

vol 5, no 19

THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE



DECEMBER, 1917

BERNARD-HEWITT & CO.,

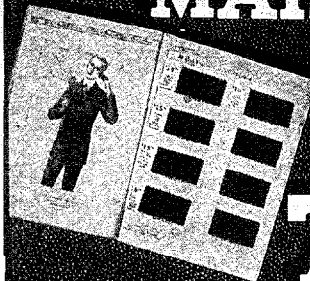
Desk, F 708, 426 So. Green St.

CHICAGO, ILL.

Please send me your new Fall style book with 70 samples free — also full details of your special lining offer.

Name

Address

MAIL COUPONFor Fall and Winter
STYLE BOOK**70 SAMPLES
FREE**

Handsome \$25 Blue Serge Suit Made to Measure only \$15

A SPECIAL proposition to introduce the wonderful values offered by our new system of tailoring. We have no agents — no dealers — no traveling salesmen — our values make their own customers — and once a Bernard-Hewitt customer always a Bernard-Hewitt customer. That's why, to secure your first order, we are willing to make to your individual measure, a handsome, all pure wool worsted blue serge suit (usual \$25 value) for only \$15 and line it with a

**WE PAY
SHIPPING
CHARGES**

\$4 SATIN LINING FREE

Remember this suit is made to your individual measure from the very finest all wool blue, light blue, black or gray serge, in the latest approved Chicago style, and by the very best tailors in this whole city.

But perhaps you don't care for a serge suit. Well, our big book which we will send you free contains generous samples of the latest fabrics; plain and fancy mixtures, the up-to-the-minute offering of leading woolen mills.

The \$4.00 Satin Lining free offer goes no matter what selection you make — and we pay all shipping charges. We take all the risk — you none — for this is



OUR GUARANTEE You Don't Pay Us One Cent

Unless you are more than pleased in every particular in fit — in style — in workmanship and in materials. Could anything be fairer? Write today — wear real tailor-made clothes — dress better and save money.

Take Your Own Measure — Save \$10

Write for Your Copy of Our Big Book Today

Our big new Fall and Winter book is ready for you — contains 70 samples latest woollens — also lowest prices on men's hats, shoes and furnishings. It is your guide to correct and economical clothes buying. Mail coupon above or send post card for your copy. Please mention **Milwaukee Magazine** so that we can identify this special offer.

BERNARD-HEWITT & COMPANY

426 So. Green Street

Desk F708

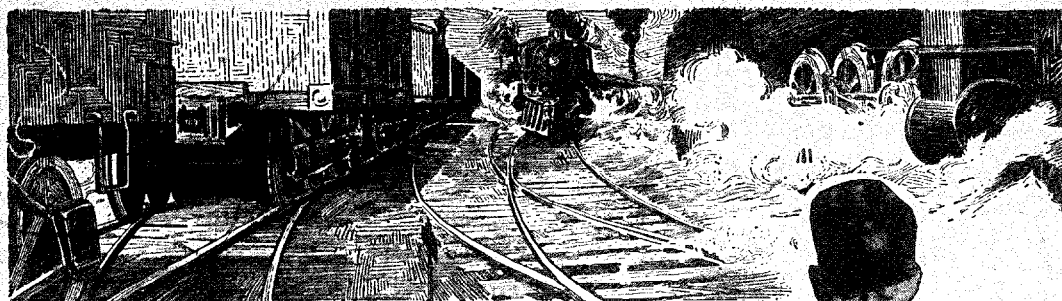
CHICAGO, ILLINOIS

CONTENTS

	Author—	Page
To the Employees.....	H. E. Byram.....	5
Some of Our Roadmasters.....		7
The Call of the Tame.....	Sted.....	11
Our Christmas Box.....	E. D. Sewall.....	14
First Aisle to the Right.....	Nora B. Sill.....	15
Letters From "Over There".....		17
Something In a Name.....	Guy E. Sampson.....	20
Claim Prevention Bureau.....	C. H. Dietrich.....	22
Holiday Verselets.....	Sted.....	23
At Home.....	Anna M. Scott.....	25
Special Commendation.....		27
On the Steel Trail.....		32

