Dubuque, Iowa
 Gamm, A. J. Milwaukee, Wis.
 Gangstad, O. K. Minneapolis, Minn.
 Gardner, Wm H. Sioux City, Iowa
 Garside, M. A. Milwaukee, Wis.
 Gasper, H. North McGregor, Iowa
 Gathany, Geo. M. Des Moines, Iowa
 Gay, Lewis L. Chicago, Ill.
 Gaynor, Edw. Waterville, Iowa
 Gebhart, Otto New Lisbon, Wis.
 Gegenheimer, G. W. Minneapolis, Minn.
 Genrich, Herman F. Tomah, Wis.
 George, H. Jr. Lyle, Minn.
 George, Thos. E. Madison, Wis.
 Getty, F. W. Chicago, Ill.
 Gibbs, E. B. Waukon, Iowa
 Gifford, Robt. W. LaCrosse, Wis.
 Giles, B. H. Perry, Iowa
 Gilham, H. M. Wausau, Wis.
 Gillman, C. R. Milwaukee, Wis.
 Gilson, Luther Milwaukee, Wis.
 Ginder, Geo. Portage, Wis.
 Ginalne, J. L. Glenview, Ill.
 Gleis, Wm. Tomah, Wis.
 Glon, Virgil Ottumwa, Iowa
 Glynn, James Milwaukee, Wis.
 Good, Horace S. Chicago, Ill.
 Goodrich, R. Wausau, Wis.
 Goodwin, Edmond Chicago, Ill.
 Goos, Fred. Savanna, Ill.
 Gotschall, Ed. Sanborn, Iowa
 Grady, Wm. Milwaukee, Wis.
 Grady, John Portage, Wis.
 Graf, Leonard. Amana, Iowa
 Graham, Andy S. Dubuque, Iowa
 Grant, C. A. Chicago, Ill.
 Grams, Herman Watertown, Wis.
 Graves, H. Chicago, Ill.
 Gray, Clarence H. Savanna, Ill.
 Griffin, A. W. Chicago, Ill.
 Griffing, Fred A. Chicago, Ill.
 Griffin, John A. Clinton, Iowa
 Griggs, Horace W. Milwaukee Shops, Wis.
 Grissinger, Joseph. Des Moines, Iowa
 Gross, Arthur H. Milwaukee, Wis.
 Gunn, John Savanna, Ill.
 Guse, Chas. E. Sanborn, Iowa
 Gurwell, Joseph G. Kansas City, Mo.
 Goodwin, James. Milwaukee, Wis.
 Gennrich, Wm.

H.

Haddock, Peter Milwaukee, Wis.
 Hahn, A. B. North McGregor, Iowa
 Hahnast, Otto Minneapolis, Minn.
 Haker, F. J. Tomah, Wis.
 Hall, Moore Dubuque, Iowa
 Hall, Wm. New York, N. Y.
 Hamilton, Lawrence. Freeport, Ill.
 Hanrahan, Thos J. Miles City, Mont.
 Hansen, Hans. Council Bluffs, Iowa
 Hardee, James. Spencer, Iowa
 Harnett, Michael. Freeport, Ill.
 Harper, Grant E. Chicago, Ill.

Harrington, E P. Merriam Park, Minn.
 Harrison, Joseph. LaCrescent, Minn.
 Harstad, John. Appleton, Minn.
 Hart, Wm H. Green Bay, Wis.
 Hartwell, Alva B. Austin, Minn.
 Hasenbalg, Albert J. Chicago, Ill.
 Hatch, Geo. H. Milwaukee, Wis.
 Hauer, Fred. Mauston, Wis.
 Hayatt, F. W. Lavinia, Iowa
 Hayden, E. G. Cleveland, Ohio
 Hayden, Henry J. Milwaukee, Wis.
 Hayes, James. Minneapolis, Minn.
 Hayes, John. Wabasha, Minn.
 Hayes, Wm. H. Mason City, Iowa
 Haytt, Geo. Chicago, Ill.
 Haster, Wm. P. Minneapolis, Minn.
 Hebard, Wm. L. Milwaukee, Wis.
 Heckel, Geo. Milwaukee, Wis.
 Heffling, Wallace. Berlin, Wis.
 Heilman, Geo. M. Monroe, Wis.
 Heine, Wm. F. Plymouth, Iowa
 Heironimus, J. Rockford, Ill.
 Helms, Alexander. Kingston, Ill.
 Helsdon, John H. Milwaukee, Wis.
 Hennessey, D. S. Milwaukee, Wis.
 Hennessey, Morris. Milwaukee, Wis.
 Hennessey, J. J. Milwaukee, Wis.
 Henry, A. J. Bear Mouth, Mont.
 Hersey, Chas. E. Savanna, Ill.
 Heyberg, Henry. Milwaukee, Wis.
 Hibbard, G. R. Dubuque, Iowa
 Hickey, Wm. Prairie du Chien, Wis.
 Higgins, Geo. M. Milwaukee, Wis.
 Higgins, James. Minneapolis, Minn.
 Hiller, B. H. Walworth, Wis.
 Hilliker, C. E. Des Moines, Iowa
 Heinrichs, Paul L. Davenport, Iowa
 Heinrichs, W. B. Milwaukee, Wis.
 Hinsey, John. Sioux City, Iowa
 Hinsey, Wm. A. Milwaukee, Wis.
 Hinton, F. H. Spencer, Iowa
 Hixson, Edw. B. New York, N. Y.
 Hobbs, C. E. Milwaukee, Wis.
 Hocum, A. E. Minneapolis, Minn.
 Hodgdon, Harry L. Rockford, Ill.
 Hoefner, Fred. Chicago, Ill.
 Hoffman, H. Savanna, Ill.
 Holl, Fred. LaCrosse, Wis.
 Hollinshead, P. New Lisbon, Wis.
 Holmes, F. J. LaCrosse, Wis.
 Holt, Alfred. Minneapolis, Minn.
 Holt, F. S. Pardeeville, Wis.
 Holt, Henry C. Sioux City, Iowa
 Holzinger, Chris. Milwaukee, Wis.
 Homberger, John. Milwaukee, Wis.
 Hopkins, R. B. Wesley, Iowa
 Hoppe, Otto F. Milwaukee, Wis.
 Horr, Eugene. Waukesha, Wis.
 Horrigan, Peter. Lanark, Ill.
 Hovel, Richard. Jackson, Minn.
 Hooval, P. J. Madison, S. D.
 Horan, Geo. M. Milwaukee, Wis.
 Horan, John M. Milwaukee, Wis.
 Horning, Jacob. Portage, Wis.
 Howe, Thos. Janesville, Wis.
 Howell, John G. Viola, Wis.
 Hoyt, Tracy D. Horicon, Wis.
 Hoxsle, Elial. McGregor, Iowa
 Huber, Leopold. Eau Claire, Wis.
 Hubley, H. W. Milwaukee, Wis.
 Hug, John. Belmont, Wis.
 Huggins, Thos B. Milwaukee, Wis.
 Hughes, Hugh S. Chicago, Ill.
 Hughes, R. O. Perry, Iowa
 Hull, John Q. Mason City, Iowa
 Humphrey, J. W. Milwaukee, Wis.
 Hutchings, James E. Milwaukee, Wis.
 Hutchison, A. L. Chicago, Ill.
 Hutchison, Frank. Tomah, Wis.
 Huulgaard, Chris J. Milwaukee, Wis.
 Holliger, Ernest J. Tomah, Wis.
 Hauer, Edgar T. Wis.
 Hug, Henry.

I.

Indra, Geo. J.
 Indra, John J.

J.

Jacobs, C. W.
 Jackson, Frank W.
 Jacobs, Thos. H.

Laurel
 Minn.

Janes, R. H. Mason City, Iowa
 Jarchow, C. H. Milwaukee, Wis.
 Jenkins, Wm. A. Sioux City, Iowa
 Jennings, Wm. M. Milwaukee, Wis.
 Jensen, Chas. Milwaukee, Wis.
 Jensen, David. Milwaukee, Wis.
 Jensen, Adolph. Minneapolis, Minn.
 Jeoks, Herman. Hutchinson, Minn.
 Johnson, Almond M. Savanna, Ill.
 Johnson, Andrew. Crevitz, Wis.
 Johnson, Charles. Milwaukee, Wis.
 Johnson, Chris. Council Bluffs, Iowa
 Johnson, Fred. Afton, Minn.
 Johnson, John. Chicago, Ill.
 Johnson, J. Lime Springs, Iowa
 Johnson, John. Faribault, Minn.
 Johnson, Louis. Aberdeen, S. D.
 Johnson, Jerry. Wausau, Wis.
 Johnson, John. Milwaukee, Wis.
 Johnson, Peter. Manilla, Iowa
 Jones, Chas. M. Minneapolis, Minn.
 Jones, Edw. Minneapolis, Minn.
 Jones, H. E. Wabasha, Minn.
 Jones, Samuel F. Austin, Minn.
 Jones, W. G. Cambria, Wis.
 Jorgenson, Louis. Bixby, Minn.
 Joyce, M. Janesville, Wis.
 Juneau, L. B. Chicago, Ill.

K.

Kaiser, Nicholas. Milwaukee, Wis.
 Kaich, Geo. Deerfield, Ill.
 Karn, Wm. N. Green Bay, Wis.
 Karpal, Mathias. Milwaukee, Wis.
 Kassabum, H. C. Wabasha, Minn.
 Kay, Wm. H. Milwaukee, Wis.
 Keeler, F. A. Minneapolis, Minn.
 Kearney, R. H. Dubuque, Iowa
 Keenan, Michael. Minneapolis, Minn.
 Keeney, G. B. New Lisbon, Wis.
 Kees, Willard W. Milwaukee, Wis.
 Kehoe, Jerry. Milwaukee, Wis.
 Kelleher, John. Lansing, Iowa
 Keller, C. A. Ottumwa, Iowa
 Kelley, D. D. Milwaukee, Wis.
 Kelley, Edw. R. Milwaukee, Wis.
 Kelley, M. J. Kilbourn, Wis.
 Kells, Wm. Milwaukee, Wis.
 Kelly, Michael. Aberdeen, S. D.
 Kennedy, Mike. Faribault, Minn.
 Kennedy, P. J. Minneapolis, Minn.
 Kent, Henry L. Chicago, Ill.
 Keyes, E. W. Milwaukee, Wis.
 Kiley, Hugh C. Davenport, Iowa
 Kilgriff, Joseph M. Minneapolis, Minn.
 Kimball, Chas. E. Chicago, Ill.
 King, Thos. Montevideo, Minn.
 Kinney, T. F. Minneapolis, Minn.
 Kinney, T. J. Chicago, Ill.
 King, W. J. Chicago, Ill.
 Kinzie, Chas. H. Richland Center, Wis.
 Klingenberg, Henry. Milwaukee, Wis.
 Klumb, A. J. Wauwatosa, Wis.
 Knappik, Adolph. Montevideo, Minn.
 Knodler, A. L. Maquoketa, Iowa
 Kobler, Michael. Chicago, Ill.
 Koch, Paul. Oshkosh, Wis.
 Kofhmehl, W. H. Elgin, Ill.
 Kohne, J. H. Rockland, Mich.
 Kornfehl, John. Milwaukee, Wis.
 Krause, Frank A. Portage, Wis.
 Krebs, Herman. Milwaukee, Wis.
 Krancigk, J. Frank. Milwaukee, Wis.
 Kromee, Michael. Milwaukee, Wis.
 Krueger, Lawrence. Milwaukee, Wis.
 Kueller, F. C. Milwaukee, Wis.
 Kula, Martin. Chicago, Ill.
 Keymer, Albert. Milwaukee, Wis.

L.

Ladd, Oscar F. Aberdeen, S. D.
 Lambert, A. J. Tomah, Wis.
 Lamphere, Frank L. Madison, Wis.
 Lampman, E. L. Minneapolis, Minn.
 Longbecker, John. Portage, Wis.
 Lange, Christ. Minneapolis, Minn.
 Lange, Robt. Dubuque, Iowa
 Lansinger, John. Milwaukee, Wis.
 Larson, Andrew. Chicago, Ill.
 Larson, August. Sanborn, Iowa
 Larson, John. Minneapolis, Minn.
 Larson, Peter. Odessa, Minn.
 La Tronch, John. New Albin, Iowa
 Lanfenberg, Henry. Chicago, Ill.

Lauffe, Englebert John. Austin, Minn.
 Lawrence, Frank. Madison, Wis.
 Leach, Reuben V. Sparta, Wis.
 Lee, Gilbert M. Seattle, Wash.
 Lee, James S. Libertyville, Ill.
 Lee, John W. Berlin, Wis.
 Lehmkuhl, Herman. Milwaukee, Wis.
 Leetgen, Henry. Brownsville, Minn.
 Leitner, Lewis. Mason City, Iowa
 Leonard, Jacob. Bellevue, Iowa
 Lew, John. Milwaukee, Wis.
 Lewis, A. M. Milwaukee, Wis.
 Lewis, Harry. Chicago, Ill.
 Liddle, John. Milwaukee, Wis.
 Light, J. A. Milwaukee, Wis.
 Liles, Wm. H. Minneapolis, Minn.
 Lind, Frank H. Minneapolis, Minn.
 Lindsey, Geo. A. Madison, S. D.
 Linke, Leopold. Milwaukee, Wis.
 Lintelmann, G. H. Harlowton, Mont.
 Little, Gideon M. New Lisbon, Wis.
 Little, John J. Portage, Wis.
 Little, James. Milwaukee, Wis.
 Lloyd, P. E. Shullsburg, Wis.
 Lobdell, H. J. Minneapolis, Minn.
 Lakoski, Valentine. Owatonna, Minn.
 Long, Herbert. Port Angeles, Wash.
 Longfellow, Robt. F. Milwaukee, Wis.
 Longshie, Ed. Kansas City, Mo.
 Loomis, Wm. A. Chippewa Falls, Wis.
 Lovesteen, Erick. Wahpeton, N. D.
 Lawrence, W. C. Lohrville, Iowa
 Lucas, Abe N. Milwaukee, Wis.
 Luck, Gustave. Portage, Wis.
 Lund, Chris. Sabula, Iowa
 Lundquist, Carl J. Minneapolis, Minn.
 Luck, Chas. F. Portage, Wis.
 Lawrence, A. M. Austin, Minn.
 Lane, G. A. Anamosa, Iowa

M.

Macdonald, J. A. Milwaukee, Wis.
 Mackey, Wm. Milwaukee, Wis.
 MacVedon, Michael. Milwaukee, Wis.
 Madden, James. Milwaukee, Wis.
 Main, Sidney A. Lusk, Wyo.
 Malone, T. F. Jackson, Minn.
 Maloney, John. Milwaukee, Wis.
 Manchester, A. E. Milwaukee, Wis.
 Manchester, T. S. Aberdeen, S. Dak.
 Manning, F. C. Freeport, Ill.
 Manske, H. Milton Jct., Wis.
 Mansur, E. J. Milwaukee, Wis.
 Manthey, Wm. Portage, Wis.
 Marasick, John. Eau Claire, Wis.
 Markle, Louis W. Waukesha, Wis.
 Martin, Conrad. Chicago, Ill.
 Martinson, Andrew. Grand Rapids, Wis.
 Matthews, Harry. Austin, Minn.
 Matson, F. A. Racine, Wis.
 Mattas, Charles. Davenport, Iowa
 Mau, August. Milwaukee, Wis.
 Mau, David. Chicago, Ill.
 *Maughom, W. F. Melstone, Mont.
 May, W. H. LaCrosse, Wis.
 Maytum, Nelson C. Polo, Mo.
 McAdams, Geo. Chicago, Ill.
 McBride, P. J. Portage, Wis.
 McCabe, Peter. Portage, Wis.
 McCabe, Thos. Milwaukee, Wis.
 McCain, Charles W. Portage, Wis.
 McCann, Edw. H. Evanston, Ill.
 McCann, Frank. Wausau, Wis.
 McClorka, Chas. Lanark, Ill.
 McCormick, Stewart. Yankton, S. D.
 McCormie, Hubert N. Freeport, Ill.
 McCreedy, Myron. Madison, S. D.
 McCaffney, P. J. Richland Center, Wis.
 McCulloch, F. S. Wausau, Wis.
 McCullom, Geo. N. Sanborn, Iowa
 McCully, Wm. G. Chicago, Ill.
 McDonald, C. G. Sanborn, Iowa
 McEldoon, Chas. Mason City, Iowa
 McGann, Michael. Milwaukee, Wis.
 McGarry, Chas. G. Milwaukee, Wis.
 McGinn, B. D. Farmington, Minn.
 McGrail, J. Savanna, Ill.
 McGrath, Patrick. Wausau, Wis.
 McGrath, Jno. F. Milwaukee, Wis.
 McGuinness, Arthur. Dubuque, Iowa
 McGuire, Thos. Buck Grove, Iowa
 McKay, C. S. Dubuque, Iowa
 McKinney, Frank. Dubuque, Iowa
 McKinnon, Robt. Armour, S. D.
 McMahon, James. Portage, Wis.

McMahon, P. Mitchell, S. D.
 MacMullen, Herbert B. Milwaukee, Wis.
 McNaney, B. H. North Milwaukee, Wis.
 McNerny, Michael. Elgin, Ill.
 McShane, James D. Madison, Wis.
 McShane, M. Austin, Minn.
 McVicar, Neil. Janesville, Wis.
 Meiritz, Julius. Milwaukee, Wis.
 Melcher, John. Chicago, Ill.
 Melody, Walter. Milwaukee, Wis.
 Meltzer, Otto F. Milwaukee, Wis.
 Merrill, E. C. Davenport, Iowa
 Merwin, Chas. LaCrosse, Wis.
 Melendyk, John F. Green Bay, Wis.
 Meyer, Frank. Milwaukee, Wis.
 Meyer, Henry. Chicago, Ill.
 Mieritz, Robt. Milwaukee, Wis.
 Miller, Frank P. Marion, Iowa
 Miller, Fred S. Sioux City, Iowa
 Miller, Aug. Babcock, Wis.
 Miller, Geo. Des Moines, Iowa
 Miller, Gust. Oconto, Wis.
 Miller, Henry. Milwaukee, Wis.
 Miller, John W. Dubuque, Iowa
 Miller, W. G. Milwaukee, Wis.
 Milligan, Edw. F. Dubuque, Iowa
 Mills, Chas E. Wauwatosa, Wis.
 Mitchell, Alfred B. Milwaukee, Wis.
 Mitchell, P. F. Brookfield, Wis.
 Moe, Peter O. Minneapolis, Minn.
 Moeff, Fred J. Milwaukee, Wis.
 Mohaupt, Erdmann. Milwaukee, Wis.
 Mobchior, W. H. Port Angeles, Wash.
 Moll, Oscar. Milwaukee, Wis.
 Monk, A. E. Sioux City, Iowa
 Monser, W. C. Fayette, Iowa
 Monson, Andrew. Minneapolis, Minn.
 Mooney, C. P. Brodhead, Wis.
 Moore, Delavan E. Milwaukee, Wis.
 Moore, F. R. Ottumwa, Iowa
 Moore, M. H. Tomah, Wis.
 Moore, Paul. Wabasha, Minn.
 Moorhead, L. H. Des Moines, Iowa
 Moran, Edw. Milwaukee, Wis.
 Moran, P. D. Sioux City, Iowa
 Morehouse, Nathan. Portage, Wis.
 Morris, Wm. Watertown, Wis.
 Mosher, A. V. Milwaukee, Wis.
 Mosher, F. W. Springfield, Wis.
 Mueller, Fred. Milwaukee, Wis.
 Mueters, Geo. H. Tyndall, S. D.
 Mullen, Matt. Marion, Iowa
 Mullin, M. Prairie du Chien, Wis.
 Mundt, August. Eau Claire, Wis.
 Murphy, John. Waukesha, Wis.
 Murphy, James W. Northfield, Minn.
 Murphy, John J. LaCrosse, Wis.
 Murphy, John W. Rockford, Ill.
 Murphy, M. P. Kirkland, Ill.
 Murray, Henry J. Milwaukee, Wis.
 Murphy, Nicholas E. Milwaukee, Wis.
 Murphy, Timothy C. Portage, Wis.
 Murphy, Thos. J. St. Paul, Minn.
 Myers, Wm. Austin, Minn.
 McEvoy, John. Spring Grove, Ill.
 Mollinger, John. Milwaukee, Wis.

N.

Nawrocki, Albert. Milwaukee, Wis.
 Naumann, Adolph. Chicago, Ill.
 Nelson, Albin. Beloit, Wis.
 Nenow, Albert. Wausau, Wis.
 Nee, P. H. Montevideo, Minn.
 Neelings, Frank A. Mason City, Iowa
 Nein, Henry. LaCrosse, Wis.
 Neitzel, Herman. Tomah, Wis.
 Nellins, Geo. W. Watertown, Wis.
 Nelson, Chris. Council Bluffs, Iowa
 Nelson, Ellef. Minneapolis, Minn.
 Nelson, Isaac. Minneapolis, Minn.
 Nelson, Julius. Minneapolis, Minn.
 Neuman, Edw. Chicago, Ill.
 Neumeister, Frank. Dubuque, Iowa
 Newbury, John. Kansas City, Mo.
 Neuman, Albert H. Dubuque, Iowa
 Newman, John. Winona, Minn.
 Newton, James. Ortonville, Minn.
 Nichols, W. E. Chicago, Ill.
 Nielson, Niels. Savanna, Ill.
 Noel, Mathias. Reno, Minn.
 Nordby, Hans. Milwaukee, Wis.
 Nordstrom, Chas. Tomah, Wis.

O.

Ober, J. E. Austin, Minn.
 O'Brien, David. Wausau, Wis.

O'Brien, Daniel. Minneapolis, Minn.
 O'Connell, John. Madison, Wis.
 O'Connor, F. J. Milwaukee, Wis.
 O'Connor, John. Dubuque, Iowa
 Odegard, E. Minneapolis, Minn.
 O'Gar, S. J. Ottumwa, Iowa
 O'Leary, Benj. Dubuque, Iowa
 O'Leary, Daniel. Portage, Wis.
 O'Leary, James. Tomah, Wis.
 O'Graber, Chas. Bensenville, Ill.
 Olson, Albert, Sr. Tomahawk, Wis.
 Olsen, Charles. Milwaukee, Wis.
 Olson, Gus. Wausau, Wis.
 Olson, Matt. LaCrosse, Wis.
 Olson, O. T. McFarland, Wis.
 Ott, Stephen. Milwaukee, Wis.
 O'Neil, John. Milwaukee, Wis.
 Opie, Henry C. Austin, Minn.
 *Osclarn, John J. Milwaukee, Wis.
 Otto, M., Sr. Tomah, Wis.
 Orvis, Fred E. Ottumwa, Iowa
 Owens, Edw. C. Milwaukee, Wis.
 Owen, Thos H. Milwaukee, Wis.
 Oxley, J. M. Ottumwa, Iowa

P.

Parten, John A. Minneapolis, Minn.
 Paulus, Geo. Grafton, Iowa
 Pazour, Peter. Marion, Iowa
 Peacock, Wm. Sanborn, Iowa
 Penrose, F. M. Murdo, S. D.
 Perry, Albert. Aberdeen, S. D.
 Perry, A. G. Bensenville, Ill.
 Perry, Henry D. Oconto, Wis.
 Peterson, A. C. Ottumwa Jct., Iowa
 Peterson, C. E. Green Bay, Wis.
 Peterson, C. J. Minneapolis, Minn.
 Peterson, Nels. Wesley, Iowa
 Peterson, Otto. Sabula, Iowa
 Petram, Charles. Milwaukee, Wis.
 Phillips, Daniel. Milwaukee, Wis.
 Phillips, Cecil J. Camp Douglas, Wis.
 Phillips, James. Milwaukee, Wis.
 Phillips, Peter T. Milwaukee, Wis.
 Phillips, Wm. H. Chicago, Ill.
 Packard, Eugene M. Seymour, Iowa
 Papenfus, Carl. LaCrosse, Wis.
 Pierce, Frank L. Chicago, Ill.
 Plaudmann, Julius. Milwaukee, Wis.
 Plzak, James. Austin, Minn.
 Pluck, John W. Horicon, Wis.
 Plumb, C. M. Lesterville, S. D.
 Poindexter, Wm. Lannon, Wis.
 Pollard, A. E. Lannon, Wis.
 Pokorny, I. J. Milwaukee, Wis.
 Pokorny, Ed. Milwaukee, Wis.
 Pokorny, Joseph. Milwaukee, Wis.
 Pond, Frank D. Wausau, Wis.
 Pond, Frank H. Wausau, Wis.
 Pooles, Frederick S. Evanston, Ill.
 Powers, James. North McGregor, Iowa
 Powers, Michael. Savanna, Ill.
 Preston, J. E. Denver, Col.
 Price, D. Manly. Sioux City, Iowa
 Priebe, August. LaCrosse, Wis.
 Prien, John C. Madison, Wis.
 Priest, Wm. L. Savanna, Ill.
 Pragg, Jo. Tomah, Wis.
 Prochnow, Fred. LaCrosse, Wis.
 Proctor, Thos. W. Minneapolis, Minn.
 Prunyn, Henry. Sanborn, Iowa
 Prusia, H. I. Mason City, Iowa
 Pugh, Geo. Mazomaine, Wis.
 Pulford, James H. Savanna, Ill.
 Pulford, Chas D. Milwaukee, Wis.
 Putnam, Chas. Chicago, Ill.
 Putzier, Fred. Blue Island, Minn.
 Putnam, H. E. Milwaukee, Wis.
 Pernse, Joseph L. Minneapolis, Minn.
 Pulford, Orrie B. Savanna, Ill.
 Plazak, James. Austin, Minn.

Q.

Quam, I. Waukon, Iowa
 Quinn, Thos. A. Oxford Jct., Iowa

R.

Radlin, Albert. Milwaukee, Wis.
 Rait, Wm. D. Perry, Iowa
 Ramthum, Albert. Tomah, Wis.
 Randow, Robt. A. Wausau, Wis.
 Ready, Wm. H. Chicago, Ill.
 Reber, B. F. Minneapolis, Minn.
 Reed, Harvey. Minneapolis, Minn.
 Reedy, Geo. W. Odessa, Minn.