INDEX TO OUR ADVERTISERS

Ayer & Lord Tie Co.....	64	Mass. Bonding & Ins. Co.....	54
Bank of Fergus County.....	47	Mayer Boot & Shoe Co.....	37
Bates & Rogers Const. Co.....	64	McClurg & Co., A. C.....	53
Bird-Archer Co.....	60	Merchants National Bank.....	54
Boss Nut Co.....	61	Midland Casualty Co.....	57
Buckeye Steel Castings Co.....	64	Miles City National Bank.....	62
Bush Motor Co.....	53	Murphy Varnish Co.....	64
Central Trust Co. of Illinois.....	50	National City Bank, Seattle.....	47
Chicago Pneumatic Tool Co.....	63	National Waste Co.....	62
Church Rollin S.....	53	New England National Bank.....	62
Clark & Bros., W. A.....	47	Northwestern Motor Co.....	
Coleman, Watson E.....	60	Inside Back Cover	
Commercial State Bank, Miles City.....	47	Nuxated Iron Co.....	59
Continental Casualty Co.....	52	Old National Bank, Spokane.....	51
Cropley-Phillips Co.....	57	P. & M. Company.....	42
Daly Bank & Trust Co.....	47	President Suspender Co.....	41
Dearborn Chemical Co.....	64	Pyle National Co.....	47
First National Bank, Harlowton.....	62	Rosengrant Coal Co.....	43
First National Bank, Lewistown.....	62	Roslyn Fuel Co.....	60
First National Bank, Roundup.....	62	Ross Gould List & Letter Co.....	56
Flint Varnish & Color Works.....	63	Rutledge & Taylor Coal Co.....	43
Fox Typewriter Co.....	44-45	Seattle National Bank.....	51
Galena Signal Oil Co.....	63	South Bend Watch Co.....	31
Globe Coal Co.....	43	Spokane & Eastern Trust Co.....	47
Hamilton Watch Co.....	29	State National Bank, Miles City.....	62
Hammersmith, H.....	56	Stifel & Sons, J. L.....	3
Hardy & Co., F. A.....	52	Travelers' Insurance Co.....	55
Hunt & Co., Robert W.....	64	Tuller Hotel.....	63
Inter-American Supply Co.....	55	Typewriter Emporium Co.....	Back Cover
Keller, Theo. C.....	43	Union Savings Bank & Trust Co.....	62
Kerite Insulated Wire Co.....	64	Williams Co., G. B.....	60
Larabie Bros.....	47	Wood, Guilford S.....	60
Larned-Carter Co.....	56	Worcester Co., C. H.....	56



You know Stifel's Indigo Cloth

standard for over 75 years
which, since the first railroads has been
made into fast color never-wear-out
OVERALLS, JUMPERS AND UNIFORMS



Now meet
Miss Stifel Indigo
the new kid glove finish cloth for
**WOMEN'S OVERALLS AND
WORK CLOTHES**

Miss Stifel Indigo has
the same fast color and
other indestructible
qualities in her makeup
that made her "big
brother" famous the
country over as the last
longest overall cloth.



*It's the cloth in your overalls
that gives the wear.*

Men and women, you can be sure you are getting
the maximum wear cloth—genuine Stifel's Indigo
and Miss Stifel Indigo—in Overalls and Work Clothes
if you **LOOK FOR THE BOOT**
trade mark on the back of the
cloth inside the garment before
you buy.



REGISTERED

Copyright 1917, J. L. Stifel & Sons

J. L. STIFEL & SONS

Indigo Dyers and Printers,
WHEELING, W. VA.

New York.....260-262 Church St.
Philadelphia.....1033 Chestnut St.
Boston.....31 Bedford St.
Chicago.....223 W. Jackson Blvd.