Regan, John.....Milwaukee, Wis.
 Regan, Wm.....Milwaukee, Wis.
 Regner, John.....Milwaukee, Wis.
 Reichow, Ferdinand.....Milwaukee, Wis.
 Reilly, James.....Minneapolis, Minn.
 Reilly, John.....Chicago, Ill.
 Reinhold, Edw. J.....Wausau, Wis.
 Rheem, Chas.....Oshkosh, Wis.
 Rhine, John.....Milwaukee, Wis.
 Rhine, Louis P.....Sanborn, Iowa
 Rigney, John J.....Milwaukee, Wis.
 Riley, Patrick.....Milwaukee, Wis.
 Rice, W. A.....Milwaukee, Wis.
 Richardson, John.....Aberdeen, S. D.
 Ricks, Adelbert A.....Murdo, S. D.
 Risboldt, Fred C.....Milwaukee, Wis.
 Rigg, Harry J.....Des Moines, Iowa
 Riley, Harry.....Milwaukee, Wis.
 Riley, John.....Minneapolis, Minn.
 Rissler, Louis.....Milwaukee, Wis.
 Roach, Wm.....Milwaukee, Wis.
 Robertson, Robt. M.....Chicago, Ill.
 Robinson, John T.....Chicago, Ill.
 Robison, C. A.....Marion, Iowa
 Robson, Robt.....Savanna, Ill.
 Roddis, Emily V.....Milwaukee, Wis.
 Rock, David.....Portage, Wis.
 Rohde, Fred.....Milwaukee, Wis.
 Romdenne, Leon.....Milwaukee, Wis.
 Ronning, O. P.....Montevideo, Minn.
 Rosar, Joseph.....Milwaukee, Wis.
 Ross, Wm.....Milbank, S. D.
 Roundy, Geo.....Milbank, S. D.
 Rozum, A. J.....Mitchell, S. D.
 Rupp, Hermann.....Milwaukee, Wis.
 Rummel, Fred.....Milwaukee, Wis.
 Rummel, E. F.....Milwaukee, Wis.
 Rusch, Fred A.....Portage, Wis.
 Rush, B. W.....Montvideo, Minn.
 Rushlow, Geo. W.....Farmington, Minn.
 Russell, Herman J.....Ottumwa, Iowa
 Ryan, John.....Milwaukee, Wis.
 Ryan, John S.....Minneapolis, Minn.
 Ryan, Thos J.....Chicago, Ill.
 Ritenour, Wm.....Savanna, Ill.
 Ristow, Otto.....LaCrosse, Wis.
 Reed, Cyrus S.....Wabasha, Minn.
 Rodger, Frank S.....Minneapolis, Minn.

S.

Sainsbury, Geo.....LaMoille, Minn.
 Sanborn, Chas. B.....St. Paul, Minn.
 Sandry, J. P.....Dubuque, Iowa
 Saveland, Theo P.....Milwaukee, Wis.
 Sargent, Wm. J. A.....Milwaukee, Wis.
 Sass, Joseph.....Milwaukee, Wis.
 Saunders, Geo. W.....Elgin, Ill.
 Scanlon, P. H.....Helena, Mont.
 Scannell, Patrick H.....Cedar Rapids, Iowa
 Schaefer, Julius.....Milwaukee, Wis.
 Schaefer, Wm.....Milwaukee, Wis.
 Schaefer, Martin.....Minneapolis, Minn.
 Schaffner, Dennis M.....Dubuque, Iowa
 Scharp, Herman.....Watertown, Wis.
 Schule, Anton.....Milwaukee, Wis.
 Scheibe, F. A.....Milwaukee, Wis.
 Scherer, Henry.....Milwaukee, Wis.
 Schneider, Nick.....Milwaukee, Wis.
 Schneider, Emil.....Portage, Wis.
 Schroeder, W. C.....Milwaukee, Wis.
 Schunnettgen, Frank.....Milwaukee, Wis.
 Schultz, Frank W.....Wausau, Wis.
 Schultz, Fred J.....Wapato, Wash.
 Schultz, Herman F.....Tomahawk, Wis.
 Schwarz, Otto.....Chicago, Ill.
 Schweikert, John.....LaCrosse, Wis.
 Scott, E. C.....Austin, Minn.
 Scott, Joe.....Sioux City, Iowa
 Searls, Burton O.....Mason City, Iowa
 Searles, Chas. W.....Chicago, Ill.
 *Searls, E. J.....Akron, Ohio
 Sexton, Arthur T.....Minneapolis, Minn.
 Seyfried, Henry P.....Minneapolis, Minn.
 Seymour, Leverett B.....Madison, Wis.
 Shackley, Leroy.....Milwaukee, Wis.
 Shackley, M. H.....Milwaukee, Wis.
 Shanahan, John.....Hampshire, Ill.
 Shanahan, Thos.....Hampshire, Ill.
 Shank, W. D.....Marion, Iowa
 Shannon, Walter.....Portage, Wis.
 Sharky, Wm.....Elkhart Lake, Wis.
 Sharman, Nelson T.....Chicago, Ill.
 Sharp, Thos.....Chicago, Ill.

Schedeck, Charles.....Oxford Jet., Iowa
 Sheehan, Frank.....Portage, Wis.
 Shelby, J. W.....Mitchell, S. D.
 Shepard, C. D.....LaCrosse, Wis.
 Shipton, Wallace.....Savanna, Ill.
 Shupe, D.....Burbank, S. D.
 Sievert, W. C.....Chicago, Ill.
 Silvernail, Orville H.....Chicago, Ill.
 Simpson, A. O.....Chicago, Ill.
 Simpson, Henry.....North McGregor, Iowa
 Simpson, H. E.....Tomah, Wis.
 Slater, B. F.....Aberdeen, S. D.
 Slaymaker, Ralph.....Wausau, Wis.
 Slighteun, David.....Madison, Wis.
 Slighteun, C. M.....Plummer, Idaho
 Smith, Albert R.....Milwaukee, Wis.
 Smith, Edgar H.....Minneapolis, Minn.
 Smith, Ferris.....Savanna, Ill.
 Smith, J. B.....Ottumwa, Iowa
 Smith, Frank.....Tomah, Wis.
 Smith, F. M.....Mason City, Iowa
 Smith, H. E.....Riverside, Ill.
 Smith, John.....Milwaukee, Wis.
 Smith, M. F.....Dubuque, Iowa
 Smith, Mott H.....Savanna, Ill.
 Smith, R.....Portage, Wis.
 Smith, W. F.....Chicago, Ill.
 Sedgwick, Alfred J.....Kirkland, Ill.
 Snow, N. H.....Mineral Point, Wis.
 Snyder, Constantine F.....Aberdeen, S. D.
 Sommer, August.....Millville, Minn.
 Soper, J. H.....Lewistown, Mont.
 Sophy, Albert V.....Chicago, Ill.
 Sophy, John L.....Chicago, Ill.
 Spencer, Arthur.....Milwaukee, Wis.
 Spooner, Wm. A.....Minneapolis, Minn.
 Spoor, Chas. W.....Milwaukee, Wis.
 Sprague, H. N.....Portage, Wis.
 Springer, Wm.....Milwaukee, Wis.
 Standart, S. J.....Kansas City, Mo.
 Stapleton, J. W.....Dubuque, Iowa
 Stark, Martin.....Milwaukee, Wis.
 Steele, Frank E.....Sparta, Wis.
 Steffen, Adolph V.....Chicago, Ill.
 Stephany, Max.....Rockford, Ill.
 Stephenson, Geo. V.....LaCrosse, Wis.
 Struemann, Fred.....Chicago, Ill.
 Stockwell, Wm. Enos.....LaCrosse, Wis.
 Struck, Wm.....Milwaukee, Wis.
 Strong, Geo. N.....Chicago, Ill.
 Stubbs, J. B.....Tomah, Wis.
 Stutsman, I. G.....Mason City, Iowa
 Sneamon, J. A.....Harper, Ill.
 Sullivan, Dennis.....Milwaukee, Wis.
 Sullivan, Don J.....Portage, Wis.
 Sullivan, John P.....Milwaukee, Wis.
 Sullivan, Joseph S.....Savanna, Ill.
 Sullivan, Patrick.....Milwaukee, Wis.
 Sullivan, John.....Chicago, Ill.
 Sullivan, Peter.....Dubuque, Iowa
 Sullivan, Timothy.....Wauwatosa, Wis.
 Summer, Chas.....Fond du Lac, Wis.
 Summerfield, G. F.....Elgin, Ill.
 Summers, E. L.....Roselle, Ill.
 Sutton, A. E.....Milwaukee, Wis.
 Sutton, Edgar B.....Ottumwa, Iowa
 Sweeney, James.....Freeport, Ill.
 Sweeney, John.....LaCrosse, Wis.
 Swinzrod, Alois.....LaCrosse, Wis.
 Serrurier, Phillip D.....Savanna, Ill.
 Spanholtz, Wm.....Chicago, Ill.
 Strayer, John.....Mason City, Iowa
 Sullivan, John W.....Wausau, Wis.
 Smith, Minnie H.....Zumbro Falls, Minn.
 Saury, David H.....Dubuque, Iowa
 Stien, John M.....Green Bay, Wis.
 Steitz, Philip.....Milwaukee, Wis.
 Steinmetz, Geo.....Tomah, Wis.
 Smith, W. H.....Milwaukee, Wis.

T.

Tallmadge, Henry J.....Northfield, Minn.
 Taylor, Albert Z.....LaCrosse, Wis.
 Taylor, James H.....Portage, Wis.
 Taylor, Jay.....Milwaukee, Wis.
 Taylor, J. M.....Moberidge, S. D.
 Taylor, John.....Minneapolis, Minn.
 Taylor, Robt. A.....LaCrosse, Wis.
 Taylor, R. J.....Charles City, Iowa
 Te Brake, Edw.....Milwaukee, Wis.
 Te Brake, Henry.....Milwaukee, Wis.
 Terry, W. R.....St. Paul, Minn.
 Thompson, O. S.....Cedar Rapids, Iowa

Thompson, Phillip.....New Lisbon, Wis.
 Thorne, F. H.....St. Paul, Minn.
 Tierney, Edw. J.....New Lisbon, Wis.
 Tilden, Edw.....St. Paul, Minn.
 Todd, Chester C.....Milwaukee, Wis.
 Tracy, Don J.....Wausau, Wis.
 Tuttle, Sol.....Madison, Wis.
 Twitchell, M. C.....Madison, Wis.
 Tuftee, L.....Jackson, Minn.
 Tuomey, Thos H.....Parnell, Iowa
 Twombly, David.....Austin, Minn.
 Tyler, Daniel G.....Minneapolis, Minn.
 Tyler, W. E.....Green Bay, Wis.
 Tipping, John.....Chicago, Ill.
 Tierny, Tim.....Portage, Wis.
 Tolbertson, Ole.....Austin, Minn.

U.

Upham, W. N.....West Salem, Wis.
 Urban, Frank.....Bensenville, Ill.
 Urban, Louis.....Chicago, Ill.
 Utecht, Frank.....Oshkosh, Wis.

V.

Valentine, W. A.....Milwaukee, Wis.
 Vanderlick, Wm.....Glencoe, Minn.
 Van Dyke, C. E.....Harlowton, Mont.
 Van Ule, Walter Scott.....Chicago, Ill.
 Vaughan, S. H.....Green Bay, Wis.
 Vedder, Myrard M.....Milwaukee, Wis.
 Veit, Frank B.....Minneapolis, Minn.
 Vickell, O. W.....Kingston, Ill.
 Verfurth, Gerry.....Milwaukee, Wis.
 Victor, Jas. P.....Racine, Wis.
 Vollendorf, Albert.....Milwaukee, Wis.
 Vollmer, C. G.....Elk Point, S. D.
 Voltz, Julius F.....Milwaukee, Wis.
 Vosburgh, Chas. K.....Milwaukee, Wis.
 Voss, E. W.....Mazomaine, Wis.
 Voss, Fred.....

W.

Wagner, Anthony.....Dubuque, Iowa
 Warburton, Chris.....Milwaukee, Wis.
 Ward, John P.....Milwaukee, Wis.
 Ward, Wm. M.....Chicago, Ill.
 Warner, Adelbert.....Wausau, Wis.
 Washburn, W. L.....Portage, Wis.
 Wasman, John.....Marion, Iowa
 Weber, Aug.....Milwaukee, Wis.
 Weber, John.....Sioux City, Iowa
 Weber, Fred.....Milwaukee, Wis.
 Weber, Jos. P.....Corliss, Wis.
 Webster, Geo. S.....Minneapolis, Minn.
 Wegner, Albert A.....Milwaukee, Wis.
 Wegner, Joe.....Milwaukee, Wis.
 Welch, T. C.....Chicago, Ill.
 Wells, Geo. H.....Wells, Minn.
 West, Calvin F.....LaCrosse, Wis.
 West, John B.....Aberdeen, S. D.
 Whalen, Martin.....Lansing, Iowa
 Whalen, Mike.....Minneapolis, Minn.
 Weldon, John.....LaCrosse, Wis.
 White, M. J.....Cresco, Iowa
 White, P. H.....Faribault, Minn.
 White, G. C.....Churdan, Iowa
 Whitmore, Geo. A.....Sabula, Iowa
 Whitty, Robt.....Horicon, Wis.
 Wiegref, Wm. H.....Chicago, Ill.
 Wieting, H. W.....Wausau, Wis.
 Wiggert, Fred.....LaCrosse, Wis.
 Wilde, Charles.....Milwaukee, Wis.
 Wiley, J. C.....Sanborn, Iowa
 Wilkins, A. H.....Three Forks, Mont.
 Willard, Leslie C.....Minneapolis, Minn.
 Williams, A. L.....Kansas City, Mo.
 Williams, Henry R.....New York, N. Y.
 Williams, John.....Milwaukee, Wis.
 Williams, John.....Dubuque, Iowa
 Williams, J. R.....Milwaukee, Wis.
 Willoughby, A. S.....Minneapolis, Minn.
 Willis, Harvey.....Milwaukee, Wis.
 Wilson, Edwin.....Chicago, Ill.
 Willson, Zebine C.....Palmyra, Wis.
 Wilson, Chas. C.....Milwaukee, Wis.
 Wilson, C. J.....Mitchell, S. D.
 Wilson, J. E.....LaCrosse, Wis.
 Wilson, Walter E.....Madison, Wis.
 Wilson, Wm.....Milwaukee, Wis.
 Wilton, John.....Milwaukee, Wis.
 Winslow, Nathan E.....Chicago, Ill.
 Winton, W. W.....Madison, Wis.
 Wireman, Jacob.....Chicago, Ill.
 Wisch, Earnest.....Watertown, Wis.
 Wisner, Oscar D.....Minneapolis, Minn.
 Witt, August.....Portage, Wis.
 Wogt, John.....Savanna, Ill.

Wolf, Albert A.....Milwaukee, Wis.
 Wolfe, Wallace A.....Savanna, Ill.
 Wonn, Hazel.....Chicago, Ill.
 Woodchick, H. C.....Beaver Dam, Wis.
 Woods, Oscar.....Perry, Iowa
 Wuestneck, Edw.....Milwaukee, Wis.
 Wyckoff, James.....Perry, Iowa
 Winter, Chas.....Milwaukee, Wis.
 Weitzell, Wm.....Savanna, Ill.
 Wright, F. A.....Tomah, Wis.
 Westgate, Henry Y.....Montevideo, Minn.
 Yates, Thos.....Savanna, Ill.
 Yohe, Louis.....LaCrosse, Minn.
 Young, Christ.....Harmony, Minn.
 Young, Hugh.....Milwaukee, Wis.
 Young, Robt. D.....New Lisbon, Wis.

Z.

Zieler, Wm.....Chicago, Ill.
 Zellmer, Herman.....Tomah, Wis.
 Zemanek, Frank.....
 Ziegler, Eugene.....Mayville, Wis.
 Zimmerman, Aug.....Milwaukee, Wis.
 Zimmerman, Wm.....Milwaukee, Wis.
 Zochert, Fred W.....Tomah, Wis.
 Zodtner, Emil A.....Sparta, Wis.
 Zunkner, Albert.....LaCrosse, Wis.

Electrification in Washington.

Construction activities on the new electrification work between Othello and Seattle and Tacoma have commenced, construction forces and materials are mobilizing at Othello, and that terminal already looks like old times, when the railroad builders were centered there.

The power contract has been let to the Inter-Mountain Power Company, which will obtain "the juice" from the existing plant at Snoqualmie Falls and from the plants of the Washington Water Power Company in Eastern Washington. The power will be delivered from these plants to sub-stations, which will be located near Othello and Cedar Falls.

There will be, altogether, eight sub-stations, to be located near Tacoma, Black River Junction, Cedar Falls, Whittier, CleElum, Kittitas, Beverly and Othello.

Work is to commence at once, at both east and west ends, and it is expected that the first unit to be completed will be between Othello and CleElum, the "juice" being delivered, the motors on the ground and operation under way within a year.

This is great news, because one of the inestimable benefits of electrification is the freedom from snow trouble, which has been very great this winter owing the severity of the cold, and the heavy snowfall, with the hardships and delays consequent upon the difficulty of "steaming" in extreme cold weather; while the east of operating the electric motors regardless of cold and snow, has shown conclusively that particular advantage of electrical motive power over steam on mountain grades. While almost all of the northwest has been buried in snow, the terrors of snow blockades this past winter in the Bitter Root and Rocky Mountains have been almost entirely eliminated, and when the same can be said of the Saddle Mountains and the Cascades, our winter burdens will be greatly lightened, and the Milwaukee can afford to laugh at the Storm-King of the Mountains. It is to be hoped that ways to electrify, economically, in the plains and prairie states, may soon be found, when a repetition of the grief which railroad men in those localities have seen the last few months will be impossible.

At Home

Anna M. Scott, Editor

What "They" Will Wear.

Etelka.

Man.

The department this month takes rather an unusual turn, but at that, a logical one. If women usurp the so-called "Field of Man" surely he should be allowed, once in a while, to slip into a fashion article. Through the courtesy of Mr. W. A. Austin, a foremost tailor of Kansas City, I have been particularly fortunate in securing an authentic description of the styles considered smart this spring.

Looking over the offerings for the coming spring, it is hard to believe that any difficulty exists either as to dyes or fabrics, however, the difficulty crops out in the price. Dark colors are to be smart this spring, one reason being that light colors are so undependable, due entirely to the uncertainty of the dyes. In woollens the colors are rich and attractive, though quiet in tone. Dark shades of blue, black and green are combined in some of the backgrounds, producing unusually effective designs. Stripes are running over everything and invisible plaids and some checks are seen.

As for the styles, single and double-breasted sack coats for business wear are medium in length, fitting easily over the hips, with sleeve and shoulder normal. In light-weight suits, the pockets are open, while in some of the heavier suits, the pockets have flaps or welts. Sleeves may be finished at the wrist with open vent or imitation cuff effects, trimmed with small buttons. Lapels show a tendency toward peaked effects. Top coats are cut on liberal lines with patch pockets of large size and straps on the cuffs, hinting of a military suggestion. A popular top coat is developed in covert cloth or whipcord and is about thirty-five inches in length. A new waistcoat shows the collar cut square at the bottom instead of the usual V-shape, while a "no-collar" vest is the favorite for business wear.

Many of the scarfs are rather large. Stripes are either diagonal or straight, wide or narrow. Basket weaves in silk or grenadine are shown in many of the new offerings. Polka dots and coin spots, plain and fancy weaves, all divide honors for spring wear.

Mere Woman.

As we have let the men have the new suits this spring, Mere Woman will have to get out her old suit and size up its possibilities. If it is a suit of last year's vintage in blue serge a lustrous piece of black satin can be used very effectively. This touch of black satin is in many ways a new 1917 touch. It is found on hats, collars and cuffs, and in girdles and small ties. It freshens up a one-piece dress. It is absolutely necessary to

keep alive to the small points of dress, especially so if one is not able to buy all the new things.

Another small point which makes the difference between a stylish and an ordinary looking gown is the roll of the collar. All of them are high at the back in one-piece dresses and in suits. Some of the prettiest collars have square points in the front, with a black satin tie coming from underneath and tying or buttoning over with a slot button-hole and a large pearl button.

One especially important item this spring is the length of the skirt. No more will we see an inch or two of stocking showing above the shoe top. It is simply out of style, and the new skirts will be made ankle length. Skirts this summer seem to be perfectly plain, gathered all the way around with deep belts fastened with pearl buttons. The straight skirt is by far the most satisfactory, easy to make, easy to wash and iron. The materials are crepes, ratines, pongees and khaki-kools and jerseys, both wool and silk. Two lengths will make a skirt, as all of these materials are wide with the exception of the crepes. These take three lengths. All the skirts have pockets. A pongee skirt I saw had accordin-pleated pockets; another had pockets made like a monk's hood, finished off with a long tassel. Some of the pockets are cut in one-piece with the front gore and buttoned onto the skirt with large pearl buttons and slot buttonholes.

Bags.

The watchword this season is to be "Bags," big bags, little bags, bags to match your dress, bags to match your suits, or your eyes, or your hair and especially bags to match your hat. A charming set is a hat of purple straw with the entire crown covered with violets, the stalks put on in such a way as to make a fringe over the brim. The bag to match was made of purple silk, the lower half entirely covered with violets, the stalks making



Harriet Ruth Terry, Daughter of Mrs. Ruth Green Terry, Matron Union Depot, Milwaukee.

a fringe across the bottom of the bag. Another bag is made of four pieces of pongee, eight inches square, gathered onto a stiffened piece two inches square, a large silk tassel hanging from the middle of this square. Half way up the side squares, the pongee is embroidered in shades of brown, orange, green and blue. The silk cord used for draw-strings is finished with tassels. Still another one I saw recently was made from the tops of a pair of long black kid gloves, lined with white kid and gathered at the bottom into a black silk tassel. As you see the ideas and possibilities are unlimited, so get out your pieces of silk and your embroidery cottons and make bags.

Shoes I hardly dare mention—the prices are really so outrageous. Oxfords are to be very smart this season, either black, white or tan, with the straight Cuban heel. These can be bought for \$7.50, which in this day and age is quite reasonable, and with white linen spats you always look well shod. As for spats, none is so satisfactory as that made of linen which washes and irons and always looks spick and span—the secret of being well dressed.

A Suggestion.

In these days, when so many women have to turn to and make a living—older women who have not had the advantage of a business education in their younger days—it is well to take note of anything new in the money-making line.

The business I have in mind just now is being conducted by a woman in her own house and is a mending and remodeling shop. She boasts that she never turns down anything unless it is something that is not going to pay the customer to have worked out. At a moment's notice she will undertake to reline an opera coat or turn up a night gown hem, or make a hundred cretonne chair backs for a cafeteria, or wash and mend a delicate piece of lace before putting it into a collar.

In this way it will readily be seen that she has a very varied collection of customers, and that the possibilities of this little shop are inexhaustible, especially during the last three or four years, when skirt lengths and widths, waist measurement and styles in sleeves are never alike six months together.

It has also proved a great help and not an extravagance to many business women. As a rule a girl who is clever in an office or in any special business is not an adept with her needle, and in any case, is usually too tired to be worried with sewing and mending problems after business hours.

Many of this shop's customers send for ready-made clothes from New York and Chicago knowing that they can get the necessary fittings and adjustments that all ready-made garments need. Occasionally this shop will bring out a specialty of some sort, perhaps a hand-made collar that will both fit and wash, or again a fine piece of lingerie that will not go to pieces after the first laundering.

An advantage not to be overlooked in this business is the small expense necessary to start it. A little judicious advertising, a

tidy room to use as a fitting room, the sewing equipment which every woman possesses and above all lots of patience, lots of imagination, lots of enthusiasm, and a fine sense when it comes to charging, not too much for the customer, or too little for the business to pay.

Three Antidotes to the H. C. of L.

Graham Bread.

- 2 cups graham flour.
- 1 cup sour or buttermilk.
- 1 cup brown sugar.
- 1 cup raisins.
- 1 teaspoon soda.

Mix all ingredients together with a pinch of salt and bake in a slow oven for fifty minutes.

Orange Marmalade.

- 1 orange.
- 1 lemon.
- 1 grapefruit.

Shave the fruit very thin, rejecting all seeds and cores. Measure the fruit and add three times the quantity of water. Let it stand over night and in the morning boil ten minutes. Let stand another night and the second morning add pint for pint of sugar. Boil until it jellies. This will fill twelve glasses.

Apple Sauce Cake.

- 2 cups granulated sugar.
- 1/2 cup lard.
- 2 cups unsweetened apple sauce.
- 1 heaping teaspoon soda.
- 2 1/2 cups flour.
- 1 package raisins (floured).
- Cinnamon.
- Allspice.
- Vanilla.
- 1 cup nuts.

Mix the lard and sugar together and the soda into the apple sauce. Add the flour and spices and last the raisins, baking in a slow oven 1 1/2 hours. This makes two small cakes.

The Seed.

First a seed so tiny, hidden from the sight;
Then two pretty leaflets, struggling toward the light.

Soon a bud appearing, turns into a flower;
Kissed by golden sunshine, washed by silver shower.

—Selected.



M. K. Darnell Preparing to Shovel The Olympian Out of the Snow at Haugan, Montana.

The Last of the Jawbone.

Jim Drake, Conductor.

There are but few miles remaining of the old "Jawbone" road of Montana, and they are between Harlowton and Lewistown, a distance of 62 miles, and those miles, for some time past, have served as the main stem of the Northern Montana Division. Since the building of the Milwaukee Railway, and during the process of the sprouting of the feeder lines and branches, this territory has become wonderfully productive in railroad building as well as in business; and today it would be impossible to attach any particular importance to that fragment of the old Jawbone. From the viewpoint of the few remaining employes who are still here, however that old streak of rust seems to have been a particularly productive old trunk that after careful pruning by experienced hands, has produced much of great value. Yes, and it is surely amazing to me to note the change in that Old Jawbone, once a joke as a railroad, but now transformed to one of the greatest systems of railway in the world. Our former humble locality has attracted the eyes of the electrical world and our divisions have been visited by the foremost railroad constructors and managers of our country.

This great advance in conditions that have become commonplace to all the old employes of the Jawbone, yet fills me with wonder, as I note our long freight trains on the Rocky Mountain Division gliding into the terminals like a huge serpent, and almost as noiseless—the waiting crews for terminal change scarcely know of its arrival until "it's there."

I see an old Jawbone engineer climb into the motor, electric lighted and heated, free of grease and dust, dressed up in a white shirt and collar. He looks out of the motor window, gets the "high ball" from the captain and over half a mile of loaded freight cars move away without a sound or jerk, as though each car was endowed with its own individual energy. They are "gone" as mysteriously as they arrive.

Gliding around mountain curves, through heavily wooded canyons, silently, swiftly, the engineer with his elbow on the window rest is leaning from the window, peering ahead, but he is thinking of the days of that Old Jawbone when he ground out his toilsome journey through those same canyons that resounded with the tearing exhaust of his little old steam engine that worked slowly along 'mid showers of cinders, fire and dust. I think I see him rub his eyes, for indeed he is dreaming—a dream of a reality that is past.

About two years ago the Rocky Mountain Division was divided and that part of the division extending north from Harlowton to Lewistown and Great Falls, Mont., was incorporated in the Northern Montana Division. The Northern Montana is practically a branch to the main line and has a mileage of 369 miles, with an extension of twenty-five miles now under construction from Grass Range to Winnett. The main stem of the Northern Montana extends from Harlowton north to Great Falls, via Lewistown, with an

extension of sixty-six miles recently completed to Agawam, very close to the Canadian border.