San Francisco, Postal Telegraph Bldg.
St. Joseph, Mo.....Saxton Bank Bldg.
Baltimore.....Coca-Cola Bldg.
St. Louis.....928 Victoria Bldg.
St. Paul.....238 Endicott Bldg.

Toronto.....14 Manchester Bldg.
Winnipeg.....400 Hammond Bldg.
Montreal.....Room 508 Real Bldg.
Vancouver.....506 Mercantile Bldg.

A FOB FOR YOU

Here is a chance for you to secure a dandy, serviceable and attractive watch fob—just like the one in the illustration opposite.

Of course, the fob is emblematic of the railroad you are working on, one of the great railroad systems in the world.

The Milwaukee System

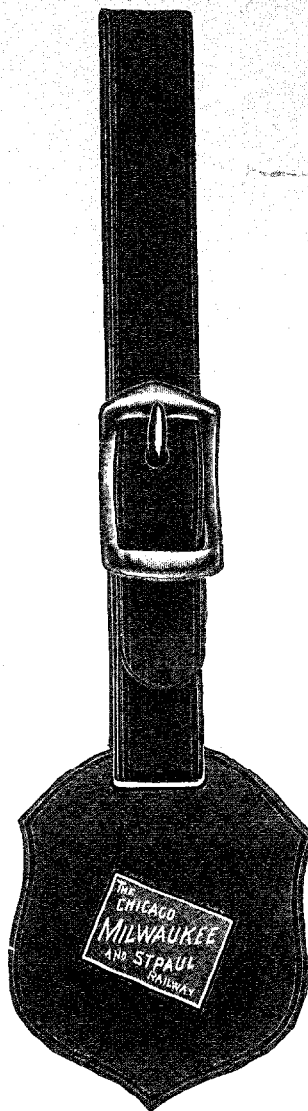
These fobs are manufactured from a very fine grade of leather, well seasoned and color cured to such a degree that they will always maintain a good appearance.

In the center of the fob there is an emblem of the Milwaukee System. This emblem is double plated and polished, thereby eliminating the possibility of it tarnishing.

Wear a Milwaukee Emblem

We have a limited number of nicely plated emblematic buttons, either pin or screw backs. Let the public know who you are identified with.

Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.



Milwaukee Railway System Employees Magazine Railway Exchange Bldg., Chicago, Ill.

GENTLEMEN: Please find enclosed \$_____ in payment of the articles I have marked below.

Name _____
Address _____
Town _____
State _____
R.R. Dept. _____

Mark Articles Desired

Leather Fob with Emblem . . . 60c
Leather Fob without Emblem . . . 25c
Plated Button, Screw Back . . . 35c
Rolled Gold Button, Screw Back 75c
Solid Gold Button, Screw Back \$1.25

The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

CARPENTER KENDALL
Editor, Libertyville, Illinois.

Single Copies 10 cents Each

Outside Circulation \$1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill.

VOLUME V

DECEMBER, 1917

NUMBER 9

To The Employees—

Having recently become an employe of the Chicago, Milwaukee & St. Paul Railway Company, and realizing the impossibility of getting acquainted with such a vast army of officers and employes in a short time, I take advantage of the medium offered by our Employees' Magazine to extend my greetings and best wishes for the holiday season.

These are serious days for the people of our country, and especially for the officers and employes of the railroads upon whom the responsibility rests for the prompt and efficient transportation of an almost incredible volume of passengers and freight, not only for strictly military purposes, but for the economic welfare of our own people, and also for the people of the allied nations with whom we are fighting for the liberty of the world. Our duty, therefore, is something more than merely the successful and efficient operation of the affairs of our company, which in itself would be a duty which should enlist our best efforts; but owing to the situation in which our country is placed, our patriotism is also involved, and each of us in performing his service for the company can at the same time contribute a patriotic service to our country, which all should willingly render.