Our Grass Range branch, running east of Lewistown, with its extension to Winnett has ninety-one miles. We hear rumors of a further extension next year to Weed, on the Musselshell River a few miles from its junction with the Missouri, paralleling our main line on the north, toward Miles City. With the large amount of business originating on this division, together with the development and the possibilities of new lines being built, this division has a bright future.

Last spring we started in with half a dozen freight crews in service, but for several months during the summer this was enlarged to twenty crews, of course most of them engaged in construction service; and as soon as the weather permits after the breaking up of winter, track laying will be completed on the Grass Range Line and ballast furnished and distributed in the Spring.

Notwithstanding the difficulties confronting the management of a new division, divided with operation and construction, the Northern Montana that grew out of the Old Jawbone is second to none in harmony among its employes and loyalty to the company.

An Excursion to Wauwautosa in 1850.

A memory of the infancy of the C. M. & St. P. is the following, published in the Milwaukee Sentinel and taken from the "River Times," published at Fort Winnebago, Wis., (Portage), November 25th, 1850, the original copy of which was sent to the Magazine by Mr. S. N. Baird, Division Freight and Passenger Agent at Dubuque. It is entitled:

FIRST RAILROAD RIDE IN WISCONSIN.

Excursion to Wauwautosa.

Yesterday afternoon, pursuant to an invitation from the officers of the Milwaukee & Mississippi Railroad Company, a number of our citizens took a ride on the cars as far as Wauwautosa. The company included the Mayor and Common Council, the president and directors of the railroad company, a representative from each of our city papers and a few other invited guests, making about two carloads in all. The locomotive Wisconsin started with her freight shortly before 4 o'clock, and in twelve minutes brought up at Spurr's Tavern in Wauwautosa, going at the rate of 30 miles an hour without any special effort. The track was found to be in capital order, solid as a rock and comparing favorably in all respects with the best made eastern roads. Among the guests we must not forget to mention our esteemed friend and former Mayor, Solomon Juneau, the founder and first settler of Milwaukee, who yesterday, for the first time in his life saw a locomotive and enjoyed a ride on a railroad. He did enjoy it emphatically, and when our readers remember that but sixteen years ago he was the only white man living here, when now we can show a city of 22,000 inhabitants, with five plank railroads and one railroad "penetrating the interior," they will admit, we think, that we had good cause to do so. After a brief stop at Wauwautosa, and with a fair addition to their numbers, the guests were whisked back to the city in a quarter of an hour, all highly pleased with the excursion and proud of so good a beginning for our railroad to the Mississippi. We heartily congratulate the intelligent and energetic president and directors of the road on their successful progress thus far and cordially wish them God speed in their great work.

The enterprise is one which commends itself to the good wishes and hearty help of every citizen in Wisconsin.—*Milwaukee Sentinel.*

Special Commendation

Rochelle & Southern switchtender, F. O. McMahon, has received special commendation for discovery of dragging brakebeam under train 389 out of Mendota, February 28th. He signaled Conductor Batten, who was on rear end of caboose, train was stopped and repairs made before further damage occurred.

Special commendation is due Illinois Division Brakeman Hume for discovery of a broken tread in wheel of car on stock train, Savanna to Chicago. He promptly reported the defect and further damage was averted.

LaCrosse Division Section Foreman William Priebusch, Reeseville, Wis., has received special commendation and credit for watchfulness and discovery of a badly sprung axle on C., B. & Q. car 53362, in train 66, March 7th. As train was passing Reeseville, Mr. Priebusch noticed something wrong with this car and signalled the conductor to stop. When train was stopped, Conductor J. P. Moran found a hot box, and section foreman advised him of his discovery of the sprung axle.

Illinois Division Brakeman H. F. Perry has received special commendation and credit in the roster for discovery of a broken arch bar on C. R. R. X. 1453 at Leaf River, March 6th. His watchfulness undoubtedly averted a more serious accident.

L. W. Schmitz, clerk, and J. W. Kizershot, towerman, at Montgomery, Minn., have received special commendation and credit in the roster for their prompt and efficient services in extinguishing a fire they discovered in the depot building at Montgomery, on the morning of Sunday, March 4th.

C. W. Haynes, South Minneapolis, has received special commendation and credit for close inspection of train and discovery of arch bar bent and broken oil-box bolts on St. P. car 2963, train 66, at Winona, February 15th. Mr. Haynes' close attention undoubtedly prevented a serious accident.

Idaho Division Conductor George Stilz has received a letter of commendation for close attention and inspection of train. Mr. Stilz discovered that U. T. L. car 11130, checked to him as empty at Avery, was loaded with commercial oil, thus preventing serious delay and possible damage.

Rochelle & Southern Brakeman A. Petruski has received special commendation and credit for discovery of a bent axle on St. P. car 30236, loaded with coal leaving Standard, Ill., March 15th. His discovery and prompt report undoubtedly prevented a serious derailment.

Operator P. A. Parmenter, Paralta, Iowa, has received commendation and credit for discovery of broken brake beam on extra west, while passing Paralta, February 22d. It was immediately reported to the dispatcher, who had the train stopped at Martelle and the damage repaired.

J. N. Elsner, agent at Hale, has received commendation and credit for discovery of dragging brake beam on engine tank, train No. 19, March 13th, while passing his station. He promptly notified the dispatcher and train was stopped at Olinand, the broken parts removed.

Operator Guyton, Bardwell, Wis., merits special commendation for discovery of a broken rail between Bardwell and Darien, while returning from work on March 11th. He forced a window in the depot at Darien and reported his discovery, thus probably averting a serious accident.

R. & S. W. Conductor Dobbert merits special commendation for watchfulness. On train 74, March 3d, he found a broken rail near Porters and promptly notified the crew of train 23 at Clinton, thus averting a probably serious accident to that train.

A commendatory entry has been placed to the credit of Brakeman Robert Santhoff, Kansas City Division, for discovering broken arch bar under C., H. & D. 17969 at Northern Junction, January 8th.

While train 64 was passing Elmira, Mo., February 22d, Agent L. B. Carson observed brake beam down under C., R. I. & P. 59283 and signalled them to stop. He has received credit in the service roster for the interest displayed by him in this instance.

Brakeman C. G. Peterson, Kansas City Division, has received credit in service roster for discovering broken arch bar under Wabash car 76523 at Rubio, February 3d.

Kansas City Division Switchman E. M. Marsh has received special commendation for observing brake beam down and dragging under St. P. 503725, February 27th.

Credit was given to Freight Brakeman Sam Fyfe during the latter part of February for volunteering his assistance to the crew on No. 19 in taking care of a hot box. Mr. Fyfe works on the Iowa Division.

Iowa Division Brakeman Chester Henrici was given a letter of commendation and credit in the roster for the discovery of defects in cars in passing train.

Iowa Division Brakeman O. M. Stevick was given credit in the roster and a letter of commendation for the discovery of defects in equipment.

The following from Superintendent Oxley expresses the appreciation of the company officials for the prompt and efficient work of those concerned:

Messrs. J. C. Burke, F. M. Barnoske, W. Shea, Roadmasters.

On 24th inst., a bridge about one and one-half miles west of Highland was discovered on fire by a farmer, who reported it to Agent at Highland. About the same time the section foreman at Rutledge observed smoke in adjoining section and proceeded to the scene, protected trains by flagman in both directions, and did what he could to extinguish the fire. Later train No. 103 arrived, followed by the section men from Hedrick, on whose section the bridge is located.

Through the combined efforts of all the fire was extinguished. The bridge was quite badly damaged, but not weakened to such an extent as to prevent the passage of light engines and passenger equipment. In order to make repairs to permit of freight traffic it was necessary to load timbers at Ottumwa Junction and, as there were no bridgemen available, they being out on the line, the section men were called upon to assist Mr. Keller in handling the situation. He informs me the men from all three sections—Ottumwa Junction, Rutledge and Hedrick—displayed marked efficiency and handled the work very satisfactorily, indeed; in fact, like experienced bridgemen.

It is very gratifying to hear one department testify to the interest and efficiency of men in other departments when called upon in an emergency to handle the situation in cases like this. Feeling that you will be pleased to know the interest displayed by your men is duly appreciated and that the men themselves are deserving of commendation, I suggest you so indicate as much to them in any manner you may deem proper.

J. M. Oxley,
Superintendent.

SOME LETTERS FROM PATRONS.

The following letter to Passenger Agent W. W. St. Clair, Los Angeles, expresses the satisfaction of a couple of young women who had always hitherto travelled to and from the Pacific Coast on the Santa Fe Limited:

Chicago.

Mr. W. W. St. Clair,
Los Angeles,

I want to thank you for your kindness in seeing that our trip was made so pleasant for us. All the way to Chicago everyone was very courteous. But I must say the C., M. & St. P. have the best accommodations and meals of any road I've been on.

Thanking you again, I remain,

(Miss) Mae Robson.

The following letter from Mr. J. W. Parmley, chairman of a committee appointed by passengers of derailed No. 15 at Roscoe, January 31st, to express their satisfaction at treatment received from the company during that trying time and extreme weather, speaks for itself:

Roscoe, S. D., February 1, 1917.

Mr. F. M. Melin,
Supt., C. M. & St. P. Ry.,
Aberdeen, South Dakota.

My Dear Sir:

I am instructed by the passengers on the wrecked Olympian at Roscoe to write to you expressing as best I can the heartfelt thanks of all for the many courtesies shown by you and your co-laborers in the relief work of the accident. It is the consensus of all that no blame whatever attaches to the railway company. It was an accident such as overtakes many of us on life's journey that cannot be foreseen or prevented as long as trains run. Only God and a steel train prevented terrible maiming, suffering and loss of life.

On behalf of Chilian, Chinese, African and Caucasian patrons of your road on the night of January 30, 1917, who were in the wreck, where not a bone was broken on the prairie three miles east of Roscoe, S. D.

I thank you.

J. W. Parmley,
Chairman of Committee.

Mr. Parmley is also deserving of a little commendation and many thanks on his own account.

He had taken the train at Ipswich, going to Pasco, Wash., and at the time of the accident was riding in the observation car. He immediately volunteered to walk to Roscoe and report the derailment. When it is remembered that a fierce blizzard was in full blast, Mr. Parmley's offer was very courageous. He started out for the three mile walk, but the engine which had been derailed with the train was soon re-railed, and overtook him on the way.

The following extract from a letter received recently is evidence that our employes spared no efforts to make passengers on delayed trains comfortable and happy:

"Prairie du Chien, March 18, 1917.

"My wife and self left Wessington Springs, S. D., on March 7th, train No. 8, and had our first experience with a snow blockade. Everything went well until we reached Chandler, Minn. Three miles east of town the train stuck fast for thirty hours in the drift. Conductor O'Brien and crew worked hard and long to get started, but no use—and here is where we have to thank that conductor and crew for the banquet they served to the passengers, and for the attention to all in that cold, blizzardy, stormy, thirty hours.

"Yours very truly,
"J. P. H——."

Conductor F. S. King, extra west, January 4th, in looking over his train at Bird Island, found a broken arch bar on I. C. car 120329.

Conductor W. J. Grim discovered a broken track under B. & O. car 3999 at Java Junction while doubling into that point on extra west, March 12th, and succeeded in sliding the car into the sidetrack, thereby doubtless preventing what might have been a very serious accident.

On the morning of February 21st, Roadmaster Ronning of Montevideo, while going over Division No. 18, noticed a brake beam caught in point of switch at the east end of Montevideo Yard.

Another Baby Born on The Columbian.

On March 22d, the stork took passage on No. 18, at McLaughlin, S. D., for the purpose of leaving a daughter with Mrs. Osbourne, a passenger from Portland, Oregon, to Oshkosh, Wis. Mrs. Osbourne had accommodations in the tourist sleeper, and Sleeping Car Conductor L. F. Atwood, enlisted the assistance of the women passengers, to make her perfectly comfortable. Dr. Twining met the train at Moberg, but the mother and child were doing so well that he found it unnecessary to remove them from the train, and they came on to Milwaukee, and were taken to the hospital there. Mrs. Osbourne had two older children with her and they were given

every attention by the train employes, the little family arriving in Milwaukee happy and grateful for their good care.

Claim Prevention Bureau.

The General Committee on Prevention of Loss and Damage Claims is obliged to report in connection with the loss and damage account for January, 1917, the first increase in the loss and damage account since June, 1916.

Loss and damage for January, 1917, amounted to \$109,090.44. For January, 1916, this account amounted to \$100,600.21, showing an increase of \$8,490.23. The ratio of loss and damage to freight revenue for January, 1917, was 1.87 per cent, as compared to a ratio of 1.84 per cent for January, 1916. This increase was not entirely unexpected in view of the discouraging conditions encountered during December and January.

It is more than likely that our February account will also be unusually heavy for the same reasons, but what we are most interested in now is what steps are necessary to show reductions in this account during the balance of the year sufficient to offset the heavy losses sustained during the winter months just passed.

The first item that will claim our attention will be the egg movement which will be at its height within the next three weeks, and it is urgently recommended that on carload shipments agents use every effort to induce shippers to use straw or hay packed in the ends of the cars and between the tiers in the doorways. This method alone saved us heavy claims last season. All carload shipping stations should also secure a supply of egg cards if a supply is not already on hand.

On L. C. L. shipments of eggs agents will make as many inspections at the loading point as possible with a view toward detecting shippers who are packing cracked, checked and broken eggs for which the company is being called on to make good by consignees at destination. With these precautions at the shipping point and with a little extra care in the terminals, our egg claims can be reduced to a minimum.

Within another three weeks our refrigeration problem will be a live issue and during the interval between cold weather and the first warm spell no long chances should be taken with perishable fruit, such as butter, dressed poultry, cheese, etc., but properly iced cars should be secured as soon as there is any question of the perishable property not carrying safely in uniced cars.

At the present time, owing to the congestion at the large terminals, there is an unusual amount of freight traveling on astray billing. Please make special efforts to forward such freight to its proper destination, and upon its arrival destination agents should make special efforts to secure revenue billing. This office will be glad to help you if your own efforts do not meet with success. Please bear in mind that the most important thing is to secure our revenue for this service, and if it becomes necessary to deliver the freight before revenue billing is secured, your record should be kept open until such billing is received and charges are collected.

Over fifty good suggestions along the lines of claim prevention have been received in this office since our last monthly letter. We can use about fifty of these suggestions a month to very good advantage, and if anyone of the 2,000 employes to whom this letter is addressed has anything along this line to offer, rest assured it will be gladly received and given every consideration.

There must be no letup in our efforts to eliminate loss and damage claims, in fact greater efforts will be necessary to bring our account down to normal and the assistance and co-operation of every interested man is earnestly solicited.

C. H. DIETRICH,
Ass't. Freight Claim Agt.

Commendation is extended to Conductor P. H. Donley, who discovered a broken arch bar on engine tank (engine 534, train No. 31), January 15th at Channing.

S. C. & D. Conductor J. R. Bankson has received special commendation for watchfulness and discovery of defects in oil box bolts in Iowa Division train No. 70, January 9th, when he promptly notified the conductor of the train, thus averting further damage.

Electricity in the Railroad Man's Home

ELECTRIC HEAT

Telling How Electricity is Changed Into Heat by Resistance Wire.

It is not always necessary to burn something to produce heat. However, we have secured our heat by combustion for so long that most of us believe that heat can be produced in no other way. It is hard to convince the user of an electric flatiron, or even an electric range, that nothing is burned within the iron, that there is no fire in the range. If you don't believe that heat can be produced without fire and combustion try rubbing a coin briskly on the carpet. In a few seconds the coin will be too hot to hold. If you rubbed it fast enough, and long enough, it would set fire to the carpet.

When a coin is rubbed on the carpet it is heated by friction. By this same process is heat produced in an electric iron, or any other electric heating device. Only, in the case of electricity, "friction" is called by another name, "resistance." Electric heat is produced by the "resistance" offered to the flow of the current by special resistance metal inserted in the circuit. The current flows easily and smoothly along the copper wire leading into the electric iron. In the bottom of this iron is inserted a stamped leaf, or a grid of resistance wire, through which the current must force its way before it can flow on to complete the circuit. This wire resists the flow of current, but there is pressure, or voltage, enough to force it over the difficult path. In overcoming this resistance a part of the electrical energy is changed to heat energy and the resistance wire becomes quite hot.

All wire offers more or less resistance to the flow of electricity. The term, however, is usually applied only to those wires possessing a higher specific resistance than copper wire. Silver has the lowest electrical resistance of all the metals, but as silver is costly and as copper has but slightly greater resistance, it is copper wire that is in commercial use, so all comparisons are made with reference to copper. The function of resistance wire is to offer resistance to the passage of an electric current. This resistance to the current causes the electrical energy to become converted into heat, and it is, by the

utilization of this heating characteristic that resistance wire finds so great a use today in the electrical trade.

Resistance wires are almost always composed of alloys of various metals. They are usually given trade names by the concerns making them. The composition of the various resistance wires now on the market, however, are:

Nickel and chromium.

Nickel and steel.

Nickel, copper and manganese (manganin).

Nickel and copper.

Nickel and manganese.

Nickel.

Copper, manganese and aluminum.

Copper, nickel and zinc (german silver).

The metals used are alloyed in varying proportions, probably no two concerns using the same proportions. The standard metals or alloys used in resistance wire, by their specific resistance, divide resistance wires into grades having definite limits, as from 6 to 12 times the resistance of copper up to 45 to 65 times the resistance of copper.

Resistance wire is furnished in so-called wire, ribbon and plate form. Usually only the wire is carried in stock, the ribbon and plate being made up on order.

In the electrical trade resistance wire is used for two purposes—for heating elements and for resistance or current reducing elements. The largest use at the present time is in connection with heating elements. For this use resistance wire is confined solely to cooking and other heating devices, the heating elements of which are composed of resistance wire imbedded in an insulating material. This class of work calls for a wire that will withstand high temperatures and that has a high specific resistance. For this reason it has been found that nickel and chromium resistance wire best meets the requirements, and is invariably used.

For resistance elements, resistance wire is used in the following devices:

Arc lamps.

Controllers.

Diversers.

Instruments.

Moving picture machines.

Rheostats.

Spark Plugs.

Testing frames.

On The Steel Trail



Chief Clerks' and General Auditors' Meeting, March 23d.

The Mail Contract Meeting.

A meeting of the chief clerks of all superintendents of the lines east was held March 23rd in the office of General Auditor G. J. Bunting, with reference to the renewal of the Federal Mail Pay Contracts. Those present were: Messrs. G. J. Bunting, General Auditor; Walter V. Wilson and J. Welch, Ass't. Gen. Auditors; D. C. Owen and C. H. Dietrich; A. C. Coles, Mendota, Ill.; F. W. Liegois, Green Bay; F. W. Drew, Minneapolis; C. E. Prichard, Minneapolis; J. W. Sowder, Ottumwa; A. T. Klinier, Ottomar Kloetzner, Milwaukee; C. E. Mutschler, Dubuque; J. H. Chambers, Savanna; J. L. Franz, Marlon; H. J. Vail, Kansas City; Miss F. F. Fosdick, Des Moines; F. C. Mason, Sioux City; S. E. Keane, Aberdeen; F. N. Shellenberger, Minneapolis; H. M. Willis, Milwaukee; G. W. Miller, Chicago; H. A. Homann, Chicago.

Des Moines Division News Items. M. C. Corbett.

Misses Edna and Alice O'Laughlin have been visiting their father, Conductor A. O'Laughlin, at Jefferson during the last two weeks.

Fireman Phillip Adams, who was serving in the Third Regiment of the National Guards at the border, has returned to work, but says he is ready to return to the service of the flag any time that he may be called.

Engineer Clyde Ibson has been on the sick list for the last three weeks, but is now improving.

We think the matrimonial bug from the Kansas City Division has made a flying trip over the Des Moines Division, and stung one of our train dispatchers, as he has been acting very peculiarly of late. For further particulars see "Oley."

We wish to express our sympathy to Brakeman A. R. Reynolds for the loss of his father, who died March 15th at Mercy hospital.

Mr. C. E. Hilliker, our former D. F. & P. A., at Des Moines, now located at Toronto, Ontario, as Canadian freight and passenger agent, visited his old friends in Des Moines recently. He is looking fine, and has greatly improved his health since going to the "Johnny Bull" country. We hope he will come often.

Our popular passenger conductor, "Nick" McGrath is taking a thirty days' vacation. He is very mysterious about this trip, and his whereabouts are unknown. We wonder why? Conductor Andy O'Laughlin has his run on the Boone line.

Conductor "Maggie Deer" is laying off for a few weeks on account of the illness of his wife.

Conductor Jacobs has the Madrid coal run in his place.

Operator Matt Allard, formerly of Jefferson, was accidentally shot in the thigh when an insane man at the Union Station, a few days ago, shot at Police Officer Scarpino. The bullet passed the officer and struck Mr. Allard. He was taken to the Methodist hospital and is getting along nicely.

Conductor P. A. Gifford has resumed his run on No. 35 and No. 36, after spending six weeks on his farm near Spirit Lake. We are wondering if he knows any more about farming than he does about fishing. To hear him tell it he is A-1.

Miss Alice Nunn, roadmaster's clerk at Jefferson, Iowa, has just returned from a three months' trip in the West. Her itinerary included Catalina Islands, San Diego, Los Angeles, Salt Lake City, Denver and other interesting points. She is looking fine, enjoyed her vacation greatly, increased her avoirdupois, and will resume her work with renewed vigor in a few days. Miss Mollie Kelley relieved her during her absence.

Through the efforts of Mr. H. W. Warren, our city ticket and passenger agent, the ticket agents of the Des Moines Union Railway, at the Union Station, were favored with Milwaukee System Annuals, for which they express their heartiest appreciation, and will undoubtedly reciprocate whenever possible.

Joe Bodenberger, who was an engineer on our division, has been appointed traveling engineer on the H. & D. Division, west of Milbank, and at present is working out of Aberdeen. We are proud to have one of our men so honored.

Our division freight and passenger agent, Mr. S. A. Eddy, is making a detour of his territory this week.

Agent A. W. Hakes of Panora is visiting his daughter in Des Moines for a few days.

Mrs. George Finnium is visiting her son in Denver, Colo., and Engineer Finnium spent a few days with them this month.

Conductor B. Sipes has resumed his run after several weeks' absence on account of sickness.

The superintendent's office has been very busy the last two weeks working on reports relative to the eight-hour law.

Chicago Terminals.

Catherine M. Bartel.

We understand chief clerk to Trainmaster Costello was out in society last Saturday and evening. Jim is getting very popular, it seems.

Miss Mabel Williams, chief telephone operator, Galewood, left on an extended tour on March 1st, to be gone about a month. Understand she will tour the West in search of rest and quiet, as the game at Galewood lately has been very strenuous. Rumor, as usual, has it that she will be married and will live in Pasadena, California. Well, we will all have to admit Mabel has it coming, but we regret very much to lose her services at Galewood, and if reports are true, we wish her all happiness. Mrs. Esther Earl is relieving Miss Williams, while Miss Anna Merzlak is operating the Western Avenue board.

Albert J. Barnhard, chief rate clerk, Union Street, has returned to his regular duties after a 60 days' leave of absence, during which time he was a candidate for the nomination for alderman of the Twenty-fifth Ward. Al made a fine run, but the odds were against him.

David Cloghessy, also rate clerk and a member of the V. E. A., left for French Lick Springs, where he hopes to regain his health. Dave has been ailing for several months and we all hope to see him return much improved.

Guy Van Camp, also a V. E. A. booster, is on the sick list, but it is hoped that he will return in a few days.

The delayed car clerk at Union Street Station has been transferred to more suitable quarters, where we notice foreign cars are not being allowed to get cold. Of course, it is lonesome, but never mind, there are six noon hours each week and no need of losing practice on the out freight abstracts.

Motoring on the Milwaukee. Up and Down Hill on the Rocky Mountain Division.

Mrs. N. B. Still.

Peggy, go right back in the far end of the room and keep still.

"Well Nora B'd Still didn't she? Now aren't you all sorry you were so mean and hollered at me all the time? Don't worry, it's going to take a lot more shouting than there has been so far before you get me off the pay roll. The only reason the "party" was late in the March magazine was because the "motor" got stuck on the up side of the hill, not because the Lady at Loweth was run down, I should sssssssaaaaaaay not."

Our plan worked beyond our wildest dreams, and all the nice folks that work all around over the R. M. wrote on the cute little slips of paper we sent to them, and here we go, and each and everyone of them will get a nice large Christmas present year after next, too.

Period.

New paragraph.

Individually and collectively, every conductor, brakeman, fireman, and engineer, lineman and call boy stepped on my nice new white slippers (that I paid the sum of \$2.35 for) sometime during the evening at the dance given by the B. L. E. & E., at Three Forks, Montana, "in honor of George," February 22d. Departing on 33 (no 2d 15) for Three Forks late in the afternoon we arrived somewhat late for the grand march, led by Chief Dispatcher Welsh (who is a terribly nice dancer and stays off your nice white slippers) and Mrs. Welch. The crowd was much too large for the room, but the decorations were lovely and the music excellent. Dancing lasted until after two "the morning after," and the "punch" lasted as long as there was any of it. All the wives of all the brotherhoods asked me to please advise through the Magazine how their husbands acted when away from home. Will do my best. Many out of town people attended. Among those from Deer Lodge, Ralph Spayde and wife, Conductor Vanderwalker and wife, Mrs. Charles Saint, Engineer Daniels and wife, Art Wade, from Piedmont; Jack Devora and Dick Wende, from no place in particular; Miss Francis Peacock and myself, from "here." We have our suitcases packed now, so we won't lose any time if they have any more dances like that anywhere.

We now again once more have a Summit helper, with Bill Jones aboard. Trains that have never gotten here, now arrive all together, at the same time the engine does. Should say motor, I suppose. Freights have been doubling from Ringling as well as Bruno on account of the bad snow, and the gang of Japs with His Royal Highness, the Mikado Koga, in charge, is kept busy digging sidetracks, freight trains and themselves out of

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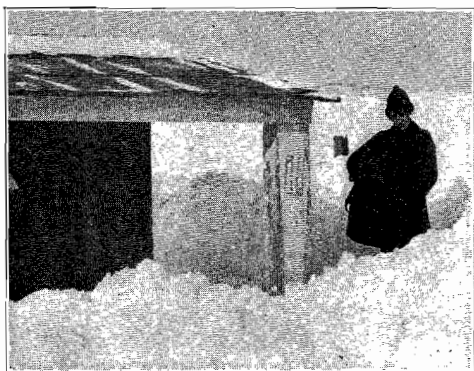
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The Lady at Loweth in the Drifts.

the drifts. Between time they dig the first trick operator out and if you don't believe it all you have to do is look at this photograph.

Two operators have been pulled off at Two Dot and two at Lennep and Agent Crowder and Operator Pairs didn't know their jobs when they came back from the land of sunshine to this neck of the woods. Mr. Pairs has gone to Sappington, Mr. Weatherly on at Selkirk and Mr. Edison at Ringling third.

Operator A. O. Grendler (who got a bunch of grey hairs the night he was held up at Sappington) is now working first at Falls Yard. Operator Thomason from third Ringling on second there. Slim Delux, who used to work here and then went away off to the N. M. Division, has returned to roam no more. Otto looked carefully over his train sheet and saw that No. 18 was the only train on the division and that it was safely by, and let Slim set in for ten minutes. He is going to be a train dispatcher, I am afraid. Otto was very watchful, however, and nothing happened.

Jess Cook is back to work again from the mine and isn't satisfied, seeing all the snow we have up here, and all the trouble we have with it, but hauls it in on his caboose and sweeps it off right on our "deepo" platform.

Operator Phare, Harlowton, took a short trip over to the Deer Lodge hospital and as it was such a nice place to stay and he got chummy with the "cook," they almost never got him back again. However, his ear went and got well, so he is back to work again on second Harlowton. His side-kicker while there was Harry Curn, signal maintainer, who was resting easily after trying to see how hard he could get his motor car to hit him. Harry was hurt quite badly during a trip over his section of track and the car remained right where it landed on his back until Conductor Hamp and Engineer Asher found him and removed it. He was taken to the Three Forks hospital, but was later removed to Deer Lodge. Joe Peck, section foreman at the west end of the Harlowton Yard, was also in the hospital there, but after an operation was sent home and is improving rapidly.

Night Yardmaster Jess Hendricks at Harlowton off on a two weeks' vacation to Salt Lake. Left Pete James in charge, and they say he was a real yardmaster. They are going to move the whole works up to Loweth, anyway. Rip track bids will be received from anyone and a new Y. M. C. A. that is going to skin the one they are building at Three Forks will be built for the car repairers.

One of Traveling Auditor Bennett's sons is a call boy at Harlowton and he keeps such nice hot fires in the office that the operators and car clerks think they are in heaven. That's a new one; always thought the hot place was the other direction, but that's what the man who wrote the letter said.

J. B. Fitzgerald has made several trips to Martinsdale looking up the new industry track to be built there soon. The agent there wonders

why Red at Lennep can't carry home his own packages.

The wrecker came along and took our water car away forever. You can do a lot of things, but there isn't a bit of use trying to argue with a steam derrick, so—anyway, there is enough snow to last us until the middle of next August, and then it will snow some more, and we can't be worried about a water car.

"Maggie" takes a ride once in a while to get the air. Tries to get to the top of the hill, but sometimes he just gets as far as Ringling, and then goes back, and at other times he starts back and they won't let him get by there. Riding the road in the winter time in the middle of the night between Loweth and New Dorsey isn't what it's cracked up to be, he says, and he ought to know.

A baby boy was born to the wife of "Happy" Hatten in the Lewistown hospital, February 10th. "Happy" looks his name now.

We were honored between trains 33 and 34 by a short call from Mr. Barrett, February 1st. Also our pleasant trainmaster, Mr. Wilkins, has looked in on us several times. The Butte Miner, in speaking of the new Milwaukee depot, said the officials were among those first to alight from No. 33, and Mr. Wilkins said he "lit" on his neck—but as there was only about 400 folks looking at him he didn't bother to make a speech.

L. H. Cook and wife have just returned from a trip to Kansas City. They claim the Olympian is the same as Sterling on silver.

Long, lean, lanky Lieb has a new Ford car and understand he took out the front seat "cause the durn thing was in the way an' he couldn't find the loud and soft pedal." Now everything is lovely and he don't have to bang his feet over the front dash board. Is there such a thing as a rear dash board, I wonder?

F. A. Marquet, signal foreman, and gang is at Jefferson Island stringing wire for the new automatic signals.

Mr. and Mrs. Lipshild have moved into their nice new home in South Butte, and Mr. Lipshild is working in GS office now. Mrs. Anna Haskell has taken the Donald job, where Mrs. Lipshild has worked for several years. She took a flying trip to see her sister, Mrs. Thompson, second at Butte Yard, first of the month.

Agent Kay at Maudlow was off a day during first of the month, and owing to shortage of operators, was relieved by Section Foreman Jess Ray. There was only one train on the division and nothing to do, so he says Jess made it O. K.

Section Foreman Smith of Deer Park took a lay-off and went to meet his wife and baby from Chicago, where they have been for a couple of months.

Ralph Spayde sent a message to his engineer from Sixteen, rather than start to the head end with it before they got to Maudlow. That is one way of getting around, and saves a lot of wear and tear on shoes, also the train dispatcher's temper.

Understand Mr. Beuwkees has a cute little one unit motor and is just making the cars fly around in Butte Yard. Someone said he is going on a lecture tour East this summer and will use the motor to explain why you can't do all the things you say you can; and what a volt is, and why a watt meter is a watt meter—and some other things I haven't learned yet. Ask Joe Smeltzer, he can tell you, and will then sing the clever little song entitled, "Don't oil around on a motor unless you are insulated." Engineer Hyrup can also give a few pointers on this important subject.

H. Lied and gang are putting in a new concrete bridge at Sixteen, where the old wooden one has been.

F. M. Auderson, foreman M. P., Camp No. 3, who has been working on the power limiting line at Donald, has moved camp to Vendome.

A. R. Trout, signal supervisor, off on a vacation, relieved by G. T. Pettigrew, who has returned from the Missoula Division.

This is about all our kind-hearted editor is going to stand for, and I am looking for the large blue pencil in some of this. Anyway, my two front fingers are sore from writing this, as that is the way I write it. You know I use the Hunt system of typewriting and I am now at this very second plum run down and No. 16

is out of Tingling anyway. Also I have to shovel snow awhile and rest up or I will have brain fog. I forgot to tell you the village pest, PeeWee Sterns, has again returned to East Portal, relieved by another poor unfortunate sub-station operator, who came all the way from Portland and landed in a dump like this. His name is J. W. Ingersoll, and he is real good looking. We all hope he stays here—that is, if PeeWee can't.

Electric signals will soon be installed between Finlen and Butte Yard. Understand Finlen will then be closed and blocking done by manual block between Butte Yard and Sinclair.

Operator Conway, Sinclair, off for four months' vacation, relieved by Kirkis, who is assigned to second trick, Loweth—the one Biddy is now working. Same Biddy is at present looking on the dark side of life, owing perhaps to the fact that she yelled "bob cat fight" so long and loud over at the basket ball game at Bozeman that now she can't talk—she looked at a cinder for ten minutes on the car window of the G. V. stub before she could figure out what it was. Nothing like that around the Milwaukee R. M. Division trains.

Operators Rabben and Shaw from Butte relieved at Loweth while the lady operators took in the dance at Three Forks, and also while Operator H. C. Breckenridge took in the white lights of Butte.

Milwaukee Shops Items.

H. W. Griggs.

H. E. Brownell, superintendent of the foundry, was off sick with the gripe three or four days latter part of January. Something that does not happen very often with H. E. B. He is around again, and you can't touch him and Bastien with a ten-foot pole since their pictures appeared in the Magazine.

The enlargement of the drafting room is under way again, this being the fourth time in ten years.

A 110-foot addition is being added to the stationary engine shop for steam shovel and other work, carried up two stories for traveling crane.

Roundhouse Foreman W. J. Hogan was at the office January 30th, looking hale and hearty. He reports everything running fine down his way.

Mrs. Auchmoody, station agent at Merrill Park, has a fine collection of flowers and plants in the sunny south window of the depot, which make a good contrast with the weather outside. Car Store Department Keeper G. W. Badger is running a close second, with his variety of plants, some of which are in bloom, but not the orange plants, which also are a weather contrast.

Engineer J. J. Little of the Lax Division was appointed traveling engineer of the Lax Division, February 14th, and J. E. Bjorkholm traveling engineer of the Chicago Division and Terminals.

Mr. Bilty, with Mr. Manchester, in Chicago, February 19th.

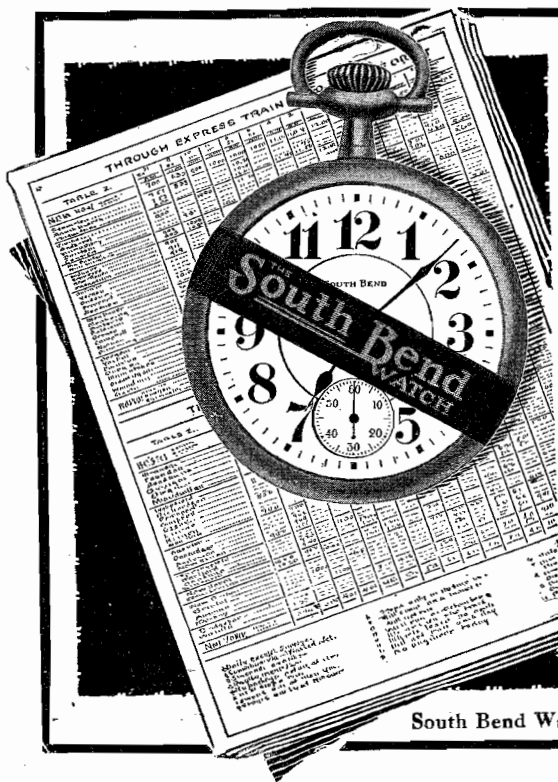
John Brodesser, veteran shipping clerk of the store department, has been laid up with the gripe. This is the first lay-off John has taken in some years, and we hope he will soon be with us again, and have a more pleasant lay-off next time.

The members of the Milwaukee Road Club were entertained at a mask party on Friday, February 16th, and a good time was had by the eighty persons who were in attendance. The next affair as announced by President Peck will be a card party for the members and their ladies.

Be it known that hereafter a new office boy will be known as "Dimples." If you want to know why, just ask him to smile, and Eugene can smile.

Former Engineer J. F. Culbertson was a caller February 21st. He has been on his farm at Summit, near Oconomowoc, the last year, but will rent the place this season and accept a position in the Beloit engine terminal as foreman.

For an elite sketch artist, our own Mr. Bilty has it all over Charles Dana Gibson. Charlie can "draw anything." He is not restricted to locomotives and cars, and some of his evening work would command a front page in the big journals, if he only would send it in. Durn him, he might let us send a copy to the Employees' Magazine, anyway.



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The accuracy of South Bend Studebaker Watches makes schedules effective and gives you the comforting assurance of always being on time.

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South Bend Watches

South Bend Watch Co., 284 Studebaker St., South Bend, Ind.

The Magazine was a little tardy this month, but everything was tardy during the cold spell. But remember that one issue would make a column 600 feet high.

Obituary.

Mr. Frederick Voss, veteran car department blacksmith, died January 21st, at his home, 3609 Clifton avenue, Milwaukee, after a short illness. The funeral was held from the residence January 24th. Mr. Voss was 73 years old and had worked for the Milwaukee Road continuously for forty-eight years. He was a man respected by his fellow-workmen and by the community in which he lived. The deceased leaves a wife and nine children, Julius, William, Paul, Robert, Fred, Ruth and Mrs. Heineman, Mrs. Fred Stoltenberg and Mrs. Roscoe Ayers. Three of the sons are locomotive engineers of the C., M. & St. P. Ry. Co., Fred at the Milwaukee Terminal, Paul on the La-Crosse Division and William, who is a traveling engineer in South Dakota.

William Ballard, engineer, died at South Byron, Wis., January 27th, after a lingering illness. The funeral was held at the undertaking rooms of G. L. Thomas, Milwaukee, January 30th, under the auspices of Independent Lodge 80, F. & A. M. Interment at Oconomowoc. Mr. Ballard was a veteran engineer of the C. & M. Division up to three years ago, when he was injured, since which time he has been living on his farm at South Byron. He was about 65 years old.

A Bowling Party in Milwaukee.

Under the auspices of Charles G. Sanhuber the drafting department in the S. M. P. office had a bowling party on Saturday, February 10th. Some of the boys of the signal department were also there.

Those who attended enjoyed a very pleasant evening.

Some of the bowlers deserve special mention, such as Tony Furtman. Tony claims not to have bowled before, but through his own efforts he was on the winning side. He had some curve.

William Ludwig was not "so good" in the first game, although he made a strike just when it counted, and in the last game saved the game for his side.

Ma Sanhuber was invincible up to the last game, when he fell down.

Hurry Hurst, "star bowler," seemed to have lost his range, as he did not show up so good. He claims the reason is that everybody was against him. He must have had the wrong understanding. Everybody was for him (with a club).

Last, but not least, let us not forget the captains, Ted Kirby of the winning side, and Otto Schammel of the losing.

Ted claims not to have bowled for seven years, and Ott said he never bowled before. Ted showed some of his old-time ability, especially in the second game. Otto, too, was right there with the strikes (once in awhile).

The guests were Mr. Petrie, Sr., and Reuben Rostok, formerly of the S. M. P. office.

Lief Ericson was score marker for the winning side. No, he had nothing to do with the winning part of it.

After the game the boys had what they called a "real feed," which consisted of chicken, etc.

Mr. J. J. Hennessey, master car builder, went to Washington, February 26th in connection with safety appliance matters. Who knows but what some inauguration matters are concerned? It keeps Assistant James Mehan hopping in the meantime.

If persons sending items for the Magazine column will sign their names, it will receive more consideration. Don't be afraid to sign your name.

John Horan was in Minneapolis and on the H. & D. Division late in February. John says there is more snow up there than there has been in years, and that the same can be said of the Western Extension. The trans-continental trains are picking up a little better of late.

Another mountain electric locomotive went through the other day, this making something like 38 of the double units so far.

Mr. Fred Rummel, foreman of the transfer, called in to pay his V. E. A. dues and we recog-

nize an old timer who did the first teaming when the shops were in the making—1879-80—and who hauled the first coal for the boilers of the old power plant at the depot. Mr. Rummel says he went to school with Mr. A. J. Earling, our president, in the old familiar district school near Richfield. Mr. Rummel seems to be in good rugged health and holding his years well.

New applications in the Veterans' Association are coming in good. Foundryman Charles Wilde sent over eight the other day.

Machinist Evan Mitchell of the roundhouse has been off sick for four or five months, it seems.

W. J. Boyle (Col. Boyle), our veteran head of the city passenger department, is looking rather poorly, but picking up again, from a siege of pneumonia all through the month of February. This is not strictly Milwaukee Shops items, but the Colonel is popular everywhere, and we are glad to see him around again.

C. E. Fourness, stationary boiler inspector, now has a desk across the hall from Mr. Winn, in with the electrical and airbrake men, John Horan having moved over to the main office upstairs, larger quarters, on the floor of the ocean wave.

The many friends of Albin Lund, foreman of the 16th street yard crew, deeply sympathize with him and his wife in the loss of their little three-year-old son Albin, Jr., who died March 2 after a relapse from a two weeks' sickness of acute pneumonia. The funeral was held at the home—467 17th avenue—March 5th. The neighbors and his co-workers and the community are one in their sympathy for the bereaved family.

Down to four degrees above March 5th. Doesn't look as if the B. B. of W. is broken just yet.

Mechanical Engineer C. H. Bilty has been in Chicago frequently of late with the railroad valuation committee, lining up the work for the "spring drive."

Items From the I. & M.

Katherine McShane.

News is very scarce this month, as everything and everyone is tied up somewhere in the snow.

Roadmaster McShane has spent the greater part of this month out on snow-plow opening up the division. Roadmaster Carlson of the I. & M. North is having his hands full as all the snow seemed to settle on his territory.

Section Foreman B. Jim Deneen has returned from a business trip to Moberg, S. D.

Mrs. J. Ahern has returned to her home in St. Paul, after spending several days with her son, John, of Austin.

During this month has occurred the death of Mrs. R. Cooper of Austin. In the earlier years Mr. Cooper was connected with the Milwaukee Road. Mrs. Cooper is better remembered as "Grandma Cooper," and several of those of the great Milwaukee family will learn with sorrow of her death.

Machinist Jerome Herzog of Austin is laid up at home from slight injuries received while at work recently.

Shop Foreman J. Johnson of Austin has accepted a position at Miles City, Montana, and leaves for that place today. He is succeeded at Austin Shops by Mr. Hennessey of Mitchell, S. D. Every one regrets the fact that "Jack" is leaving, but wish him the best of success, also good luck to his successor.

Miss Gussie Sprague of the general foreman's office at Austin spent a few days last week with her brother at Stevens Point, Wis.

General Superintendent J. H. Foster and Superintendent W. J. Thiele made a business trip over the I. & M. Division last week.

Mr. and Mrs. M. Gilmartin of Calmar, Iowa, have returned to their home, after attending the funeral of Mrs. Gilmartin's mother at Austin.

Call Boy Seward Jackson has resigned his position as yard office call boy and Geo. Wilson has taken his place.

Prairie Breezes From the H. & D.

C. E. Craft.

Bucking snow seems to be almost a steady job in this neck o' the woods.

Another big blizzard hit us on March 15th and 16th. No. 4 was tied up at Milbank, as was also No. 18. The Columbian No. 17 was held at Aberdeen from Friday morning until Saturday

morning. Nos. 1 and 15 were held at Minneapolis. The Edgeley Line passenger was started out on the 16th with a double-header, but after going about three miles from Aberdeen it got to be pretty heavy wheeling and the engines started over the tops of the snow drifts. Needless to say they didn't go any further, but were pulled back to Aberdeen and didn't start out again until the 18th.

W. H. McEwen, traveling freight agent from Waterloo, Iowa, accompanied the Iowa-Montana emigrant train, known as the "Burlington Special," as far west as Aberdeen. After bidding his "Zulu" friends good-bye, he returned east on the Columbian via Minneapolis.

A. J. Anderson, from the S. C. & D. Division, is the new roadmaster at Aberdeen, relieving P. H. Quinn.

J. C. Wanous is acting as relief agent at Wilmot in absence of regular agent, W. M. Geiser.

Roy Fretts of Redfield has been appointed regular agent at Bonilla.

A. E. Genung has been transferred from Newark to the agency at Westport, Dan Fay Cornell being appointed agent at Newark.

F. G. Newell, agent at Mellette, is off on account of sickness and is being relieved by John Dangel.

Peter Larscheid, chief clerk nights at Aberdeen Yard, has been laying off for some time on account of sickness, and also the additional mournful duty of attending the death of a sister.

Chief Dispatcher Harry Gibson has received a card from Conductor John Tompkins from Los Angeles, in which he states that he and Conductor Jack Barndt have been spending four weeks at Long Beach. The weather was 65 above. Some difference as compared with this Alaskan country.

Miss Pearl Paulson of Bismarck, N. D., is the new stenographer in Superintendent Melin's office. The boys have all spruced up considerably since her arrival, and Earl has taken upon himself the duty of doing the filing on the high shelves—with the assistance of a step-ladder.

Miss Doris Healy, "Doc" Crampton and Cliff

Simmons are now located in Room No. 16, getting out special reports concerning the eight-hour law.

Harry Buchanan, switchman in Aberdeen Yards, is nursing a sore foot as the result of slipping off the running board of one of the "Goats." Switchman J. J. Jackson also had a similar experience.

Another stenographer has been added to the legal department staff, Mrs. Grace Norton being recently appointed to that position.

We are grieved to report the death of the infant son of Claim Clerk R. H. Soike and wife, which occurred recently. "Bob" has the sympathy of us all.

Miss Irene Johnson has secured the position of stenographer in Agent Donehower's office, taking the place vacated by Miss Combs.

We are in hopes it will soon be spring. We want to go fishing, besides we are getting tired of so much winter. "Too much is enough."

Tacoma Items.

F. J. J. Kruttschmer

ONE MINUTE INTERVIEWS.

S. M. Wedeberg: "Almost anybody could stand an onion breath now-a-days." Yes, much better than the price.

Jimmie Hicks: "I know a married couple who get along divinely. Whenever the wife wants her husband to stay home nights, she simply goes to a 'movie' and wears his hat." Poor fish—wise lady.

Al Hazard: "About a month ago I saw J. B. Mason going up the hill on a cable car, on a Saturday afternoon, and he seemed to be in a terrible hurry. The fellow next to him was reading the afternoon paper and noticing the big headline, J. B. suddenly decided that he was on the 'wrong car.' He got off and walked slowly away." Can you guess it? We know.

REFLECTIONS.

It is not an easy task collecting items for the Magazine each month, especially when you have such a small field to work from. We, therefore,

The Ideal Wet Weather Shoe

Mayer DRY-SOX Shoes will keep your feet dry and warm and protect you against rain, snow and slush. They are comfortable, stylish and remarkably long wearing.

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



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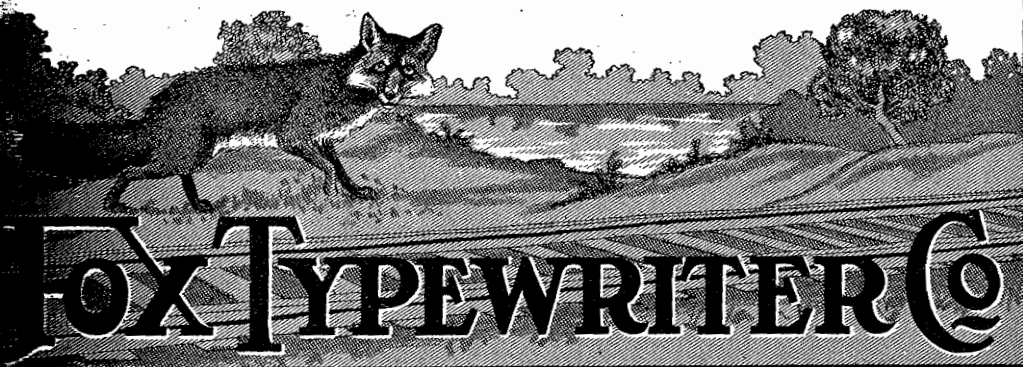
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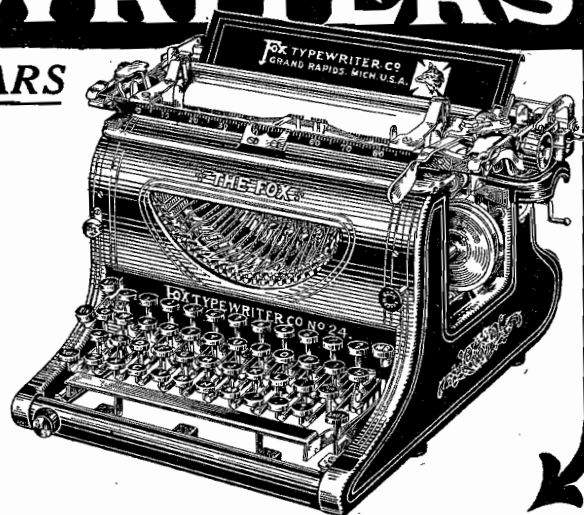
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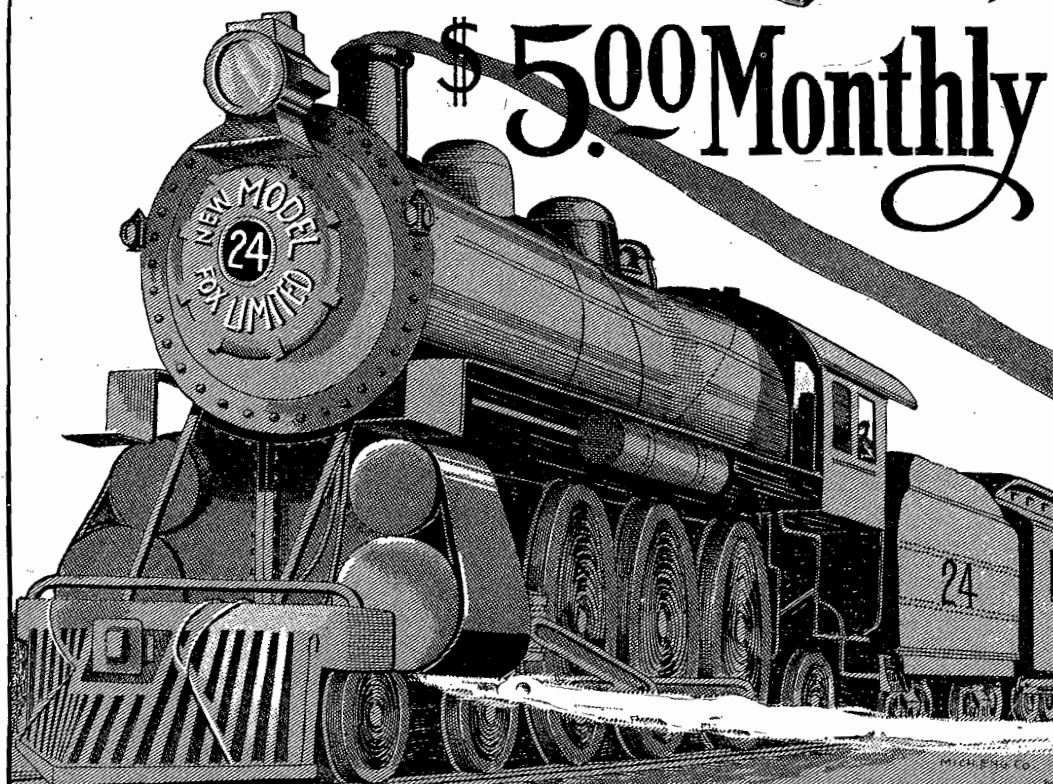
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GRAND RAPIDS, MICH.

find it necessary occasionally to insert a little joke or so on some fellow. We usually try to pick out the "good fellows" for our mark, but of course we sometimes fall in this, and there is a "come back." Our sympathy is herewith extended to those who find it hard to see the funny side of life.

Alas and alas! The hen with the "golden egg" has been forced to make way for the royal procession headed by His Highness, King Spud, accompanied by Her Majesty, Queen Onion, and closely followed by the Royal Jester, Jack Bean.

The "Milwaukee" is by far the largest asset claimed by Tacoma Tide Flats. Of a total monthly payroll of approximately \$500,000 for the entire Flats, the Milwaukee's share is a goodly fifth. The distance in space from the far end of the Oriental Dock to the roundhouse (which includes shops and track facilities) is over one mile.

LOCALS.

Well, boys, how's the old baseball arm this year? "Better than ever," we suppose, as usual. A. C. Beinert is still suffering with his eyes, and is unable to attend to his office duties.

Have you ever met Mr. Seebergerattheffats? Harold Brautigam, our "white hope," looks to be in the pink of condition, and there is a report out that he has been training on the Q. T. Wonder if he is going to take on Jess Willard?

Al Simons took a few days off last month to straighten out his tonsils.

We caught Bertke eating an egg one noon. Storekeeper A. J. Kroha has at last received his new Dodge car, and after two or three lessons, he is now master of the situation. Mr. Kroha has had his order in for over three months.

Earl Broadwell saw himself "as others see him" on the dance floor, at the Apollo Theater one night, where moving pictures were shown of the Movie Ball recently held at the Elks' Temple.