I am glad that the privilege has been afforded me to become an employe of the Chicago, Milwaukee & St. Paul Railway Company. It is a great system, and has great possibilities for growth and development. I solicit your cooperation and support in a united effort to improve the service, increase the efficiency and promote the prosperity of our company.

H. E. Bryan
President



The Maintenance of Way Men

Beginning at the top and reading from left to right:

1, Elmer O. Buffmire; 2, O. Miller; 3, E. E. Cush; 4, Milo Gaylord; 5, P. McMahon; 6, M. McShane; 7, John Wagner; 8, S. McCormick; 9, David Mau; 10, B. C. Daugherty; 11, Wm. Hickey; 12, F. H. Buffmire; 13, E. G. Drury; 14, M. Murphy; 15, Geo. Barnoske; 16, P. H. Madden; 17, H. M. Geelhart; 18, E. W. Phelan; 19, Wm. Shea; 20, H. A. Buel.

Some of Our Roadmasters

The roadmaster on a railroad, like the keystone of an arch, holds the structure and makes it safe to carry its destined load.

Upon his efficiency depends greatly the successful functioning of all the departments of a railway system. Unless there is good track, fast time cannot be made; unless there is a firm and properly ballasted roadbed the huge locomotives of today cannot make high percentage performance, regardless of their mechanical perfections, and without the roadmaster's watchful eye and faithful service heavy tonnage and prompt service is impossible.

On the opposite page are some of the senior roadmasters of the Milwaukee and following are brief sketches of their service with the company. Many of them are veterans of their calling and the story of their life work here is an inspiration to the younger men who are training for this branch of railroad service.

No. 1 is E. O. Buffmire of the Illinois Division. He entered the service of the Milwaukee in April, 1887, as a water boy on the LaCrosse Division, at the age of twelve years. In 1891 he was section foreman at Babcock, on the Valley Division, and in 1896 was placed in charge of an extra gang on the LaCrosse and Superior Divisions. He was appointed roadmaster of the Middle Superior Division in 1901, and was transferred to Elgin in February of this year. He now has charge of the Illinois Division from Chicago to Savanna.

No. 2 is O. Miller, roadmaster on the East Missoula Division. He commenced work for the Milwaukee in 1898 and worked here off and on until 1903, when he went east to the Seaboard Air Line, returning in 1904. During construction of the Puget Sound lines Mr. Miller was in the employ of Winston Bros. and McIntosh Bros., contractors, from August, 1906, to August, 1908, on the lines east of Butte and the following year on lines west. After completion of the extension Mr. Miller became roadmaster of that portion of the line between Alberton and Deer Lodge, where he is at present located.

No. 3 is Elmer E. Cush, who started to work for this company in 1894 as section foreman at Rondout, Ill. Of his different stations in the service, Mr. Cush says:

"I started to work for this company August 28, 1894, as section foreman for Roadmaster Riton at Rondout, Ill., on the C. & M. Division.

"In 1899 Roadmaster Merrill sent me to Truesdell, Wis., with a gang of forty-five Italians to do construction work, widening an embankment. In 1900 I went over to the Janesville line with a gang of eighty-five Italians to do construction work for Roadmaster M. Burke. I worked on the Janes-

ville line while under construction, this division being started in 1899 and completed in 1901. It extended from Libertyville, Ill., to Janesville, Wis.

"In 1905 I started running a steel gang for Roadmaster D. Mau, whom I worked for fourteen years. I would be out on the road between Chicago and Milwaukee with the steel gang from three to ten months out of every year, and after they were laid off I would resume my duties as section foreman at Rondout, Ill.

"In June, 1914, E. W. Morrison, Superintendent of the C. & M. Division, promoted me to roadmaster and I took charge of the Janesville Division relieving Roadmaster Hobart, who went to Chillicothe, Mo. My division extended from Rondout, Ill., to Janesville, Wis.

"In June, 1916, I was transferred to Savanna, Ill., relieving M. Gaylord, who was transferred to Beloit, Wis. I now have charge of the R. & S. W. Division from Kittridge to Rockton, Ill., and the Illinois Division from Savanna, Ill., to East Moline, including the Davenport and Nahant yards in Iowa.