The office employees of the Milwaukee and Northern Pacific roads in Tacoma gave a joint ball at Lincoln Academy on March 2nd. The affair proved a big success, and there is talk of making it an annual affair.

We hear that Mr. Miller, of Superintendent Richards' office, suffered quite a loss at his poultry farm recently when fire destroyed nearly five hundred of his little chicks.

Charley Goiny tells us about three "educated" cats he has at his house. Every morning, while he is making the fire, the cats wash (his) (their) face, or something like that. We have forgotten just how it goes.

The work of erecting one thousand new gondola cars, with steel underframe, is now in full swing and things will hum for the next three months.

The latest magazine has just arrived and we notice that the absence of all news items from the Northwest is very conspicuous. This is probably due to being snow-bound and items arriving too late on the Editor's desk. But just wait, boys, the next issue will be "all ours."

Our deepest sympathy and condolence are herewith extended to our office boy, Frank Converse, and family owing to the death of the mother on March 8th.

Visitors during the past month: H. B. Williams, Vice-President, New York; W. B. Foster, General Superintendent, Seattle; Mr. Leber, Steno. to Mr. Foster, Seattle; V. B. Ross, of Bend 'O Reille fame, Spirit Lake; A. J. Litwin, B. H. P., St. Maries; E. R. Holdiman, R. H. F., Othello; A. W. Kaeding, C. F., Seattle.

We didn't run across J. E. Brady this month. (Mushoblie.)

Even our "editorial business" is picking up. Everybody we talk to lately wants us to "put a little article in the Magazine" for them.

A party recently inquired where they could find Mr. Miller's office. (Oh, what's the use?)

Our office boys, Trippear and Converse, recently journeyed to Raymond, and from reports we understand they were looking for the alleys (follies).

The snow was falling fast and someone remarked about the flakes being as large as dollars. "It wouldn't take much for that," said George Felzer, "a dollar isn't very large these days."

Stenographer Broadwell took a speed and accuracy test on the typewriter in Seattle Jan-

uary 18th. Out of 80 words per minute, Earl only made three mistakes—the rest made none.

Miss Mary McCarthy has accepted a position in Mr. Delaney's office, and according to Doctor Schrup, she passed the examination very successfully.

G. R. McKenzie, with his Chevrolet, challenges any car of any make between Tacoma and Seattle. There's your chance, Arnie.

At a meeting of the Board of Directors of the Milwaukee Railway Company, in New York recently, it was decided to electrify the road from Othello, Wash., to the coast, a distance of about 200 miles. (That includes U.S.)

Arnie Schrup recently drove his Chalmers to Olympia, Wash., with a bunch of Standard Oil "officials," and the report was circulated that someone stole his tail light while en route. We don't believe it, Arnie, since we have had a ride behind the "old lady's" hood.

That was a very clever job of erasing, J. Vivian, but we read between the lines.

What has become of our old friend Dick Norfolk? Haven't heard a word from him since the snow began to fly.

The Milwaukee Penpushers' Association gave their second dance of the season on February 2d. at Lincoln Dancing Academy. Everybody who attended had a big time, and the only drawback was that some of the boys were so stingy with their girls. Yes, some were even so stingy that they didn't bring a girl.

We are in receipt of a letter from Sig. Berg, in Chicago, in which he encloses a snap shot taken of himself in Jackson Park. While the picture reminds one of "Stonewall Jackson," we cannot help but liken it to that of our "Old Kentucky Colonel."

Speaking about Mr. Ford promising to make cars so cheap that any working man with any salary can afford to have one. "In that case," says Dutch Miller, "I see where they will have to give me one."

George Mason recently went to Alberton, Mont., to check in the roundhouse at that point. From the amount of material coming in from there, we are inclined to believe that he checked in the whole of the state of Montana.

Al Simons thinks he is just about "it" these days. One of his boys took the part of Miles Standish in the play, "The Captain of Plymouth," put on by the pupils of Lincoln school, some time ago, scoring quite a knock. Ever since that memorable occasion, Al thinks that he (Al) knows every little detail about the theatrical business.

Who said that G. R. McCoy couldn't dance? Whereas we cannot vouch for it, we can say that we saw him playing "wall flower" at a dance not long ago, and he gave us as an excuse that his feet were on the bum.

"I saw an awful sight in the postoffice the other day," said Harold Brautigam. "A lady was wallowing the daylight out of a man. 'Why didn't you stop her?' from May Gorman. 'I couldn't,' said Harold, 'there was sign there which read 'letter box.' (Come on men, enough's enough.)

Talk about being accommodating. The Olympian westbound train of the Milwaukee was recently stalled in the snow bank in Montana. There was a party on the train wishing to catch the steamer Empress of Russia out of Seattle next afternoon. The officials of the road immediately made up a special train of two sleepers and a diner and combination car, and brought the party into Seattle in ample time to make arrangements for accommodations.

The Tacoma Eastern is preparing for the big summer rush of tourists to Rainer Park. The season promises to be a bumper one for travel up the mountain, and according to Mr. Samuel Wilson, several touring parties have already been "booked," one coming from New York state. The Tacoma Eastern is now operating a gas electric motor car over its rails.

Iowa Division West News.

Ruby Eckman.

Rollin Carter, who has been working as a machinist in the Perry roundhouse, has transferred to a similar position at Council Bluffs. He moved his family there the latter part of February.

Boilermaker Wm. Barth spent a couple of weeks in March in Sioux City, where he went to instruct the employes in the use of the acetylene welding outfit, a new outfit having been purchased by the company for use at that point. Mr. Barth's return home was twofold pleasant to him, as a couple of days after he got back from Sioux City his family was released from quarantine, his two children having had the scarlet fever.

Frank Schulte, who was employed on the Iowa Division during the time the double track was being constructed, was in Perry the latter part of February. He was showing his friends a milk can on which he had recently received a patent. The can is said to be the only non-leakable and sanitary can on the market, and Frank has been fortunate in securing the backing of some Chicago capitalists for the manufacture of it. Frank's friends among the trainmen hope to see him make a good thing of the invention.

On February 21st a fine baby boy made his appearance in the home of Frank Giles, a Perry boy. Frank, who was formerly a trainman, is now running a dairy farm at Perry and he is no more proud of the youngster than Grandpa Ben Giles, the veteran engineer.

Fireman Sam Steele was able to resume work the latter part of February, after a month's lay-off on account of sickness.

Assistant Roundhouse Foreman Levi Swanson had a tussle with the gripe the latter part of February and was off duty for some time. His place was filled by Dennis Sullivan, a machinist.

Machinist Harry De Late, who has been working on the night force at the Perry roundhouse for a number of years, has taken a similar position days.

Wm. Hill, who has been firing switch engine in Perry yard for a number of years, was compelled to lay off the latter part of February on account of sickness.

Conductor Homer Lee of the middle division has been laying off for several weeks on account of a badly injured shoulder.

The many friends of General Foreman F. P. Miller were all glad to see him resume work the fore part of March, after an enforced vacation on account of an injured eye.

Conductor W. A. Brubaker, who is assigned to the Freeport run, was visiting his family and friends in Perry the fore part of March. W. A. B. does not get home often, but is always given a warm welcome by his many Perry friends.

Conductor C. M. Craig and wife visited in Marion the fore part of March at the home of his uncle, Conductor F. S. Craig.

Mrs. J. M. Branes, wife of Engineer Branes, was in Rochester, Minn., the fore part of March to consult the Drs. Mayo regarding her health, which has not been the best for some time.

Charles Rogers, formerly a clerk in the office of superintendent at Marion, was out from Chicago to attend the funeral of his uncle, Engineer Chubbuck. Mr. Rogers is now employed by a large fuel concern in Chicago and says he likes the work much better than railroading.

Car Inspector Wm. Lee and wife have been spending the last few weeks on a trip through the east. They visited with their daughter at Canton, Ohio, and spent several weeks at other points in Indiana and Illinois. Their trip was a most enjoyable one throughout.

E. E. Goodwin has taken a position as a passenger brakeman on the Iowa Division.

Conductor Fred Apple of the western division was off duty the latter part of February on account of a very severe attack of the gripe.

Machinist Helper Lorin Jarnagin had the misfortune to mash a couple of fingers while at work the fore part of March.

Engineer Oscar Woods made a business trip to Twin Falls, Idaho, the fore part of March to look after some land interests.

Boilermaker James Dembowski and wife were called to Kansas City the fore part of March by the serious illness of his mother. They spent a couple of weeks with her and, when they returned, left her much improved in health.

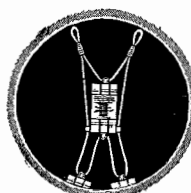
Chief Clerk J. L. Franz, of the superintendent's force at Marion, has been making a few visits to Perry looking after some special statistics which are being compiled.

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and long service in President Suspenders, because the "give and take" feature adjusts automatically—so light and easy. They'll wear a long time.



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Look for the "President" buckle on suspenders. Buy no others. Presidents are *guaranteed* to give you absolute suspender satisfaction and service in every way.

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"Why is it that promoters and brokers having propositions that offer such tremendous opportunities for profit offer them to the general public instead of taking them to banks and big capitalists?"

"Why don't they put their own money into them and get all the profits?"

"The Reason Why" answers these questions. It is now in its fifth edition, a book you ought to read before making any kind of an investment. It is simply written, not in the financial way of writing which only a banker can understand, but just like you and I would talk things over. I wrote it for everybody, realizing that the thrifty American people were beginning to take an interest in solid, substantial, reliable investments and that such a book would be like a manual of investment. I will gladly send you this book, free, prepaid to your address without any obligation on your part. If later I can be of service to you, you'll find me ready to advise and help you.

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A. E. Peterson, agent at Manilla, was called to Clinton the fore part of March, visiting with his son and attending to business matters in Chicago.

Engineer Earnest Fyfe, who has been sick for three or four weeks, has recovered and has resumed work.

Car Foreman J. T. Clark and wife spent a week the fore part of March visiting with relatives in Marion. During his absence Dan Cameron had charge of the work in Perry yard.

Clio Clothier, of Vermillion, South Dakota, visited in Perry the fore part of March with his brother, Elmer Clothier, a fireman. Clio was formerly a passenger brakeman on the middle division, but resigned some time ago and has been taking a law course. He will complete his college work in June at the South Dakota University.

Mrs. R. E. Fitzgerald, wife of operator, has been visiting for a few weeks with her daughters in Minneapolis.

Brakeman F. L. Tice was on the lay-off list during March on account of personal injuries.

Conductor Clyde Holdier and wife were called to Huron, South Dakota, the latter part of March on account of the death of a relative.

C. R. Boardman, who has been acting as signal maintainer at Woodward since the automobiles were installed, has resigned and purchased a garage in his home town. H. E. Bates, formerly maintainer at Herndon, has been moved to Woodward and Earnest Hayward, who has been maintainer's helper at Herndon, takes the maintainer's position there.

C. M. Williams, chief clerk in the office of Chief Carpenter R. Collings at Perry, was called to Davenport the latter part of March by the illness of his brother.

Mrs. L. K. Owens, wife of eastern division engineer, visited with her daughter in Perry during March.

Brakeman Perry Arbuckle's wife, of Marion, visited with the family of Conductor Utterback in Perry during March.

D. Davis, night store keeper at the Perry roundhouse, has been visiting with relatives in Manley, Ohio.

Richard Barker, night off house man at the Perry roundhouse, was off duty during March on account of sickness.

Harold Lowe, who has been in the employe of the Milwaukee at the roundhouse for several years, has resigned his position and will go into some other line of work.

Fireman Lewis Miller has been unable to work for some time on account of an attack of inflammatory rheumatism.

Vernon Hall, stenographer at the Perry roundhouse, spent a week with relatives and friends in Marshalltown during the fore part of March.

Night Roundhouse Foreman Fred Dollarhide was off on account of sickness during March. Machinist Charles Sheets took his place as foreman.

A number of changes have been made among the firemen on the western division during the last few weeks. Fireman Delbert Stine has taken a leave of absence and will go to a farm near Manilla. Fireman Ryan, who has been on a local passenger run between Manilla and Council Bluffs, has taken the Manilla switch engine. Ralph Owens has taken the place made vacant by Mr. Ryan. O. G. Emerick, who was on the Manilla switch engine, has taken the Soo City Time freight run between Manilla and Perry with Engineer Hurless.

Brakeman C. A. Dobbins, who has been out of service for several months on account of an injured knee, has recovered sufficiently to be able to resume work.

Conductor George Fullerton and his mother went to Seattle the fore part of March to meet his brother, who was returning from Alaska.

Firemen Bert Robbins and Floyd Lutze were called to Milwaukee the fore part of March to take the mechanical examination for engineers.

Conductor Wm. Speakman left the fore part of March for a two months' trip to Portland, Los Angeles and Albuquerque, New Mexico.

Engineer James Donahue and Engineer George Donahue and wife are home from their trip to California. They had a very pleasant outing.

Scenes from the West End.

L. A. B.

A certain cunny Scott was seated in the parlor of his lady love. Conversation lagged and after a prolonged silence, Sandy cleared his throat and said: "Nannie, will you marry me?" "Yes, Sandy," she hastened to assure him. Another long, cold silence. "Well, aren't you going to say anything?" she wailed. "I said too much already," groaned the ardent suitor.

Friends, I am appearing before you this month because I talked too much. I delivered an eloquent discourse on how the general offices of Seattle should uphold their correspondent, and before I knew what had transpired, I was presented with the job and "Ye Editor" was speeding back to Chicago, bearing my promise to send in "something" for next month.

However, I never start anything I can't finish, so here's hoping you all rally to my assistance peaceably. I shall expect moral support from Ye Freight Traffic Department, Do, Passenger Department, The Same Advertising, Legal Department especially invited to contribute.

Vice-President's office respectfully urged. No excuses accepted from the Engineering and B. & B.

May we not hear from the claim adjusters, both freight and personal injury?

I "13" the Telegraph will be only too happy.

Cannot get along without the telephone operator.

Mr. Kent's office requested to communicate at once.

Hope it will not be necessary to trace the Car Service.

And assure you the General Superintendent's office will always be on the job.

And the rest of you, don't be grouchy because I did not mention your name. Just affix those gems of thought to a slip of paper and stick it in an envelope addressed to me. I am going to ask Harry to put a dry goods box in the mail room. Hope it will be large enough to hold the contributions. For let me tell you a secret. You are going to be talked about, anyway, so I might as well have facts to start with, for I have no scruples and must have my little news items, even if I have to make them up.

Miss Carrie Johannsen is back to work in the office of Mr. R. F. Weeks, after an absence of several weeks, due to illness. We are glad to see Miss Johannsen back again, and hope she has fully recovered.

Mr. J. M. Gilman is also on the sick list, being laid up with a severe attack of pleurisy.

It has come to my notice indirectly that a skating party was held at the Arena not long ago. So far as we are able to learn, those present from the general offices were Misses Maud Snow, Nettie Larson, Mrs. Law West; Messrs. Charles Winters, V. G. Spies and Law West. It is said a most delicious time "was had" by all and several of the masculine members of the party did not bother to go home at all, simply rolled into their respective offices and snatched forty winks before the rest of the force got down.

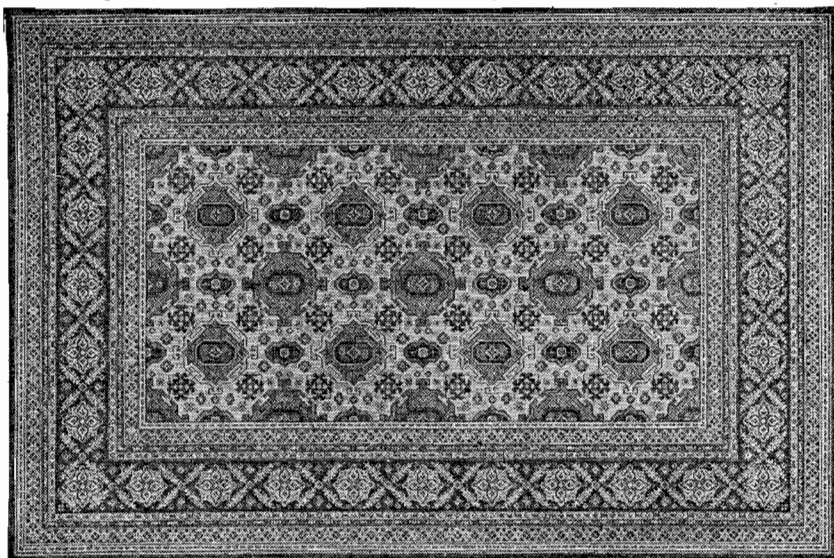
And right here is where I get even with my worthy predecessor for his cowardly attack on my cerise waist. There is nothing like a dash of color to create a sensation. Is there, Miss Palmer? One gentleman suggested someone phone the building company to turn off the steam, another was strong for calling out the fire department and still another remarked 'twas a brilliant sunset; but the saddest of all these was our friend, C. E. P., who actually attempted to tell me the other day that he saw a little dog walking along the street the exact shade of my blouse. With Washington almost "bone dry," I find no excuse for this. Has anyone an explanation? Never mind, fellow slaves, when things get dull I will wear it again.

Mr. E. Clemons has been in Boise, Idaho, attending the legislature. He says he likes it and may go again.

Once in a blue moon, the gods are kind and April first comes on Sunday. Besides being April Fool's Day, this is the opening of the fishing season. Nuff sed! Someone please page R. B. Long, P. H. Turner, A. J. Scott and others.

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Congoleum rugs are the newest creations on the market in a sanitary linoleum floor covering. Colorings and designs are beautiful, consisting of a combination of green, tan and ecru in harmonizing shades. They are waterproof and to keep them perfectly clean you merely mop them up with a damp cloth. They cling to the floor and lie perfectly flat without fastenings of any kind. The wearing qualities make them ideal for kitchens and bathrooms. On the porch they are sun-proof. If a low priced rug is desired for sitting rooms, Dining rooms, Halls or Bedrooms, Congoleum rugs will add greatly to the beauty of the rooms and satisfy you in every way.

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CHICAGO - ILLINOIS

CROFTS & REED CO., Installment Dept. A-70, CHICAGO, ILL.

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Name
 Town
 Street Number or R. F. D.
 Inasmuch as we have never had any business dealings with you before, kindly answer the following:
 Occupation
 (Married women give husband's occupation, etc.)
 Employer's Name (If you have one)
 Amount of monthly salary or income.

Mr. F. R. Shong, formerly claim agent on the Musselshell and Trans-Missouri Divisions, has been appointed general claim agent of the Puget Sound Lines, vice F. M. Adams, deceased.

It would appear from the array of gorgeous scarfs and brilliant shirts that numerous clerks are displaying during these sunny Seattle days in our hallways and during the noon promenade, that spring is here. We hope that these signs forecast the death of Old Man Winter and his gray days.

Mr. E. D. Kennedy of the engineering department recently made a business trip to Chicago. Although this was made during the time of the big blizzards, Mr. Kennedy announces he arrived "on time" at both Chicago and Seattle. It might be well for him to make the trip often.

C. & M. Division Notes.

B. J. Simen.

Conductor J. W. Kingsley spent a week at West Baden. He was relieved by Jack Corbett. Brakeman E. W. Stafford, regular on Nos. 165 and 166, is off for a few days. He was called for jury service at Waukegan.

M. Joyce, section foreman at Janesville, has been on the sick list for a couple of weeks, but expects to be out within a few days.

George C. Brown, agent at Walworth, is off for a few days on account of sickness. Frank Mobery is relieving him.

A fine baby boy born to Mr. and Mrs. A. J. Corbett, on March 4th. Amby, are you going to make a railroader or a politician of him? Having been born on inauguration day, may mean the latter.

The "Suds Special" has been taken out of the ring and again placed in charge of Daddy Strong and Sandy McKee. For several years Conductor Strong handled this Milwaukee beer run, turning at Rondout. A few months ago it was decided to put the run in the ring, but this arrangement did not seem to be satisfactory. I suppose, Dad, if you should ever decide to stay in passenger service that Illinois would be compelled to go dry, for we would have no one to bring down the beer.

Engineer A. A. Grandy of Libertyville entertained his father from Wisconsin for a few weeks. Conductor John Flickenger has had a stroke of paralysis and is very ill at his home in Milwaukee.

Engine Watchman Ayres, who broke his ankle while boarding an engine at Libertyville last December, is figuring on resuming work within a few days.

Frank Lumber, agent at Ingleside, resumed work March 19th, after a vacation of a month. He visited at Mobile, Ala., also relatives in Iowa.

John Barbour, formerly engine watchman at Libertyville and Deerfield, has been sick for a couple of weeks, but is again able to be out. He is flagging a crossing for the electric line at Lake Forest.

What has become of Hi Robbins? I have not seen him for a coon's age. Is he down at Palm Beach with the rest of the aristocrats? I wonder.

Henry Bond is sick. He has the spring fever. As he looks out of the coach window he sees the robins hopping around, then he cocks up one ear, like a Rocky Mountain canary, and thinks he hears a meadow lark warbling as he rambles along to himself. "I do not know what ails me; I must either have this uniform pressed or look up that ice train; that is a hot run but a cold ride, and those summer girls—" Henry, I hope that someone will put you to work.

We have another new train dispatcher in Chicago, J. H. Hennessy, formerly of Janesville. He is not a stranger to us, as we have heard him working for years, even if many of us have not had the pleasure of personally meeting him. He has our best wishes.

Our new superintendent, Mr. E. G. Atkins, has been around to see most of us. We were glad to see him and hope that he will come often, for we are here to help and to be helped.

Coast Division News Items.

Mabel Sandvig.

Brakeman C. A. VanHorn and wife made a trip to California during February, but were

not gone long, as they did not think much of the country down there. Too much rain to suit them. That sounds good for Washington.

John F. Narron and Charles H. Narron, foremen of Sections Nos. 55 and 56, respectively, of Garcia, have each purchased a new four-horse power Casey Jones gas engine and have side-tracked the old hand cars. The Narrons have always given excellent service to their department and with the new gas-powered cars in service, we look for them to make a radical cut in their forces and still give the satisfactory service that they have in the past.

Section Foreman E. S. Otey and wife left the early part of March to pay a visit to Mr. Otey's old home in Louisville, Ky. They expect to be gone a month or six weeks.

Switchman George Newall has been very ill, having undergone an operation. Understand he is getting along nicely.

Dave Richardson has given up the Old Town job and now has charge of the dock engines. D. E. Garland has charge of the lead engine, as the hill engine was taken off.

Word has reached us from good authority that Storekeeper A. J. Kroha expects in the near future (date not yet made public) to take unto himself a wife. He has purchased a new "Dodge" car for the occasion and all details for the happy event have been perfected.

Conductor M. H. McCormick is back on the job and we are all glad to see him. He now has the Tacoma-Seattle run on Nos. 16 and 15.

William Geelhart, section foreman at Bayne, is the proud father of a seven and one-half-pound baby girl, born March 1st. William is stepping high and we shall look for more ties to be put in on the Enumclaw section, with less men than ever before.

T. A. Arnold, section foreman at North Bend, has taken the place of Foreman E. S. Otey at Everett, while the latter is visiting in the East. J. H. Sprague of Easton is filling Mr. Arnold's place at North Bend.

We wonder what effect the "bone dry law" will have on the track department. Will get pretty dry in this district for putting in ties.

Some people have to be cranked up every day, while others are self-starters. We won't mention any names.

N. J. Westermark, formerly signal supervisor at Tacoma, has been transferred to Spokane in the same capacity to take care of new territory created by installation of automatic signals between Marengo Junction and Beverly.

E. P. Allen has been appointed signal supervisor, with headquarters at Tacoma, taking N. J. Westermark's place. Mr. Allen was formerly signal inspector on new work in Montana, with headquarters at Missoula.

L. W. Smith, assistant signal engineer, and F. F. Seeburger and wife left Tacoma for Chicago on No. 16, the 16th, to attend the N. R. A. show in the Coliseum.

C. C. Steed, formerly clerk in the signal department office at Tacoma, made us a visit this week, after an absence of two years. He is now general material clerk on new signal work in Montana.

The assistant signal engineer's office is enjoying a short breathing spell following the completion of the installation of signal between Marengo Junction and Beverly and between Plummer and Manito, this work having taken about eight months. Three crews took part in the work, two of which were disbanded early in this month and the third sent to Deming, Wash., to put in an interlocking plant at the crossing of the Bellingham and Northern and the Northern Pacific at that point. As soon as the weather will permit work will be started on installation of switch and station protection signals at various points on the Musselshell and Trans-Missouri Divisions.

River Division Items.

H. D. Witte.

Mr. E. W. Dutcher, formerly agent at Lake City, and who has spent the winter at Iowa City, Iowa, we are informed, will soon be with us again.

Mr. D. W. Kind, agent at Eau Claire, and Miss Gladys Dolville were united in marriage Feb-

ruary 21st and spent their honeymoon at Chicago. Congratulations.

Mr. Clarence McMillen, switchman at Eau Claire, has been very unfortunate during the past month, account of the death of his brother and six-months-old child. Our sympathy is extended to him in his bereavement.

Mr. and Mrs. Tackberry, who have made an extended tour of the West the past six weeks, have returned and L. C. has resumed his position as agent at Frontenac.

Mr. V. Blase, who was engineer on the River Division for several years, has been promoted to traveling engineer. Success to you, Vic.

Norman Grondahl, bill clerk at Eau Claire, has resigned his position and accepted a position as rate clerk at Mason City. Success to you in your new venture.

A. M. Brown, city ticket agent, Winona, is contemplating making a trip through the West, visiting several points of interest.

Mr. H. C. Kassabaum, R. M., C. V. and Wabasha Divisions, has been on the sick list a few days the past week.

Mr. L. T. Johnston, T. M., was a Wabasha caller March 12th.

Mr. A. S. Welloughby, D. F. A., made a business trip to Eau Claire, March 14th.

Around the Railway Exchange.

March, 1917, is gone beyond recall. Of course it lived up to its traditions of blustering, boisterous winds. This classic stanza, dedicated to the windy month, may help the reader to understand just why we are glad April is on the job:

It was the devil sent the wind
That blew the skirts sky high.
But God is just

And sent the dust
To blind the bad man's eye.

President Earling is back at his desk again after an illness of two weeks. According to his physician he was "quite sick for a time and

suffered considerable pain." We are glad to have him back at the front.

William Kane had this to say on the receipt of a case of hen fruit from "somewhere in Iowa": "The brokers, despite all their talk, cannot corner eggs. This proves it. It would not only be inhumane, but impossible. Whoever saw a square egg?"

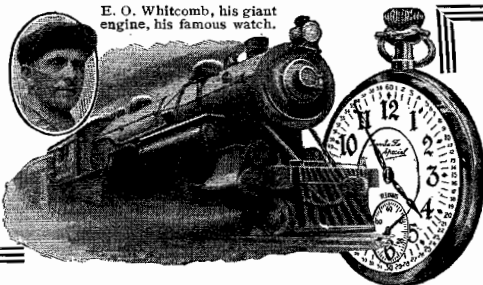
Miss Ella Vandenberg, one of the daintiest of the lassies on the twelfth floor and for some time Joseph Caldwell's stenographer, remarked the other day: "Every heavy woman imagines that there is something the matter with the scales." To know Miss V. is to like her.