"I have been in the employ of this company for twenty-three years, putting in twenty-two years of my time in on the C. & M. Division, and so far have not regretted the day I started to work for this company."

No. 4 is Roadmaster Milo Gaylord, another oldtimer with the Milwaukee. Of his service connection with the company he says:

"I started to work for the C. M. & St. P. April 5, 1885, for Thomas Moran, section foreman at Shirland, Ill., as section laborer. I worked for him from 1885 until 1888, and then went to Durand, my home town, and worked under a section foreman by the name of Otto Bement when John Tracy was roadmaster of that division. I worked for Mr. Bement until 1889.

"In the spring of 1889 Mr. Tracy promoted me to fence gang foreman. In 1890 I was relief foreman on sections. I worked at that for one year. In 1891 I ran a surfacing gang with twenty-five Italians between Rockton and Shirland.

"In 1892 Mr. Tracy put me in charge of the Durand section and I worked there until 1896. In 1897 I was assistant foreman under Harvey Saxon, who was at that time extra gang foreman, surfacing track from Rockton to Freeport.

"In 1898 I took charge of the Rockton section and gravel pit under Roadmaster B. C. Daugherty. In 1899 I ran extra gangs for B. C. Daugherty, which I did until the year 1913, when G. R. Morrison, superintendent at Savanna, promoted me to roadmaster at Savanna on January 20th and I

took charge of the C. B. Illinois from Savanna to Davenport and the R. & S. W. Division from Kittredge to Rockton. In 1916 I was transferred to Beloit at the time when B. C. Daugherty was transferred to the C. & M. Division between Chicago and Milwaukee.

"I have been in service for the C. M. & St. P. Company for thirty-two years and am pleased to work for such a company."

No. 5 is P. McMahon of Mitchell, roadmaster on the West I. & D. He is a loyal member of the old guard and his advice to the boys coming along in the ranks is well worth consideration. He says:

"I commenced work for this company in the year of 1885 as a section laborer at Sherborn, Minn. In the fall of 1887 I moved to Wells, Minn., and worked in the same service. On August 28, 1888, I was promoted to section foreman at Easton, Minn., under the supervision of Roadmaster Hines of Wells, Minn. In the spring of 1895 I was transferred to Winnebago, Minn., where I remained permanently until May 16, 1907, then I was promoted to the position of acting roadmaster at Sanborn, Ia. On October 28, 1907, I was transferred to Mitchell, S. D., and assigned to the duties of roadmaster on the west I. & D. Division, which position I still hold.

"This makes me thirty-two years in the service of this company, in which I am proud to have the honor to be one of the veterans of one of the best railroads in the North-west.

"A railway company that has done a great deal in building up Minnesota and the Dakotas to their present prosperity, second to none.

"When I look back and think of the past and the hard winters which we pulled through in the 80's it gives me a chill. However, I would be willing to live my life over again if only permitted for the good of the order.

"To the young men who are entering the service of the company today I would say: When I commenced for this railroad company I was but a mere boy, without friends or education. All I had was an abundance of good health and a good muscle and always willing to carry out whatever duties my superior officers charged me with. What education I got I picked up in a practical way, and I am led to believe after these years that experience is a very good teacher.

"I am not writing the above for any selfish motive, but for the good of the order and for the benefit of the young men who are entering the service of this company. You should always bear in mind that the higher officers are watching you, and if you have the stuff in you you are in line for promotion. The young man who will do his bit and do it well and just do a little more than he is expected to do is the kind of a man any corporation wants. And you will find that this stands good in all walks of life and all kinds of business.

"There never before in the history of railroading was such a demand for young and

honest men who are willing to put their shoulders to the wheel—men who will be loyal to their employers and live up to the book of rules, men who will co-operate with their officers, from the section man up to the president, as a great deal depends upon railroads these days for the success of the war. We must do our bit, do it manfully and do it loyally, both to our employers and to our Government. Those of us who are too old to go in the trenches have just as important a duty to perform in the operations of railroads, to keep the provisions moving quickly to the front, and without loyalty it will be impossible to perform these duties. Again, I earnestly hope that every man employed by the Chicago, Milwaukee & St. Paul Railroad Company in this great effort will put their shoulders to the wheel and show the world that we are doing our bit."

P. McMAHON.

Roadmaster.

No. 6 is Roadmaster McShane of Austin, than whom there is no better or more popular employe in this district. Of his service he writes:

"I commenced work for this great Milwaukee railroad in the spring of 1883 as a section laborer, which in those days were not the most heavily laden with wages as we received \$1.10 per day, which also was fair wages at that time. My first work was at Waukon, Ia., then at Cresco and later at Calmar. While in Waukon I worked for Foreman N. Oleson and at Cresco for M. Burke who is still with the company. For two years I worked in Calmar yard under Anthony Gallagher. In the spring of 1886 I was greatly elated at being given charge of a section at Mendota, Minn., where I spent the following fifteen years, the last six summers of which I spent out on division running extra gangs. In the fall of 1910 I was sent to Austin to take charge of the yard there and the following spring was appointed to the position of roadmaster. I have worked all these thirty-five years on the I. & M. Division and can say that in all that time I have never missed a pay day that I did not draw a full check whether as laborer, section foreman or roadmaster.

"I have worked with such men as W. J. Underwood, E. D. Sewall, E. Clemons, F. Myers and on down to the present-day officials, and must add that they have always made me feel as though they appreciated what effort I made and I was always treated with the utmost kindness and thoughtfulness and have been made to feel that I am one of the many cogs in the great wheel of the Milwaukee system."

John Wagner of the Red Wing is No. 7. He presides over the roadbed on the River Division. He started as a section laborer on the H. & D. Division when he was seventeen years old in the spring of 1882. He labored so diligently that in June of that same year he acquired the job of section foreman on the River Division at Hastings. He remained in that capacity and as extra gang foreman in various places on the lines

in Minnesota until 1905. He says that for one month during that period he left the service but that he could not stand it to be outside that eight miles of track and so returned to railroad work. In September, 1905, he was appointed roadmaster of the St. Paul and Minneapolis terminals and in 1907 was transferred to the River Division with headquarters at Red Wing, where he has since remained. While roadmaster on the River Division he had charge of construction work on the second track in the years 1908-9 and 11.

No. 8 is Stewart McCormick, senior roadmaster of the S. C. & D. Division. He entered the service at Aberdeen, S. D., March, 1886, under W. M. Kelly, then superintendent of that division. He was assistant on construction of the Bowdle line, under C. A. Goodnow, who was superintendent of construction. On the H. & D. he was section foreman and yard foreman under superintendents D. L. Bush, C. A. Goodnow and J. W. Stapleton. He was transferred to Sioux City in 1892 as yard foreman. During the summer of 1892 he superintended the laying of steel on the I. & D., and in 1898 was made roadmaster of the S. C. & D. Division. He says: "During my time here I have built the Platte line and extended the Armour line to Stickney. At present have charge of 241 miles of track and 31 miles of sidings. Although I am leading a busy life, I am enjoying my work under Superintendents Beardsley and Richard and, lastly, I feel proud to add that I have not lost a day without pay during my thirty-two years of service for this company."

No. 9 is David Mau, veteran roadmaster of the C. & M. Division. He commenced service with this company as water boy with an extra gang on the C. & M. in the spring of 1875, but after two seasons at this work he transferred to section labor stationed at Everett, Ill. In 1882 he was appointed extra gang foreman during the summer months and section foreman at Franksville during the winter season. He transferred to the Kansas City Division in 1887 on construction work between Ottumwa and Kansas City, with headquarters at Blakesburg, Ia. In 1900 he came to Chicago to assume the duties of roadmaster of the C. & M. Division and the Evanston line. In June, 1916, he took charge of the Janesville line, which position he now holds.