Frank Lowry, attendant in the reception room of the President, has taken a lively interest in the handling of the thousands of his people who have recently migrated from the south and who are to be employed in the stock yards. At a meeting in the Y. M. C. A. at Thirty-seventh Street and Wabash Avenue Sunday, March 25, Frank was called on for an address. He said in part: "We must do something for these almost penniless men and women who are here and mean to make Chicago their home. Our duty is clear. No person can do more than stand for his highest concept of what is right—and if all Americans do that the country is safe." Frank, in connection with his other many duties, is sole agent for the best peanut brittle ever sold in the exchange.

A. C. Saida was looking over a seed catalogue a few days ago. He is a suburbanite but always reaches the office before 9 o'clock. "You know flour is going up," he whispered to your correspondent, "I would advise you to save your pie-crusts for re-filling." Some suggestion, eh?

Edward Swanson of the telegraph office was telling of a joy ride in which he guided the fast moving car. "Do you know, Ed," Frank Kirkland blurted out, "that when a foolhardy cuss gets hold of an auto steering wheel he can no longer conceal his identity?" Isn't it so.

T. W. Burtness was trying to use the telephone—patiently trying. "Has the line been busy?" he asked after a wait of full five minutes. "No," answered the sweet voiced but precise operator. "The line wasn't busy. I was."



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Watch Offer!!

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ADJUSTMENTS

"SANTA FE SPECIAL" movements are Adjusted to positions, Adjusted to temperature, Adjusted to isochronism, Adjusted to the least fraction of a second. Factory fitted in case you select.

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The Santa Fe Special is made in all sizes. 16 and 12 sizes and ladies' 9-11 thin model. The 12 size watch is fitted with 21 jewel movement. BE SURE TO SEE THE NEW MODEL BRACELET WATCH—the ideal watch for the lady.

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Mr. F. A. Miller, F. T. M., called on us the first part of February on his way through Butte.

The new station is "some place" along about 7 o'clock in the evening, when the town folks come flocking to see the choo-choo cars come and go in the finest passenger station in the Northwest. You will always find Mr. A. Bullwinkle, "Claim Agent at Butte," on the job, explaining all about the new station, even to showing our patrons how to operate the new drinking fountain. Of course, his son Bobbie has to be there with the same line of stuff. Mr. Bullwinkle tells a very interesting story about the "Big Wind in Ireland," which happened about seventy years ago. This story which he told was given a full page in one of our local newspapers a short time ago. We will, at some time later, if space permits, repeat the story to our kind readers.

"Peggy," the well-known correspondent of the Missoula Division, drifted into our sanctum and also gave us the "double O" last week.

Mr. W. W. Lense, at one time called "King of the Wheat Pit," in the Windy City, by the time a month has elapsed, is not only "hep" to the fact that this is a high altitude to be living in, but more so the fact that this is a high-priced town to live in. When he first arrived, porterhouse steaks were his diet, but we are now aware of the fact that he is coming down to "ham and."

No more cabarets for dear Walt for some time to come.

Frank Wise, formerly news agent on the Des Moines Division, now assistant office agent here, has been getting pretty thick with our Butte "beauts." He has been laid up with rheumatism for some time and, thank goodness, has now recovered. The depot "Beau Brummels" don't need to consult the papers any more for weather reports, as "wiseacre" can give us predictions a week in advance from his rheumatic barometer.

J. S. Bolton, formerly ticket agent at Missoula, is night ticket agent here. He has made about three trips to Missoula weekly, and our suspicions were confirmed a few days ago when we noticed in a Missoula paper that he was soon to take unto himself a wife. Poor Jimmie, we all feel so sorry for you.

Mr. Mark Deebie, our car clerk, was very ill last Saturday and unable to answer the roll. By some oversight on his part he left a dozen perfectly good cigars in his desk, but upon his return to the office, discovered that all except one (left for manners' sake) had gone astray. Let the guilty "parties" beware. Mark, you should be better acquainted with the force than to leave such valuables lying loose.

Emanuel Nyberg, otherwise known as King Oscar, formerly connected with the Great Northern, at Butte, and at one time a well known ornament in the Rock Island ticket auditor's office, has decided to play cards for a living instead of railroading. A few days ago he asked one of the party if he could open the jack pot with a royal flush, and the crowd in one voice answered: "Yes, but we stay out of it." The pot was opened, but King Oscar was out of luck, in so far as reaping the benefits. King Oscar says that he was once a good card player, but that he has forgotten the game. It is also understood that his violin playing is far superior to his card playing.

We notice that our Loweth correspondent is still at it. Nora B. S(t)ill.

East Prairie du Chien Division Notes.

Margaret Murphy.

Engineer T. Dempsey and family, Waukesha, were called to Madison by the illness of Mr. Dempsey's father.

Conductor J. Cavaney was off duty for a few days. Conductor L. Cooper had charge of his run during his absence.

Mr. J. W. Quinn, traveling auditor, Milwaukee, was at Waukesha, installing the new agent at the Bethesda Milk Station. Mr. W. H. Price is the new agent.

Section Foreman R. Tomlinson, Stoughton, has been confined to his home by injuries received, when he fell.

Conductor T. Evans was absent from work a few days. Conductor T. Callahan ran Nos. 22 and 7 during his absence.

Engineer J. J. Connelly, wife and son, of Madison, are planning a trip to St. Petersburg, Fla.

H. R. Mayvillio is the new roundhouse clerk at Madison.

Operator Spillard, who is working third trick at Waukesha, was at Viola about a week, relieving the agent. Operator Orth worked the third trick at Waukesha.

Yardmaster J. J. O'Connell, Madison, was confined to his home by illness. P. H. Hayes acted as yardmaster during his absence.

Brakeman R. Ford, who is working with the switch crew at Waukesha, while Brakeman Carney is off, spent Sunday at his home at Edgerton.

Conductor T. Callahan was off duty for a few days; he was relieved by Conductor M. Slechta.

Mr. Robertson of Sparta has a gang of men at Waukesha putting a new waterway in under the tracks. Mr. H. O'Neil of Milwaukee is assisting him.

Freight Cashier C. E. Mix, Waukesha, spent Sunday at Neenah, Wis.

Brakeman L. Carney has been laid up for about two weeks with a sprained wrist.

Mrs. A. Smith, gatetender at Waukesha, spent Sunday with her daughter at Milwaukee.

Pumpmen J. Vanderhie and Cleveland, Madison, were at Waukesha on business.

Chief Clerk C. Micka, Waukesha freight house, spent Sunday at his home at Janesville.

Pend Oreille Line Notes. "Gertie."

We're off.

Old riddles brought up-to-date. When is a crack not a crack, Answers—When it comes from St. Marles. Sometime ago in one of the issues of the "mag" an engineer on the Idaho Division was given special commendation for discovering a crack in a main rod of an engine just out of Spirit Lake Shops. But now that the Spirit Lake Shop force has discovered a crack that wasn't a crack we're even and will let the matter drop. Hurrah!

Fireman C. N. Roush on the sick list—also on the slow board. Verily the times have changed.

Ever meet the man who says, "How are you" and then doesn't stop to wait for your answer?

Chris Greek, boilermaker at Spirit Lake Shops, and the coming middleweight champion of the world in the wrestling game, met and defeated Ted Thye of Spokane at Metaline Falls on the 10th of March.

V. B. Ross and Bob Bradbury of the Spirit Lake Shops made the trip to Metaline to take in the match. V. B. R. reports "good match" and "lots of refreshments." We don't know how much territory that word "refreshments" takes in, but we have our "doots."

Ed. Kichemaster of Usk reports to us as follows: Seventy-four inches of snow-fall at this burg since November 22d, and the end is not yet. Trout season opens April 1st, whether they bite or not. (Dad Smith at Grand Junction take notice.) Siwash fishing through the ice and yours truly has a mess about every Friday at 12:30 p. m. Kings Lake trout hatchery across river from here will distribute about a million and a half trout fry in the various streams and lakes in Pend Oreille County this spring.

Very good, Eddie. Come again. The rest of the bunch turned us down cold, and this is our first attempt, too, as a correspondent.

And then: The more money we allow women to buy clothes with, the less clothes they buy with the money we allow them.

John Sobeski, machinist at Spirit Lake Shops, couldn't lose enough money on oil stock, so he started gambling on oil cars. The oil business is a losing proposition all around, John. Keep your surplus cash in your pocket, the Fidelity man will be around soon.

Water will swell a sponge and whiskey will swell a head. But why speak of the dead?

One of our old-time friends, Bob Webb, now an engineer on the P. S. & W. H. (Push, Shove and Work Hard), dropped in the office this month. Bob looks healthful and prosperous, wearing diamonds and his usual broad expansive smile. He claims to have the only pedigreed Japanese-Russian spitzhound dog in the United States, imported from across the sea for some "steen" dollars and thirty-five cents. We tried



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to get an interview from him on the conditions
in his neighborhood, but the only thing he would
commit himself on was the fact that he had
"some dog." Come again, Bob, or better still,
scout around over there and wake up someone
to act as correspondent for the "mag," so we can
keep a line on you.

Speaking about the 610 reports: Be sure you're
right and then—don't be too sure. Amen, brother,
to that.

There is no excuse for a lawyer having a red
nose, even if he does practice at the bar.

No, we were not speaking particularly of Ray
Webb. His title is that of "claim agent," so that
lets him out.

Engineer Donovan and Fireman Crowe have
"bumped" Marvin and Eseke off the night local.
Prayer meetings have nothing on the Spirit Lake
roundhouse these days. Selah!

We do hope that the correspondent who styles
himself "One T. P." will not prove so fickle
as to transfer his affections to us. We have
been a reader of the Magazine for some time
past, and have always noted that when one of
us sisters undertakes to branch out as a corre-
spondent, this "One T. P." at once forwards
photographs, etc. We luv 'em all.

An optimist is a person who lives in a board-
ing house and yet says "pass the cream."

Born, to Mr. and Mrs. Mitchel Decker, a baby
girl. Cigars were passed around promiscuously,
and ye correspondent received a nice box of
bon-bons.

Anton Stariha, car repairer at Spirit Lake,
is visiting with relatives on the coast.

Owing to the high cost of living, Ole Barke,
our roadmaster, now takes his lunch with him
when he goes over the line. We now predict
that several hotels along the Pend Oreille Line
will go in the hands of a receiver.

Fireman A. G. Muthersbaugh is now assigned
to Nos. 21. and 218, having bumped Dick Eseke.
How would you like to have passed around
a bag of oranges to the following spirit Lake
Shop employes on St. Patrick's Day: Walsh,
Dolan, McMullen, Donovan, O'Neill, McMahon
and Hogan.

We hope the other correspondents of the Mag-
azine will take our first offering kindly, and for
our part we will be glad to become one of you.
Will be with you again next month.

Superior Division—Wooden Shoe Doings.

Old Man Winter handed the Superior Division
a final wallop before taking the count for this
season, when he tied things up generally west
of Green Bay from March 13th to 18th, in a
manner that will be remembered for many moons.
Altogether this winter has been one that will be
talked about whenever railroad men gather to
relate their experience for years to come.

Engineer M. E. Dwyer has returned to work
after being layed up with a broken thumb for
six weeks, consequently he was denied the pleas-
ure (?) of bucking snow on the Houghton run
this winter.

On March 4th occurred the death of Engineer
Harry Jackson, one of the veteran passenger
engineers of the Superior Division. Mr. Jackson
was ill less than a week and his death was a
surprise and shock to his friends and fellow
workers. The body was taken to Elkhart, Ind.,
for burial, accompanied by a delegation of en-
gineers. Engineer Jackson leaves a widow, to
whom the division extends its sincere sympathy.

On March 8th another well known Superior
Division employe was called by the messenger
of death—Conductor Sandy Ross—dying from
pneumonia, after being sick but a short time.
Conductor Ross was buried at Ontonagon, out
of which point he had done most of his work.
The deep sympathy of his fellow workmen is
extended to his friends and relatives.

Conductor Claude Frickelton, who was ill for
some time, is reported to be progressing nicely.

Conductor Dan Caine has returned from Cali-
fornia in time to throw a few snowballs in the
North Countree—now he wishes he had stayed
away.

Conductor H. W. Colver returned to work
after spending ninety days at Palm Beach.

Conductor F. Kellogg is again on the job,
after a vacation of several days entertaining
"LaGrippe."

A. C. Barber, formerly employed on this division as telegrapher, is now in the dispatcher's office of the N. Y. C. R. R. at Cleveland, Ohio.

So far the month of March has proven to be an extremely unlucky one for the Superior Division. On March 16th occurred the death of Bob Atkins from apoplexy. "R. C. A." as he was familiarly known, was first trick dispatcher at Green Bay and was one of the oldest employes on the Division. His sudden death was a shock to all. He was taken ill just twenty minutes before time to leave his trick and died a few hours later. Mr. Atkins was a son of the late H. C. Atkins, assistant general superintendent, and brother of C. & M. Division Superintendent E. G. Atkins. He leaves to mourn him a wife and one child, to whom the division extends its deepest sympathies.

Harry Hलगren, commonly known as "Swift," has given up his road rights as brakeman, and has donned a uniform with silver-colored buttons and will hereafter see that the ladies, both young and old, are assisted on and off the cars with all the care and attention Harry can give them.

Agent John St. John of Abrams has been seriously ill with pneumonia for the past two months, but is improving rapidly. Switchman Tony Rasmussen was fatally injured when switching at the Northland Lumber Company's mill. In attempting to stake a car past the frog, the stake broke, striking him in the stomach. The accident occurred February 16th, and he died February 20th, at St. Vincent's hospital. He leaves a wife and several small children to mourn his loss.

East Iowa Division.

J. T. Raymond.

We missed Engineer George Shaffer off the division, and upon inquiry find that he has been appointed outside leak inspector at Savanna Roundhouse. If it is agreeable to George we will recommend him for inside work down at Washington, D. C.

Operator A. J. Campbell and Louie Pazour spent March 17th in the Windy City making merry with friends from the "Ould Sod." We understand Bert kept close watch over Louie.

Mrs. Fred Peterson, wife of Section Foreman Peterson at Sabula, passed away with a sudden attack of heart failure shortly after midnight Sunday, March 4th. Mrs. Peterson had entertained friends in her home until 11:00 o'clock Sunday evening and about an hour after retiring was taken severely ill, passing away before a doctor could arrive. There survives her besides the husband, four children, all grown, and one sister living in Germany. Mr. Peterson is a long-time faithful employe with the Milwaukee Company, and has the deep sympathy of many railway friends in his great bereavement.

Agent Ralph Dummier was called to Welton on an emergency, looking after damaged freight.

Operator C. J. Storm, of Clinton, was away several days. W. A. Magee relieving.

Agent F. N. Rathbun spent a day at Clinton recently doctoring up a little.

Conductor W. D. Shank is back on duty after a sick spell. It looks as if he had gained about ten pounds.

Conductor and Mrs. W. L. Hyde returned from their western tour February 27th. Mr. Hyde reports pleasant visits with former Iowa Division employes out on the Puget Sound Lines, all of whom are prosperous and well satisfied.

Conductor H. F. Fox was off a week or two, account sickness, Conductor B. F. Pulley relieving.

Operator Harry V. Robison of "CG" office, Chicago, visited with relatives in Marion a few days.

Operator W. A. Storm, of Monticello, was off a week or so, Operator W. A. Magee relieving.

Agent F. G. Zeiser was away several days visiting his mother, who was ill.

General Foreman F. P. Miller has resumed his duties after being laid up several weeks on account of a serious injury to one of his eyes. We are glad to report his complete recovery.

Yard Clerk Oscar French underwent an operation at St. Luke's Hospital, Cedar Rapids, Feb-

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ruary 28th, and was running foot races the morning of March 6th.

Conductor Thomas Freeman has resumed work after a fine trip to Florida.

Conductor and Mrs. Frank Lafferty were called to mourn the loss of their little baby boy, who died February 21st, age 10 months.

Superintendent and Mrs. C. H. Marshall were called to Fall River, Wis., February 22nd on account of the sudden death of Mr. W. P. Fiske, father of Mrs. Marshall. Mr. Fiske's death was not wholly unexpected, as he had not been in the best of health. Just a month previous the golden wedding anniversary of Mr. and Mrs. Fiske was celebrated, at which time all of the family were present.

Operator Curtis Marchant is doing special clerical work in Dispatcher's Office at Marion; H. M. Brousseau relieving at Marion Yard.

We miss those breezy items from "The Lady at Loweth." We wonder? (Big snow, that's all. —Editor.)

While loading rail on work train at Spragueville March 14th, Joe Luckiesh, section foreman at Browns, had the misfortune to have his right thumb cut off at the first joint. He was taken to Sabula for surgical attention.

Carl Jurgens, section foreman at Lost Nation, has been off duty for several days on account of sickness.

George Woodcox, for several years day baggageman at Marion, has resigned his position with the railroad to engage in the laundry business in Central City, Iowa. If he makes as good a "washwoman" as he did a baggageman his success in his new venture is assured. We are going to miss "Woodie." Harry Van Fossen has taken Mr. Woodcox's place in the baggage room.

Spring is here. The roadmaster's office is being besieged by the Greeks looking for work on the sections. When these men are laid off in the fall on account of reduction in forces, a great many of them go to Cedar Rapids and work in the Packing House, the Douglas Starch Work and the Quaker Oats Mill during the winter. However, inside work does not appeal to them, and at the first signs of spring they begin drifting back to Marion looking for track work.

The residence of Car Inspector Harley Guzzle at Marion was quite badly damaged by fire of unknown origin the latter part of February. The Marion Fire Department responded promptly, as usual, but the fire had gained such headway that considerable damage was done to house and contents before it could be extinguished. Mr. Guzzle had just completed quite extensive improvements to his house a short time previous to the fire.

P. Christenson has taken charge of the west section at Sabula, relieving Fred Peterson, who expects to be off duty for several weeks.

Gray Bros., of Chicago, have the contract to sink a deep well in the railway yards at Delmar Junction, and are down one hundred and fifty feet at present writing. The new well is located near the one which Mr. Hunter drilled last year but failed to get an adequate supply of water for company's purposes, and could not go deeper with his machine, stopping about 600 feet with a flow of 75 gallons per minute.

The present equipment is an artesian well machine, and the contractors are equipped to go down as far as necessary. A 65-foot tower is now completed and a 16-inch hole has been drilled to the rock. The work is in charge of Schucker Phillips.

Dr. McCord, Company surgeon at Delmar Junction, was in Chicago Thursday attending a meeting of the Milwaukee Company surgeons. On that day five lectures were given by prominent surgeons. After the meeting a banquet was given at the Sherman Hotel.

W. D. Fox, assistant agent at Delmar Junction, has been complaining of ill health for a month or so, finally had to give up work and back to his bed, going under the care of the doctor. We asked the doctor what was the trouble, and he rattled off such a long name that we had serious doubts if the patient would recover from it, but we are glad to say that he is recovering and will be able to resume work in a few days.

We have to note the passing of the wife of Engineer I. H. Haskell, who was formerly resident engineer at Delmar Junction when the immense double track work was under way at this point. Mrs. Haskell has been sick for a number of months, and was in the hospital at Kansas City. This lady endeared herself to the people of Delmar during her two years' residence while her husband had charge of the work, and they all feel as if one of their family had been taken away.

The Missoula Division.

Peggy.

Anyway, "What's in a name? That which we call a rose by any other name would smell as sweet." This for the benefit of H. Murphy of the West H. & D. in case he (or she) forgets his (or her) Shakespeare.

No new members of the office force this month, which is quite newsy, we think.

"Bowser" Grice, member of Idaho Legislative Assembly for Shoshone County, returned from the session all together. It is understood that he got into some little argument while at Boise with the adjutant general, and remark was made by another Milwaukee employe present that "Bowser" would never get licked in the first two miles.

Senator O. G. Willett, Senator for the state of Montana from Mineral County, with his bride, passed through Missoula on way to trip east, after closing of legislature recently.

Representative C. A. Searles has returned to Alberton since closing of legislature. He says the worst difficulty encountered while in Helena was to keep, ahem, sober—it is generally understood that this winter's session was a lively one.

"Boquet" Mackedon and wife are visiting with Pancho Villa near Juarez. They have also visited Huerta's grave and other local points of interest in El Paso, Texas.

Brakeman Walter Belcher and wife, Fireman H. E. Therrault and Brakeman John Carey are preparing to leave the good old U. S. A. in a short time. They are going to Alaska to work on the government railroad now under construction.

The Avery wrecking crew recently entertained both the Deer Lodge and Othello wreckers and crews at a derailment in the Bitter Root Mountains, when one of the freight motors ran into a slide and left the track.

Considerable concern is being felt at Avery about Jim Thompson. He returned as usual from his bi-monthly trip to St. Maries, but, contrary to schedule, left again the next day and remained away three-four days.

Machinist H. E. Mason is taking a vacation, which he is spending on the Pacific Coast.

Mr. H. W. Solke, air-brake man, is getting another little touch of bachelor freedom, Mrs. Solke having gone to Spokane to remain with their children, who are attending school.

Mr. Ray Webb was a recent Avery visitor.

Engineer McGillivray and wife have just returned from a sixty days' holiday trip.

Engineer L. C. Markham has a three thousand volt flash light, and other trophies which he secured in connection with it.

Engineering Department "Nelly" (who is a nice horse with lots of speed) had to be exercised recently, and the correspondent was so fortunate as to be invited to a sleigh ride in connection therewith.

The engineering department camp from the Blackfoot Line has been moved to Missoula for the time being. Mr. Bert Stimson, engineer in charge; Mr. John Pearce, chief clerk, and Mr. Gordon, draughtsman, are of the party.

On a recent trip to Butte, the correspondent noticed a new observation car on the Columbian. It is finished in circassian walnut and has the wide window and side door in the rear feature, which is on all of the Olympian equipment.

On this same trip, having been delayed in getting to the diner for dinner, the correspondent arrived there just as the waiters were beginning to polish up the silver and the cooks were having their supper. Very smilingly and courteously they left their supper and rustled one of those "Milwaukee" dinners, with no complaint from

Chicago Milwaukee & St. Paul Railway.

Hotel Myers
American & Grand Hotels
127 South La Salle St.
Chicago, Ill.

Janesville Steam Laundry
Electric Drive
27 South La Salle St.

The Empire Hotel
Largest Hotel in Chicago
Rates
127 South La Salle St.

We Pay Most for Cream
Elliott Creamery Co.
Chicago, Ill.

O'Brien Fine Millinery
127 W. Milwaukee St.

Turkish Bath & Mass. Col.
127 W. Milwaukee St.

TRAIN BULLETIN

EAST BOUND

TRAIN NO.	DUE.	WILL ARRIVE.

WEST BOUND

TRAIN NO.	DUE.	WILL ARRIVE.

Hotel London
127 W. Milwaukee St.
Chicago, Ill.

Buggs Garage
127 W. Milwaukee St.
Chicago, Ill.

Shurtliff's Ice Cream
127 W. Milwaukee St.
Chicago, Ill.

Geo. W. Yam
127 W. Milwaukee St.
Chicago, Ill.

The Hub
127 W. Milwaukee St.
Chicago, Ill.

J.M. BOSTWICK & SONS
THE BIG STORE
WE KEEP THE QUALITY UP
DRY GOODS, FURNITURE, CURTAINS, CARPETS

The above is an exact reproduction of the new train bulletin that is being installed in the stations along the line by the Railroad Service & Advertising Company.

These bulletins are five feet square and black mission finish over all.

The advertisements, 6x12 inches, are under glass, hermetically sealed so that they are dust and water-proof.

This space can not only be used for advertising service but as a dignified directory as well.

For the local merchant it answers two purposes—it advertises and directs.

Mr. James E. Tomlinson is now on the road soliciting contracts covering space in these train bulletins. If he has not already called on you and you think the merchants in your city would appreciate space in a train bulletin in your station, drop us a line, and Mr. Tomlinson will call on you with a view of allotting space to such merchants as you mention.

Railroad Service & Advertising Co.

Union Station, Chicago.

To Ticket Agents
C. M. & St. P. Ry

Are YOU selling our
**Accident Insurance
Tickets?**

If Not, Why

**The Travelers
Insurance Company**

Ticket Department
Hartford, Connecticut

To Milwaukee Ry. Men

"Continental"

MEANS

**Income Protection
Liberal Policies
Courteous Agents
Fair Claim Settlements
Abundant Resources**

**Continental Casualty
Company**

H. B. ALEXANDER, President

---TEAR OFF AND MAIL TODAY.---

**CONTINENTAL CASUALTY COMPANY
910 Michigan Ave., Chicago.**

Please send me information in regard to your Health and Accident Insurance.

Name.....Age.....

Address.....

Occupation.....

C. M. & ST. P.

anyone. This kind of thing is appreciated by the traveling public, and gets us the little boosts which count.

Mrs. John Pearce was called to Denver recently by the illness of her mother. We are glad to be able to report that she will soon return, as her mother is again in normal health.

The trainmen's board has been cut to 1,914 men. There are no brakemen on the Missoula Division with a service date later than August 21, 1913.

Mr. M. K. Darnell advises that he will not visit Bozeman again until all danger of high water on the Gallatin River is past.

Mr. Clarence Keenan has returned to Missoula from Seattle, and has taken up duties of station baggageman at this station.

Mr. A. G. Smith, agent at St. Regis, Montana, has been appointed local chairman of the O. R. T.

R. A. Schweichler, lead dispatcher, with whom all nicknames and signs fail, and whose other cognomen is "Some Boy," once had a room. He knows he had a room, because he left his "other clothes" there. But, having overlooked visiting it for such a time, he has forgotten where it is, and offers a reward to anyone who will assist in relocating it.

Mr. O. E. Hansen, captain of industry, it is rumored is on his way home from New York. If our information is correct, it is in the way of a triumphal procession.

Mr. H. H. Heath, formerly cashier at the Missoula freight house, has been transferred to Great Falls in similar capacity. Mr. J. P. Irving, who was at one time in that position, succeeds him.

Council Bluffs (Iowa) Notes.

Helga Schmidt-Hackstock.

Roundhouse Foreman William Graff and wife were callers here on March 16th, reaching here on No. 11 and leaving here again on No. 20, all too soon.

Our company surgeon, Dr. Donald Macrae, has returned after an absence of nearly a year. During this time he has been on the surgical staff of the U. S. Army on the Mexican border. Dr. Macrae's services were undoubtedly a great advantage to the government, but there were a great many here who missed him. We are more than pleased to see him back and looking so much better than when he left us.

The correspondent spent a week-end in Chicago visiting with friends. Had a splendid time.

Had the pleasure of having dinner in Dining Car Conductor Kirkland's car returning. I could not help but note the beauty of the car. I did not get the number, but anyhow it was a beautiful car.

Henry Hansen, boilermaker helper, and wife are the proud parents of a nice baby girl.

Miss Ruby Eckman, the Perry correspondent, spent Sunday, March 11th, visiting with the writer.

Roundhouse Foreman Horsley is contemplating a few days with his folks at Freeport, Ill.

We were made glad by a visit from General Foreman Miller on March 14th. Mr. Miller had been having a serious time on account of an eye injury, but is getting along fine now.

Mr. Connors made two visits here this month. Mr. M. F. Smith accompanied him the first time.

Air Brake Inspector William Pegel and family have taken a trip to Dubuque and Minneapolis.

Car Repairer John Schonberg and family are making extensive improvements to their home on South Tenth Street.

Yard Clerk Howard Rooney has purchased a fine home on Tosterin Street.

Carsmith Charles Egholm is expected home soon from Malta, Mont., where he went to prove up on a homestead.

The young son of Car Carpenter Theodore Schmidt is recovering from pneumonia.

Car Carpenter Chris Christensen, Martin Christensen and Frank Larson have left the services of this company to go on piece work on the Wabash Railroad, where they expect to make more money.

Mrs. W. J. Kilgore and little grandson, "Billie," are still visiting in Indiana, but are expected to return soon.

The wife of Roundhouse Helper Morris Wolfe has improved very much since her recent illness. Jimmie Chapman is that much improved that he can get down to the freight house now.

Cashier Adolph Diwoy's green cap will have outlived its purpose after today (St. Patrick's Day).

The father of Stationary Fireman Irvine Harrod has moved up from New Boston, Mo., and they contemplate making their future home here. The elder Harrod has taken a job as laborer.

Mr. George Reddick, who was formerly stationary fireman, has taken the position as boiler-washer.

Boilermaker Daniel Kinney has been ill for some time, his place being filled by J. D. Murphy.

We were granted the increase of one machinist. Roland V. Carter, formerly of Perry roundhouse, has the position.

Machinist Helper Jim Johnson was off for several days account of sickness.

La Crosse Division Deins.

Guy E. Sampson.

Well, here it is the last day before sending in items and we have no more written than T. P. and Nora B. Sill had last month, but will try and remember a few items of interest from those that have not been sent in, from along the division to me. But we did hear that—

An overheated stove in a heated refrigerator car caused much excitement in Portage Yard, and the loss of the car and a large shipment of cheese to the company.

That Paul Luck, an ex-employee of this division, who lost an arm while working in Portage Yard last year, has purchased a cigar store and pool hall in that city and desires to see all the boys that enjoy a good smoke calling on him.

That Section Foreman Fred Hauer of Mauston enjoyed a trip to Mobridge and return this month, just to see if the snow on the H. & D. was as deep as it was in '85.

That A. Zodtner and John Steele (Viroqua line brakemen) have taken turns in laying off sick, and that Lewis Stoltz took their places while they were off.

That Conductor O. J. Carey met with what nearly proved a fatal accident when he was knocked from the top of a fast moving car to the ground. However, he is improving at this writing.

That Section Foreman Albert Fredrick, being afraid of spending another night away from his fireside, forgot to unload with the other section crews, that were shoveling snow, at Westby. However, Albert feels that he got the best of the deal in this case, as the branch engine became disabled and the second trip was not made out of Sparta. So while his crew with the other men were staying all night at Westby (without their foreman) Albert was at home in bed.

That S. C. Wachter being appointed to the agent's position at Tunnel City caused Mr. E. C. Bergerson to be appointed to second at Bangor and N. J. Hayes to third at Mauston.

That Brad Miller has resumed his position running 57 and 58 after several weeks' absence, account his being sick.

That Engineer John Wind of Milwaukee spent a Sunday with Engineer George Bruer and family at LaCrosse.

That Passenger Conductor George Acres of the Portage-Madison run was off all month and his place filled by Conductor Morehouse.

That Conductor Bert Carleton has taken the LaCrosse layover way freight until such time as Conductor L. Daniels comes back in the way freight. We not only heard this, but know it to be a fact, as we have to do the dead heading now if we get home for a Sunday.

That Fred Shumway, Jr., is working in LaCrosse Yard in place of braking, as usual.

That Austin Monks, former conductor on our division, died at his home in Milwaukee. He was a brother of Brakeman J. B. Monks of Madison. The sympathy of co-workers is extended to the bereaved ones.

That a section house has been set up between Mauston and Lyndon for the use of the section men. This is appreciated by the men who are working so far from home; both on cold and rainy days it furnishes a comfortable place to eat lunch.

Bush Car Delivered Free

Ride in a Bush Car. Pay for it out of your commissions on sales; my agents are making money. Shipments are prompt. Bush Cars guaranteed or money back.



Write at once for my 48-page catalog and all particulars. Address J. H. Bush, President, Dept. 4-LV.

Bush Motor Company, Bush Temple, Chicago, Illinois

FIRST NATIONAL BANK OF LEWISTOWN, MONTANA

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\$3,000,000.00

**The Big Bank of the Judith
Basin Territory**

WE SOLICIT ACCOUNTS OF THE RAILROAD MEN

Daly Bank and Trust Company of Butte

Established 1882

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Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS

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JOHN D. RYAN, Vice-President

C. C. SWINBORNE, Cashier

R. A. KENNEL, Assistant Cashier

R. W. PLACE, Assistant Cashier

New England National Bank

THE Bank

OF

KANSAS CITY, MISSOURI

That Lewis Hauer, the hustling baggageman at Mauston, and his wife spent a couple of days in Milwaukee and Agent Ward had to assist the way freight boys to unload freight while "our Lewie" was gone.

That Passenger Conductor Milo Shackley is laying off for a few weeks and in the meantime is looking after his property in Texas and Arkansas. Conductor John Murphy is on Milo's run.

That C. H. York and his son, Clarence, took a delightful trip to Flint, Mich., and drove home two new autos. They were two of a party of forty men on a like trip.

That Deacon Shutter says pigs' ears make good meat to cook with sauerkraut, and he wonders if a couple of human ears would not be just as good. Can't say, Deacon; we never tried them.

That it doesn't pay to lose one's temper over a little joke. Just wait and keep in mind that "It's a long road that don't got some end."

That Conductor Roy Young was lucky to be out on the road when his family was quarantined, the children having scarlet fever. However, all are reported to be getting along nicely and Roy has been able to keep working, visiting with the family over the telephone.

That Conductor Ad Heberlein was in LaCrosse for a few days taking treatments for the cure of rheumatism. Also getting along fine.

That Conductor Mike McQueeney reported for work after a winter's vacation, but laid off again before going out, and from the awful weather we had for a week afterwards we think he sure had a hunch not to go to work until he had personally seen the robin.

That Section Foreman John McKegner of New Lisbon sure had his eyes on the passing trains when he discovered the pilot on No. 6's engine was defective and called enginemen's attention to it. Train was stopped and the pilot raised by use of jacks so that chains could be applied, and after thirty minutes delay train proceeded to Portage, where another engine was ready to take her place. Only for the attention of this employe to passing trains a serious wreck no doubt would have been the result.

The above items cover about all that we have heard, but from personal observation we have noticed on our division, during the hard winter, a spirit of efficiency and loyalty hard to duplicate. It has been a case of do all that each one could to keep the service up to the Milwaukee standard. With the poor grade of coal our company has been compelled to put up with and conditions such in the old-fashioned coal sheds all along our division outside of Milwaukee, that coal shovelers could not stand the grief and excessive cold, it has been a task that employes hope never to be forced into again. Division officials out on snow plows, roundhouse foremen assisting machinists, engineers helping firemen, brakemen pulling down coal and taking water for firemen, while the firemen in turn were assisting the engineers in repairing some defective part of their engine, and both freight and passenger conductors sweeping out switches and swinging a snow shovel in several instances, are facts that go to prove the metal of our employes. If in this trying ordeal any have made mistakes, in trying to give the company the best service possible under these existing conditions, we predict that their good work will more than offset those mistakes, and that all will be rewarded for their efficiency and loyalty to the extent that the present employes may work many winters together.

To those writing us in regard to photos they have sent us, will say that all photos have been sent to the editor and without a doubt they will be given space in the Magazine in their turn. Lots of important people (especially babies) on our railroad and it takes time to get all the pictures in.

The new depot at New Lisbon is fast nearing completion and no doubt before this issue of the Magazine it will be housing the force of employes at that place. The entire building was erected by company forces under the direction of Chief Carpenter William O'Brien, and no part of the work, no matter how small its importance, has been slighted in the least. Official inspectors have pronounced it one of the very best built buildings that the company owns. As soon as

Savings and Health

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

Or will you be forced to stay at home?

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

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

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

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

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

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



CENTRAL TRUST CO.

OF ILLINOIS

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

A BANK

For Your Savings or Checking Account For the Administration of Your Estate For the Selection of Your Investments For the Protection of Your Valuables

Capital, \$6,000,000 Surplus and Profits, \$2,500,000 Deposits, \$50,000,000

the stucco finishing is applied we will try and give the Magazine a photo of this "model depot."

The M. N. G. will soon announce the time and place of their meeting this year, and we hope that all correspondents will be sure to make arrangements to be on hand for the big time that is being prepared for them.

If some of the employees will try and send us a few items we will be able to give you a better column next month.

W. V. Division Notes.

W. M. Wilcox.

Mrs. Charles Miller, wife of Engineer Miller, and little son visited Mrs. Miller's parents in Milwaukee the first of the month.

Engineer R. A. Randow off during the month of February, taking a rest.

E. J. Tierney returned to work on 5 and 6 March 5th, after being off about a month.

Lineman Ray Baysore and his gang of line repairers moved their camp to New Lisbon, March 10th, after repairing lines on this division since last fall.

Engineer H. L. Conant took the dispatcher's job at New Lisbon, March 13th, bumping W. J. Plunkett, who went on the Lynn line.

Fireman Louis Hansen resumed work February 22d on this division. He has been with the C. & N. W. Ry. at Wyeville most of the winter, account of the scarcity of work on the Valley.

All freight trains were abandoned on this division February 21st, and all passenger trains double-headed on account of the heavy snow storm.

Mrs. R. P. Rawson, Wausau, wife of Conductor Rawson, went to Rochester, Minn., the latter part of February.

Conductor M. P. Finnerty resumed work on 91 and 92, February 26th, on account of C. A. Dunn returning to the Tomah run.

R. McCarthy, one of the prominent conductors on the H. & D. Division, and his wife returned to Aberdeen, February 27th, after spending a week with relatives at Wausau.

Trains 5 and 6 were derailed via Tomah, February 28th, account of derailment of M. E. Donovan's train just west of New Lisbon, caused by a broken wheel flange.

Carsmith Chris Christensen of New Lisbon visited a few days at Portage in March.

Engineer F. D. Pond off sick March 13th, relieved by T. Christiansen.

The death of F. A. Hanover, aged 71 years, occurred at Tomahawk, March 12th, after a long illness. Mr. Hanover was one of the pioneers on this division, and was agent at Merrill a number of years, later going to Iowa. His son, C. G. Hanover, who died about two years ago, was traveling auditor for this company. Mr. Hanover taught the art of telegraphing to Vice President D. L. Bush.

Passenger Conductor Peter Hollinshead spent a few days this month in Chicago, visiting his daughter, Ethel, and her husband.

I have been requested to announce through the columns of our Magazine that our LaCrosse Division correspondent, also way freight conductor, has an invention for the quickest and easiest way to unload the new handcar houses built at the Tomah bridge yards, from flat cars. A recent demonstration was given at Sparta, in the presence of Roadmaster P. H. Madden and other employees, and was pronounced a very good success. The process consists of cornering the car containing the building to be unloaded and tipping the building off without injuring it a particle. Mr. Madden says that Guy should be promoted to a position in the bridge yards.

Mrs. S. G. Hunter and son, Kenneth, family of Conductor Hunter at Mobridge, visited Mr. Hunter's parents at Wausau this month.

Miss Lillian, daughter of Engineer and Mrs. R. A. Randow, of Wausau, was married to Herbert J. Schneider at Wausau February 14th. Miss Randow is one of the popular young ladies of Wausau and Mr. Schneider is a popular traveling salesman for the Wilson Mercantile Co. They will reside at Wausau on Washington Street.

The new coal buckets have been installed at Wausau, in place of the coal chutes that burned in February.

RIDE A RANGER



bicycle and know you have the best. Buy a machine you can prove before accepting. Select from 44 styles, colors and sizes in the famous "Ranger" line.

DELIVERED FREE on approval and 30 days' trial. NO EXPENSE to you if, after trial you do not keep it. LOW FACTORY COST, great improvements and values never before equalled.

WRITE TODAY for our big catalog showing our complete line of 1917 bicycles, TIRES, sundries and parts, and learn our wonderful new offers and liberal terms. Do not buy until you know what we can do for you. A postal brings everything.

MEAD CYCLE COMPANY
Dept. D247, Chicago

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Hoge Building

Seattle, Washington

Capital and Surplus - \$ 800,000
Total Assets over - \$5,100,000

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Seattle, Washington

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**Savings Department
Trust Department
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Direct Connections**

Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

Merchants National Bank

**Capital . . . \$2,000,000
Surplus and Profits \$2,000,000**

**Fifth and Robert Streets
SAINT PAUL, MINN.**

The Bank of Personal Service

Train No. 2, March 12th, was tied up at Wausau and No. 5 same date tied up at Grand Rapids, being unable to proceed further on account of the snow blockade. Up to the following Sunday they had not made any progress and no prospects for a clearing of the line very near. Several engines and snow plows were marooned in the snow near Rudolph and every available power was being used to make an opening. The worst storm known in years on this division reached its zenith on the 16th and 17th, and the prospects for moving any freight business for a number of days were felt by officials to be hopeless.

Special train, consisting of a baggage car and five tourist sleepers, left Wausau Monday, March 12th, for Madison, Wis., occupied by 142 bankers and farmers to attend a meeting arranged by the Wisconsin University Extension Bureau. The train was in charge of Conductor C. A. Dunn and Engineer Christiansen. Returning the train left Madison at 10 p. m. Wednesday and was marooned at New Lisbon until Friday morning on account of the snow blockade north of there.

General Superintendent P. C. Eldredge came up from Milwaukee, March 15th, to assist Superintendent Ober to clear the line of the snow blockade north of here.

Dubuque Division Items.

S. A. Gobat

Storekeeper F. J. O'Connor of Milwaukee Shops was a business caller here during the past month.

Machinist William Marshall enjoyed a few days visiting with relatives in Oelwein, Iowa.

Conductor L. E. Dunham is on the sick list for the past week.

Storekeeper J. E. Dexter is again on the job, after being on the sick list for the past two weeks.

Mr. W. A. Esmay, pump repairer at Dubuque Shops, has been appointed pump repairer on the north end of the Dubuque Division, which includes the Waukon and Preston branch lines, and also the main line from Waukon Junction to LaCrescent. Mr. Esmay is well capable of handling the job and the good wishes of his fellow employees go with him.

Carpenter Albert Trude of the B. & B. department was reported on the sick list for the past few days.

Carpenter John Briemeyer and wife were called to Buena Vista, Iowa, account of the death of a relative.

Stenographer J. J. Teelink of the master mechanic's office visited with friends in Prairie du Chien.

Machinist Clarence Sandry is back on the job, after being on the sick list for the past week.

Good sign of spring coming! Car Inspector Widman has shed his heavy overcoat and invested thirty-five cents in a hair-cut.

Conductor L. Michel of the Dubuque Division is reported laid up with the grippe.

Carpenter Charles Finer was called to Britt, Iowa, account of the sickness of relatives.

Dubuque Division Conductor W. O. Cooper has received a letter of commendation and credit in the service roster for the discovery of a broken brake beam in Train No. 3, passing Gordon's Ferry, February 27th, 1917. His watchfulness no doubt prevented a serious accident.

Our notary public, Mr. Albert B. Tschudi, enjoyed several days visiting in Elkader, Iowa. From what we hear it must be something in the feminine line. Come across, Al.

Roundhouse Clerk Ernie Donahue of No. McGregor was a visitor here for a couple of days.

Carpenter Michael Farrell and wife were called to Clayton, account of the death of relative of Mr. Farrell.

General Foreman's Clerk David Laury enjoyed a few days visiting in Davenport, Iowa.

Night Yard Clerk Clarence Jellison has been laid up for the past two weeks, due to an injury he received during the performance of his duties. He was in the act of opening a car of beer to make an inspection of the heater in the car when a half-barrel rolled out and fell on his foot, smashing several toes. We hope you will soon be back on the job, Jelly, for the boys sure miss you.

Carpenter Charles Kulow enjoyed a few days in Manchester, Iowa, visiting with friends and relatives.

Kansas City Division.
"Dills."

Engineers Fred Prior and Harry Kimball have returned to work after laying off for the winter. For the past five or six years everyone at the roundhouse has figured when they returned in the spring that the bluebirds were sure to come, but they failed to bring anything this year but cold, chilly weather.

Conductor J. S. Williams was off duty several days on account of sickness. Conductor Hahn relieved him in passenger run.

Ernest E. Gideon and Wm. Cooney have made service dates as locomotive firemen.

Engineer Holmes is taking a trip to Big Sandy, Montana, and expects to be gone about a month.

Dan Devoy, section foreman Ottumwa Junction, has returned from Mobridge, South Dakota, where he attended the Section Foremen's Annual Convention as representative from Kansas City Division.

C. J. Capps has been made agent and telegrapher at Linby.

More weddings. Engineer Dan Carroll just returned this week with his bride, who was formerly Miss Elizabeth Anderson, of Mason City, Nebraska. Fireman A. P. Johnson and Miss Catherine Shanahan, of Cedar Rapids, are to be married April 1st at Cedar Rapids. Congratulations to both couples.

Engineer Elmer Rudolph has reported for work after an absence of two months because of illness.

Conductor C. R. Allen, champion banana eater, challenges any one to beat his record—thirteen bananas in three minutes.

Fireman John Phleger will leave for Texas the first of April to be gone about two weeks.

Call Boy Anthony Zaubitzer was out practicing (with a rock) a short time ago, to make a pitcher on the Milwaukee ball team. The rock went through a window at the yard office, breaking two panes, the replacing of which cost him almost a week's salary. The Nine concluded they could not use a man who could throw no straighter than that.

Assistant Chief Electrician Crowley from Milwaukee was a visitor in Ottumwa March 17th.

Car Foreman A. Doyle, Ottumwa Junction, has broken his wonderful record. He lost two days last week because of sickness, the first time, he says, in twenty-five years.

Switchman Emmett Keen and wife are spending two weeks' vacation in Seattle, Tacoma, and other western points.

This epidemic of mumps and smallpox keeps us in constant alarm wondering who may be the next victim. Operator D. A. Browning, Gault, Mo., has just returned to work after an attack of mumps and Operator J. L. Wright, Ottumwa Junction, is now off duty for the same reason. Oscar Root, clerk at Superintendent's Office, has returned after a few weeks spent at the pest house with smallpox.

Ted Wachtler has been appointed clerk in the office of the Car Department, Ottumwa Junction.

Machinist Forrest Collins is off duty on account of sickness.

A new stationary boiler has been applied at the roundhouse, something that has been looked for many months. They have the promise of an air compressor which is being overhauled at Dubuque shops, and when they get their large boiler repaired and installed again, they will feel as though they have almost a new plant.

And, by the way, you should see the new reading lamp at the roundhouse office. It belongs to Clerk Helmer Isaacson, and was made by his brother. It looks like a good start for housekeeping, part of his Hope Box, you know.

Electrician George Hammerstein of Savanna is looking after clerical work at the roundhouse.

On March 2nd Engineer Aaron Greenwell met with a very sad accident. While walking down the track at Ottumwa Junction he was struck by a switch engine and injured to such an extent that amputation of his left leg was necessary. He is reported to be getting along very nicely, and his friends are hoping for his speedy recovery.

M. F. Washburn, clerk in superintendent's office, has been off duty a few days because of sickness.



Show This to Your Wife

**Milwaukee Blend Coffee
for Milwaukee Employees**

This "Milwaukee" blend of COFFEE is making a big hit with the most particular coffee drinkers among the C. M. & St. P. folks. Choice-fresh from our roasters to you in 5-lb., 25-lb. and 50-lb. packages.

Wholesale Price to You 25c
F. O. B. Chicago, Per Lb.

Every pound guaranteed to satisfy or your money refunded. You'll like the "Milwaukee" blend once you try it. Order Now.

JOHN SEXTON & CO.

Lake and Franklin Streets Chicago

The largest Wholesale Grocers, Importers and Manufacturers in the World dealing direct with the consumer.

— THE —
National City Bank
 of SEATTLE

CAPITAL AND SURPLUS
\$600,000.00

Commercial & Savings Accounts Solicited

Commercial State Bank
MILES CITY, MONT.

CAPITAL AND SURPLUS
\$125,000.00

**Special Attention Given to Savings
Depositors**

A. C. Dimock, yardmaster at Cedar Rapids, was an Ottumwa visitor last week.

Brakeman James Housen has returned from the border, where he went last June as a member of Company G, and has reported for duty.

Conductor Frank Bell has returned to his home after being "quarantined out." Both of his sons had smallpox.

Watch us for political news. Switch Foreman Pat Leeny received nomination for Mayor at the primary election held in Ottumwa March 12th.

Tomahawk Roundhouse News.

Steve.

No more will we believe in signs or take for granted what the papers have to say in regard to the weather. The Indians, the muskrats, the bark on the trees and everything else pointed to an open winter, and after struggling with one of the hardest winters known in a long time and finally thinking that at last the backbone was broken, to have come down upon us the most severe snowstorm of the year on March 13 and 14 is the experience that we have been through. This last storm was sure a hummer, as it has completely tied up all traffic on the Wisconsin Valley Division.

Fireman Henry Venne was suddenly taken sick with an attack of appendicitis while waiting to take his run out of Minnecqua March 12th. He was rushed to the Tomahawk Hospital, where he was operated on the same night. At present he is getting on as well as may be expected.

Night Boilermaker Helper Emil Tolzmann has been off for the past week with a badly bruised finger, which he injured while removing arch brick from engine 2142.

Boilerwasher "Reg" Allord was off for a day owing to an iron bar striking him on the leg and making it sore for awhile.

Roundhouse Foreman R. C. Hempstead made a business trip to Wausau March 9th. He was also at the conference of railroad men at Wausau March 5th and 6th.

Engineer H. L. Conant has displaced William Plunkett on the dispatching job at New Lisbon, receiving the same on bid. Engineer Plunkett has taken the Lynn line, displacing Engineer Cassidy.

Engineer W. F. Bingham has received the dispatching job at Wausau on bid.

Engineer Dan Wells layed off from the Minnecqua job for a few days, Engineer L. E. Schultz relieving.

Our Swede blacksmith, Pat, was also off for several days, this being caused by some foreign substance landing in Pat's eye from the blacksmith fire. He went to Wausau to have the eye treated, so he says, but we understand that "she" is now living at Wausau. How about it, Pat?

Engineer Dan O'Brien has again resumed work after an absence of about six weeks, owing to sickness.

Chas. Schlieff, machinist helper at Tomahawk, has returned to work after an extended absence, due to sickness.

The interest in the roundhouse at the present time seems to be centered around the acetylene welding outfit which has just been installed.

Kaiser Bill Schultz is again on the sick list with Fireman Obey relieving him as engine handler.

Tom Murphy, call boy with the fisherman fame, took several days off and went visiting in Wausau and Merrill. Probably telling that fish story.

It is an assured fact now that we will not be wanting for fish this coming summer, as our most worthy fisherman (Nutmeg) Inspector Frank Duvie has been presented by his admiring friends with a No. 19 spoon hook, which is guaranteed to catch anything in the Wisconsin River. Hooked again, eh Frank?

Pebbles from the Musselshell.

Grace Hardman.

If the boys of the construction department are on this division and feel as though there isn't enough being said about them, please make themselves known and what they want said, and it will be sent in. It's hard to get all the news if someone doesn't help. To make our division in-

teresting everyone should try and make ours the most interesting in the magazine.

Mike Kane, conductor on the west end, is taking a trip in the Sunny South.

J. H. Jesser, operator at Melstone, is back on duty after a month or six weeks' vacation.

Jack O'Neill, brakeman on the west end, laid off the later part of February. (???)

Car Inspector C. W. Maughan, of Melstone, was in Miles City on business the latter part of February.

It is rumored that Chester Ellison is married. Don't know how true it is, but will find out and tell you all about it next time.

It is with sorrow that we announce the death of Fireman Joe Atwood, of Melstone, who died at the Miles City Hospital with typhoid fever Friday, February 16. He leaves a young wife and a child to mourn his loss, to which the magazine and his fellowmen express their sympathy.

The City of Melstone is being wired for electric lights. We hope the railway yards and buildings will soon be fitted for same, as it is sure needed.

Sam Tesby, of the R. H., is working overtime on a snow plow to put on his cows, so he will not have to dig them out of the snow.

Begaz, the B. M. helper, laying off with a bad attack of spring fever.

D. M. Ellis is new machinist, vice F. Roggie, resigned.

Heading of notes should be changed from "Pebbles from the Musselshell" to "Snowfalls from the Musselshell."

Karber still eating ham without the eggs, as those hens will not lay.

T. O'Brien, the machinist, received a very painful injury to his right hand by getting it caught between dry pipe and smoke box.

It must be spring is really here, as a rooster was heard crowing in the restaurant the other day. They say his name is Tom, and belongs to the R. H. shops. "Chicken."

Cleon Hayling, little daughter of Agent Hayling, has had quite a siege of sickness. Just got over typhoid fever and was taken with pneumonia. She is very weak, but we all hope she will recover and soon be back among her playmates, who miss her very much.

O'Brien had an attack of wanderlust, but when he heard of a bad storm in Dakota, his pedal extremities turned cold and he decided to stay with the boiled water until the birdies return.

Andy Hettie, day hostler at Melston R. H., is quite sick with typhoid fever at the Miles City Hospital.

Rollo expects to have 5532 steaming by the time the ice is out and expects to be granted a diploma as steam pipe expert.

Mrs. Ed Strieble, wife of Conductor Strieble, is quite sick with typhoid.

A. W. Palsneau and wife returned to Melstone after spending the winter with their son, Frank, at Miles City.

O'Brien and Bertanhoff, our chief clerk, have their hallelujah band very nearly completed, and will probably be able to compete with the Salvation Army in a short time.

The wife of one of the Japs at the R. H. died February 16 with typhoid fever. She leaves a husband and two small children.

Our popular switchman, Andy Dreese, took a lay-off and went to Minneapolis, where he was married to Miss Hazel Black, formerly of Melstone. The young couple are very popular here and well liked. They will make their home in Melstone and all wish them a happy and prosperous life.

"Facts and Fancies from the S. M. West."

J. W. Malone.

Roy Jones is relieving Cashier R. J. Hopkins at Madison while he is away taking a course in railroad traffic.

Agent R. F. Gunderson, Egan, has decided to start farming in Montana and will leave for that state soon, while Egan agency is now on bulletin. May the best of success attend you, Dick, and your shadow never grow less.

On the 28th of February a bouncing nine-pound boy was delivered at the home of Mr. and Mrs. J. W. Malone. The division will now celebrate. (Congratulations.—Editor.)

Mrs. A. B. Hughes, of Madison, has been ex-

Former United States Senator Mason

Pioneer in Pure Food and Drug Legislation, Father of Rural Free Delivery System

Takes Nuxated Iron

to obtain renewed strength, power and endurance after the hardest fought political campaign of his life in which he was elected Congressman from the State of Illinois. The results he obtained from taking Nuxated Iron were so surprising that

SENATOR MASON NOW SAYS

Nuxated Iron should be made known to every nervous, run-down anaemic man, woman and child.

Opinion of Doctor Howard James, formerly Ship Surgeon, Holland-American Line and Assistant Physician, City Hospital, Wards Island, New York, who has prescribed and thoroughly tested Nuxated Iron in his own private practice.

WHAT SENATOR MASON SAYS:

"I have often said I would never recommend medicine of any kind. I believe that the doctor's place. However, after the hardest political campaign of my life, without a chance for a vacation, I had been starting to court every morning with that horrible tired feeling one cannot describe. I was advised to try Nuxated Iron. As a pioneer in the pure food and drug legislation, I was at first loath to try an advertised remedy, but after advising with one of my medical friends, I gave it a test. The results have been so beneficial in my own case I made up my mind to let my friends know about it, and you are at liberty to publish this statement if you so desire. I am now sixty-five years of age, and I feel that a remedy which will build up the strength and increase the power of endurance of a man of my age should be known to every nervous, run-down, anaemic man, woman and child."

Senator Mason's statement in regard to Nuxated Iron was shown to several physicians who were requested to give their opinions thereon.

Dr. Howard James, formerly Ship Surgeon, Holland-American Line, and Assistant Physician, City Hospital, Wards Island, New York, said:

"Senator Mason is to be commended on handing out this statement on Nuxated Iron for public print. There is nothing like organic iron—Nuxated Iron—to give increased strength, snap, vigor and staying power. It enriches the blood, brings roses to the cheeks of women, and is an unfailing source of renewed vitality, endurance and power for men who burn up too rapidly their nervous energy in the strenuous strain of the great business competition of the day."

Dr. E. Sauer, a Boston physician who has studied abroad in great European medical institutions, said: "Senator Mason is right. As I have said a hundred times over, organic iron is the greatest of all strength builders.

"Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking organic iron—Nuxated Iron had filled him with renewed life. At thirty he was in bad health; at forty-six he was care-worn and nearly all in. Now at fifty, after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth.

"Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in a soil deficient in iron. If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next, take two five-grain tablets of ordinary nuxated iron three times per day after meals for two weeks. Then test your strength

again, and see how much you have gained. I have seen dozens of nervous run-down people who were ailing all the while, double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form. And this, after they had in some cases been doctoring for months without obtaining any benefit. But don't take the old forms of reduced iron, iron acetate or tincture of iron simply to save a few cents. The iron demanded by Mother Nature for the red coloring matter in the blood of her children is, alas! not that kind of iron. You must take iron in a form that can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless.

NOTE—Nuxated Iron, which is prescribed and recommended above by physicians in such a great variety of cases, is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians both in Europe and America. Unlike the older inorganic iron products it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach; on the contrary, it is a most potent remedy in nearly all forms of indigestion as well as for nervous, run-down conditions. The manufacturers have such great confidence in nuxated iron that they offer to forfeit \$100.00 to any charitable institution if they cannot take any man or woman under 60 who lacks iron, and increase their strength 100 per cent or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' time. It is dispensed by all good druggists.



Former United States Senator Wm. E. Mason, recently elected Member of the U. S. Congress from Illinois

Senator Mason's championship of Pure Food and Drugs Legislation, his fight for the rural free delivery system, and his strong advocacy of all bills favoring labor and the rights of the masses as against trusts and combines, made him a national figure at Washington and endeared him to the hearts of the working man and the great masses of people throughout the United States. Senator Mason has the distinction of being one of the really big men of the nation. His strong endorsement of Nuxated Iron must convince any intelligent-thinking reader that it must be a preparation of very great merit and one which the Senator feels is bound to be of great value to the masses of people everywhere, otherwise he could not afford to lend his name to it, especially after his strong advocacy of pure food and drugs legislation.

Since Nuxated Iron has obtained such an enormous sale—over three million people using it annually—other iron preparations are recommended as a substitute for it. The reader should remember that there is a vast difference between ordinary metallic iron and the organic iron contained in Nuxated Iron. Therefore always insist on having Nuxated Iron as recommended by Dr. Howard James, formerly Ship Surgeon, Holland-American Line and Assistant Physician, City Hospital, Wards Island, New York.

Ruptured Railroad Men

The body is an engine just as truly as the locomotive hauling a train; food is merely fuel, the stomach is but a furnace, the heart is a piston, and the waste products of the body are simply the ashes and clinkers in the firebox.

The wrong treatment of rupture leads to the result that the machinery gets out of gear or becomes clogged, the wheels of life are sidetracked, and if the proper brakes are not put on at the right moment, your train comes to a full stop.

You've been travelling with a red light for a long while—here is the green light—the light which gives you clearance, returning health—vitality—watch for it.

Write to us for descriptive literature as to how to abolish the burdensome truss forever, and if you write at once, we'll send a "trial" treatment along with the book. No charge for it, now or ever.

Plapao Laboratories

Block 89

St. Louis, Mo.

"KIRKMAN'S SCIENCE OF RAILWAYS"

The Author of "THE SCIENCE OF RAILWAYS" served for fifty years in various departments as a railway officer and employee. However, in writing "THE SCIENCE OF RAILWAYS," and in its many subsequent editions and revisions (to meet the ever changing conditions of the service) he and those interested in the publication of the work, have had throughout, the active advice and aid of practical experts, familiar with every branch of railway operation. The books are, therefore, authoritative, and as valuable to railway men as standard text books are to Lawyers, Doctors, Civil Engineers and other representative men.

"The Science of Railways" explains with great particularity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engine-men, trainmen and shopmen, written by scientists and practical men who have themselves solved the problems and mastered every intricate detail connected with the work.

The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.

The foregoing and other subjects relating to the duties and problems of those connected with the engine and train service are described in great detail with such illustrations and charts as are necessary to afford the reader a clear understanding of the perplexing problems that arise daily in connection with his work. For further particulars, address

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tremely ill with an infected tooth the past few days, but at the present writing is improving slowly.

Conductor F. L. Winesburg and wife are taking in the beauties of Excelsior Springs, Mo., for a few weeks.

Engineer Joseph Gilbert returned from Excelsior Springs, Mo., last week very much improved in health.

On March 10th, the stork left a nine and one-half-pound boy at the home of Mr. and Mrs. Avery Ballinger. The division will renew the celebration, while congratulations are extended.

Conductor Bert McDonnell, Madison, has been on the sick list the past week. Hope to see Bert back in the game soon.

From March 14th to March 18th, the S. M. West had more snow and lots of it, and the way every employe got into the harness exhibited team work where efficiency was predominant.

Adolph Moe, Madison, was a Sioux Falls visitor recently.

Conductor D. E. Lawler and son, Joseph, were called to Wisconsin the first of the month by the death of Mr. Lawler's sisters. The sympathy of the division is extended.

Oswold Franklin, our efficient bill clerk at Madison, was a Sioux Falls visitor recently.

Arthur Hayes, one of the old standbys at Jackson, has bid in the second trick at Albert Lea.

Trainmaster Holmes now holds the title of snow king on the S. M. West. He succeeded in going through the Chamaramba Valley, where the cuts were full of snow from ten to eighteen feet deep and 1,800 feet long with a Roger ballast plow in less than half a day, with the efficient aid of Roadmaster McGee and Conductors Kilion and B. M. Westby and Engineers Hughes, Sheldon, Nellis and Gere. They performed a task that was well nigh impossible for a rotary in this length of time. Were it possible to have more than one king they should all be crowned.

The efficient work of Roadmaster W. H. Crabbs and Conductors Russell and Tuttle, and Birran, on the M. & B. Line and Fourth Division, during our snow blockade is also to be commended. That they handled the situation in a first-class manner is without a question, striking cuts from ten to sixteen feet deep and of various lengths and working with but a Roger ballast plow. The efficiency of Chief Dispatcher Moore during this time was fully displayed. Every detail was taken care of and not a single train stuck in the snow during this, the worst storm in the history of this country, and with the snow four feet deep on the level.

North La Crosse News.

H. J. Bullock.

Switchman "Grandpa" Hyde, intimately known as the animated thermometer, has been predicting above zero weather all winter. It has been stated by some who know him best that he has kept on the shady side of box cars to avoid sunstroke. However, Special Police Officer Mike Keaveny took an awful fall out of him when he said he remembered a winter in La Crosse when the ice froze so thick in the Mississippi River it only required two cakes of ice to fill the ice house.

Some of the spokes in the wheel here we omitted from a former magazine are "Apple" Saley, "Krap" Kessler, "Slim" Brinkman, "Biscuit" Larkin and "Judge" Coney.

Roundhouse Foreman H. M. Rauser spent Sunday, March 4th, in Milwaukee.

General Yard Master C. A. Bush was a business visitor at Chicago March 5th.

General Safety Appliance Inspector M. J. La Court was a business caller here March 6th.

Telegrapher Joe Harrison of Bridge Switch says the town is going dry in the spring election, Telegrapher C. D. Shepard declares it is the wrong time of the year for Bridge Switch to go dry.

Engine Dispatcher Robt. Taylor was injured March 7th by being squeezed between a cinder dump and a post. He was taken to the hospital, where it was announced as nothing very serious.

Mr. Ed Hurley, the gentlemanly agent at La Crescent, Minn., has purchased a sending machine and is acquiring a speed limit in sending telegrams.

Veteran "Gundie" Johnson, switch tender, who has been suffering with an attack of pneumonia, is recovering.

Road Master J. M. Brennan, of the Dubuque Division, was a business caller here March 6th.

Telegrapher E. B. Brenner has been assigned to the second trick at Black River Draw office.

"Pink" Johnson and Melvin Johnson formerly brakeman on the La Crosse Division, have returned to their respective homes in North Dakota after being called here by the illness of their father.

Marion Roundhouse Notes.

Ed. Griffith.

Marion Roundhouse pulled through the winter in fine shape, considering the conditions we have to work under, but hope that next winter we will be in our new quarters at Atkins.

Machinist Kenneth Hillerage, who fell and broke his leg some time ago, is back on the job. Engineer Hanner of the "Jitney run" is taking a few days off, and Engineer Vaughn is pulling the yellow cars up among the snow banks.

Boilermaker Fred Welter is back from his yearly trip to New Orleans, and it takes the boss and two extra men to keep him busy, as he is so full of the things he saw and didn't see, he wants to tell everybody about it.

Machinist August Fink has been on the sick list.

Fireman Harry Johnson spent a few days in Dubuque. We know where all of our engines are now, that we sent in for repairs and have heard nothing of them.

The veteran fire builder, "Old Tom" Pullin spent a day in Omaha. Tom said he wanted to see the old town again before it went "bone dry."

Machinist Helper John Kelsh and wife took a trip to Tacoma this spring.

Boilermaker Wm. Clark was looking over the sights in Minneapolis. That's what he claims.

Fireman Earl Townley and wife spent a few days at Waterloo visiting Mrs. Townley's parents, Geo. Titus, who was former storekeeper at Marion. He of the famous "Calf."

Engineer Vaughan made a flying trip to Minneapolis on business.

Machinist Art Law had the misfortune to slip in the roundhouse, and in falling put his hand through a window, causing some very bad cuts in the fleshy part of his hand, laying him up for a week or ten days.

Ernest Luense is again at the carpenters job at Marion Roundhouse.

Jens Cook, the blacksmith helper, has a grievance. He is one of the favored few with one of those passes, a fellow gets after he has worked a long time for the Company, and business is so good he has not had a chance to use it yet.

S. M. East.

"One T. P."

Life on the S. M. is just one snow storm after another.

This is one of the reasons why there isn't much to write about, for everyone is sticking pretty close to home.

New man named Rowles on at Houston. Did not hear where Miller landed.

Operator Holten is back, after adjourning elsewhere for a couple years. He has taken third at Jackson, relieving Hayes, who has bid in on Albert Lea second.

Mike at Wells drew second on bulletin and Phelps, who has been on second temporarily, drew third.

Conductor McCarthy, after spending several months on the main line, as passenger conductor, relieving Walt Klingsley, is now back on his old run on the Mankato line.

J. A. Christensen, train baggageman on the Mankato line, visited between trains at Wells, February 24th.

On Sunday, February 25th, Max Simons, agent Good Thunder, discovered a brake beam dragging on L. S. M. S. car 87559 on extra East, Jorgensen, conductor; stopped the train and notified train crew, thereby preventing a serious wreck, as Good Thunder seems to be the "Hoo Doo" on the Mankato Branch.

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Good reliable railroad men to sell several very fine brands of Union Made Cigars to dealers along the Milwaukee Lines. In your application state years and capacity, employed on Milwaukee and elsewhere, also territory preferred. You will be supported by big advertising campaign. References required. Big Commission, Big Bonus, Big Money. Address

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Watch Inspector, C. M. & St. P. Ry.

Construction Notes.*"Guyline."*

We hear a great deal about the "Sunny South" at this time of the year, but perhaps the "Sunny South" doesn't consist entirely of sunshine and straw hats. One of the "Boys," who has been spending the past month in Arkansas and Louisiana, claims that it is all wrong. He arrived in Arkansas about three weeks ago, and as the sun was shining brightly and the dust lay thick on the road, he decided to walk about two miles into the country to renew old acquaintances. When he arrived at his destination he discovered that he had frozen his nose! "Sing not to me, the songs of the Sunny South," says he. "I'm going back where it only goes to 30 degrees below zero and where there is at least some snow to thaw out with."

Jack Jones and "Heinie" Waslosky of the electrification forces, have returned from a trip to Milwaukee and Chicago. "Heinie" says they are still putting on high collars in Milwaukee.

M. E. Curtis, in the Butte office, is the proud father of a future President. The baby is a girl, but Curtis claims that by the time she grows up we will have national woman's suffrage, so she has an excellent chance.

F. R. Nicholas, who is on survey work in Washington, dropped in to say "Hello," the other day. Nicholas says that part of the instrument man's standard equipment in that country is a Colts .45 automatic. It seems that the coyotes in that section of the country are afflicted with rabies and will not hesitate to attack a person.

This brings to mind an incident that occurred last fall on the Missoula Division transmission survey. The crew was busily engaged in running a line just out of St. Regis, when a bear and her cub hove into view. The cross-country records were immediately shattered by the entire crew; some of them making the distance to the track and safety in nothing flat. Who says that the Wild and Woolly West is passing?

F. B. Walker, assistant engineer in the engineering department, is back east on a combined business and pleasure trip.

H. W. Williams, chief draftsman in the electrification department, is now located in Seattle. He came to Butte for a day recently and told wondrous tales of the low cost of living and the balmy sea breezes. Let's go!

Miss Effie Sloan of the Butte office has returned from Rochester, Minn., where she recently underwent an operation. Thanks to the excellent treatment she received there, she is again the picture of health. We hope to see her back at her old place before very long.

Mrs. C. H. Ridout and daughters, Dorothy and Francis, are anticipating the pleasures of a visit to Indiana in the near future. We will do our best to keep Charlie from getting homesick.

W. E. Ring, formerly on substation construction and well known as the champion egg chaser of Lewistown, is now with the Soo Line, working between Minneapolis and Chicago.

OUR MONTHLY IDEA.

It is said that a sailor has a girl in every port. Methinks a certain inspector must have been a sailor some time in the past. At least, he seems to have a fair friend at every station on the electrified divisions.

Cinders From the H. & D.*"Bolihee."*

Business has been rather dull for the past few weeks. In fact, some of our conductors have descended to the ranks of the brakemen while many of the brakemen are taking an enforced vacation. When the snow starts melting things will undoubtedly pick up considerably and give everyone a chance to ride the cars.

Passenger Conductor H. R. South is taking an extended lay-off, his run being held by R. O. Bostwick, first extra passenger conductor.

Brakeman W. C. Burnett, commonly known as "Shorty," has given up his rights on the H. & D. and gone switching at the Twin City Transfer.

Conductor R. A. Bryant had R. S. Buckley's run on the Hutchinson line for about a week.

Conductors R. S. Buckley and J. M. Buckley were called to St. Louis recently by death in the family.

Railroad Employees

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Use Circus Liniment

For Rheumatism, Lame Back, Sprains
Cuts, Burns, Bruises, Etc.

IT NEVER FAILS

This old reliable remedy is for sale by over one thousand dealers in medicines in Chicago, or mailed direct—cash with order

Price 50c large bottle—Extra large \$1.00

Circus Liniment Company

149 W. Ohio Street

Chicago, Illinois

G. L. Rice, formerly switchman in Monte Yard, has resigned and gone switching in C. G. W. Yard in St. Paul.

Frank Moudry, who has been working in the Minneapolis machine shops, has returned to Montevideo and gone to work in the roundhouse.

Frank Hemsey, traveling engineer, has been spending considerable time on the Fargo line trying to make a regular railway out of it.

William Boughton had a chance to air his passenger conductor's uniform during one of the recent storms. He was in charge of the yellow cars for a few days. It is also reported that Guy Benson had his uniform dry-cleaned and pressed, ready for any emergency.

Born, March 11th, to Mr. and Mrs. J. J. Griswold, at Montevideo, a daughter.

Conductor E. F. Bauer, who has been at Marion, Iowa, for several months, is planning on moving his household goods to Farmington and making that his home.

R. D. Fowler and wife have returned from a sight-seeing trip through the West. They took the Southern Route to California and went from there up to Seattle, from which city they took the Only, ONLY road to that fair city on the hill, known as Montevideo.

Conductor C. D. Bingham was on the Fargo passenger run during the absence of Conductor Fowler.

Passenger Conductor B. F. Raymond has resumed work after a few weeks lay-off.

Fireman William Salisbury, who was operated on for appendicitis, at the Montevideo hospital, is reported to be getting along nicely.

Agent Lord of Prior Lake stopped in at Montevideo one noon on his way home from the West and renewed old acquaintances.

J. F. Grant was on Nos. 206 and 203 on the Hastings line for a few weeks while Conductor Tom Curtin layed off. The motor car was in the shops being repaired during this time.

C. E. Tryon and wife, O. T. Nystom and wife and William Corcoran and wife were recent Minneapolis visitors.

Bollermaker's Helper Charles McClay and wife made a short visit in Wahpeton, N. D., a few weeks ago.

Albert Nelson has been working as operator in the Monte dispatcher's office while Len has been doing special work on the report for the eight-hour day commission.

Agent R. M. Plumb piloted several Omaha passenger trains over our line between Shakopee and Chaska, a few weeks ago, on account of a derailment on the Omaha.

Born, on February 23d, to Mr. and Mrs. W. D. Dunlop, at Stewart, an eight-pound telegrapher.

Joe Stennes, trainmaster's clerk at Aberdeen, was a welcome visitor at the Montevideo offices recently.

John Anderson, clerk in the Montevideo freight house, has been layed up for some weeks with an injured hip. Millard Crandall, night ticket clerk, has taken his place for awhile, and Mr. Black of Fairmount, N. D., is working as night ticket clerk.

R. & S. W. Division News.

H. J. Beamish.

If Morse came back tonight,

(And he may come, no one can tell).

If Morse should motor 'long this line,

And stop to fix a tire;

And hear some of the "bug-juice"

That goes trickling o'er this wire—

He would poke out those whiskers,

That he used for a cravat—

And yell—WHAT'S THAT?

(If Sam bro't Ben King with him—and Ben should see that verse—I see where I'd take passage in a nice, new, shiny hearse.)

Born to Wiper and Mrs. Chas. Osborn, Elkhorn, March 1st, a boy.

Operator Anderson, Elkhorn, relieved Morissey at Corliss for a few days the last of February while the latter was on the sick list.

Operator Kuntz, Racine, played in his usual luck February 19, when he fell and fractured a bone in his ankle. He is at present still on crutches, but on the job.

Chief Carpenter Gradt and Foreman Nelson made a bridge inspection tour over the line February 21st.

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Milk Agent Walker was an Elkhorn visitor February 23rd.

The company coal shed at Savanna burned February 25th—loss about \$20,000. Engines are being coaled with "clam-shells" and things are running smoothly.

Chairman Bowen, of the O. R. C., was an Elkhorn caller February 26th.

Brakeman Dunlap was called to Elkhorn March 1st by the death of his grandfather.

Conductor Dobbert relieved D. McCarty on the way freight March 5th.

A pair of trucks derailed on train 63, west of Darien, March 2nd, caused some delay to traffic.

Along with broken rails, slow orders, engine failures, and the other "horrors of railroading" an attack of mustaches has hit the Janesville line. From the sample exhibited on this end, the first of the month, it must be frightful.

Conductor N. Hermis had Thompson's run on the Janesville line for a few days the first of the month. Voss taking Hermis' car.

Conductor Farnum ran first section Train 10 March 9th. It's the first time we have seen Joe for a long time on this end.

Engineers Callahan and Indra have resumed work after several weeks' absence.

McIntyre had Kiney's car March 11th while the latter was on the sick list.

Conductor Rossmiller, general utility man of the "Home Guard Spur," acted as relief brakeman on trains 35 and 36 for a few days this month.

Conductor J. J. Myers and family returned from their Florida trip March 17th. Jake is a strong booster for the south, and says he felt right at home on all the trains—after getting a look at the crews.

S. C. & D. Division.

Blanche Manley.

Company Photographer Morrison was in Sioux City on business the first of February. He was out here once before and took all our "pitchers,"

but we never saw them in the Magazine, so guess we didn't turn out well.

Some one told me that Dining Car Conductor Harvey was married recently to a Chicago girl. Congratulations!

Cleber McGraw, a roundhouse employe, had little finger on left hand smashed while helping pipe men fit a pipe. Understand he is back at work, though.

Engineer W. W. Bowers deserves creditable mention for presenting each of the stenographers with a dandy box of candy.

Machinist Oscar Bergquist sustained quite severe burns on his face on February 9th, caused by escaping steam.

M. M. Noonan, night yardmaster at Sioux City, has been called to Yankton twice recently, on account of sickness and death of two of his aunts.

Conductor C. M. Belknap is back on his run again, after having been away account sickness.

Fireman Alonzo Coleman had a very bad accident recently. While throwing switch he slipped on some ice and got his thumb caught in socket of switch, and in falling his whole weight came down on the switch, severing his thumb at the second joint. He is being attended by Dr. Katherman.

S. W. Valentine, operator at Mapleton, has been on the sick list.

D. & S. Inspector P. W. Garvey was here for a day or two. Always glad to see him.

Engineer C. E. Wood has been confined in the Samaritan hospital for some little time account operation.

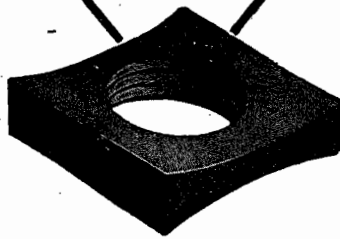
Charles Phillips, check clerk at Sioux City freight house, has been making numerous trips to Blk Point recently, account sickness of his father.

The sympathy of the entire S. C. & D. Division is extended to Mrs. F. P. Campbell in the loss of her husband, Conductor F. P. Campbell, who died in Samaritan hospital on March 3d, where he went for an operation for appendicitis. He leaves a wife and two sons, 16 and 12 years of age.

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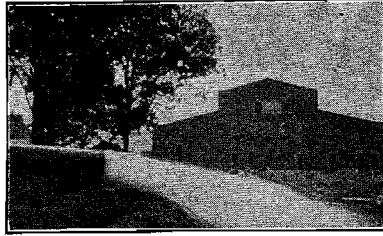
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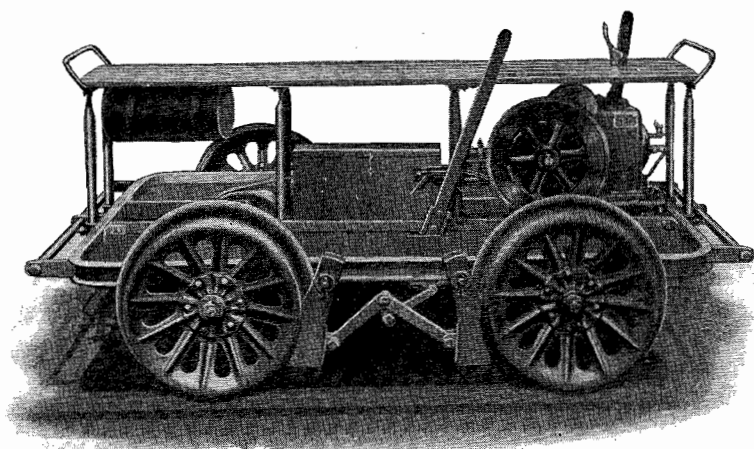
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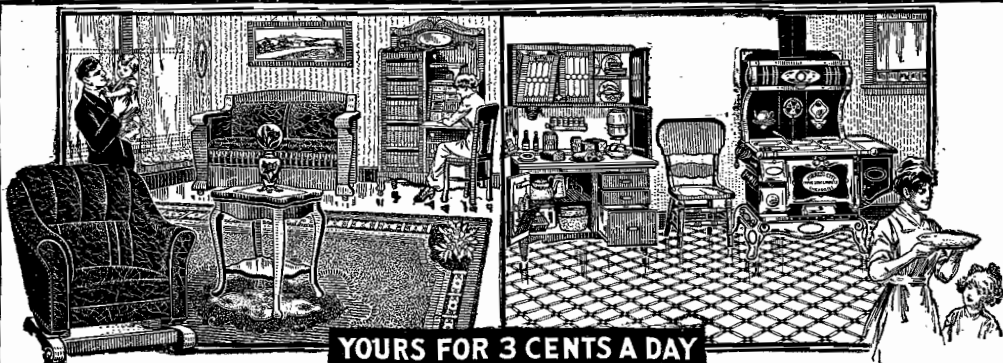
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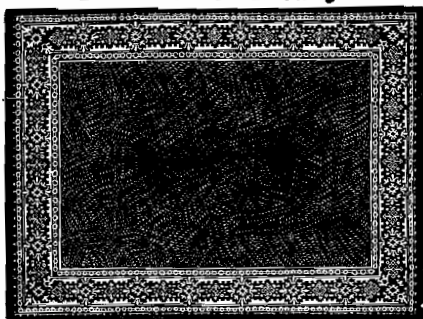
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