No. 10 is Roadmaster B. C. Daugherty of the C. & M. Division, who first took service with the Milwaukee as section hand on the R. & S. W. Division at Lanark, Ill., when he was 16 years of age. When the road from Kittredge to Savanna was transferred to the C. B. Ill., Mr. Daugherty "went with the change," as he puts it, working on that division until 1896, when he was sent to Beloit as roadmaster. He remained in Beloit until June, 1916, when he transferred to the C. & M. Division main line. Mr. Daugherty is an ardent patriot, and writes the following:

"I am doing my utmost to help the St. Paul road make a new record in efficiency—not for the sake of promotion, but for victory

and for the right to face with clear conscience and clean hands those who will return when 'the world has been made safe for democracy.'

"The men working with me realize that the casualty lists will be shorter if we, who are back of the trenches, do our part. It is not a case of 'doing our bit,' but of doing our utmost. 'Be loyal, be economical' is now the slogan. I have told my section foremen and their work-train gangs that there is nothing too insignificant in our daily work to be overlooked. I know that where once the humble cross-tie cost less than a quarter, it now costs almost a dollar. At this time, for one of these to be found neglected alongside the right of way, is almost a capital crime. I have always been on the alert for loose spikes and angle-plates, but I am more watchful now; and so is every one of the gang.

"We are determined to 'keep the line open,' and that determination has been intensified by what we have read of the sacrifices that are being made, and must continue to be made, at home and on the firing line. The resources of the road are being well tested. It is the determination of my men to so do our daily work—never shirking a minute—that those who are fighting our battles will not be called upon to make unnecessary sacrifices."

No. 11 is William Hickey of the West Prairie du Chien Division, a veteran of 46 years in the service. He says he "is an old man now, but was only 16 years old when he started in as section hand, April 9, 1871, on the I. & M. Division at Northfield, Minn. He was promoted to section foreman on the same division in 1877, under the late J. B. Moll, roadmaster, and of him he writes: "A finer gentleman or more practical trackman never worked for the St. Paul road." In 1895, Mr. Hickey was promoted to the position of roadmaster on the Wisconsin Valley Division, and from there was transferred to the Prairie in 1900, where he is "still in the harness, never has missed a pay check in all that time, and was on hand every payday with his quill and a clear conscience." He lapses into rhyme upon occasion, the following verse being one of his:

"I'll guarantee that Hickey could a tale unfold

Of sun-kinked rails or extreme cold—

He can also say that it is his hope and trust

He has always practiced "Safety First."

No. 12 is F. H. Buffmire, veteran roadmaster of the LaCrosse Division. He is a native of Wisconsin and entered the Milwaukee service in 1863 as water boy in a section gang at LeRoy (now called Oakdale), Wis. After several years as section laborer and section foreman, he was appointed roadmaster of the Wisconsin Valley Division, in 1888, transferring thence to Sparta, on the West LaCrosse Division, in 1891, and to Watertown on the East Division, in 1892, where he has since remained. His jurisdiction extends over the main line of the LaCrosse Division from Grand Avenue Crossing, in

Milwaukee, to west yard interlocking tower at Portage, Wis., a distance of 92 miles of double track. He also has the Watertown & Madison and Madison & Portage lines, with 72 miles of single track. The main line mileage is divided into 24 sections with regularly assigned section crews, while the branch lines comprise 9 sections. Mr. Buffmire had charge of the double-tracking of this division in 1905 and 1906, and the grade reductions between Milwaukee and Portage. He has relaid the entire main line under his jurisdiction three times with new rail, and has had many extensions and yard changes to supervise.

No. 13 is E. G. Drury of Monticello. He contributes the following most interesting story of his life and his work, together with a little look into the future at the personnel of the men who have "been over the top" in the present war, and are again back in the Land of the Free—better men and better citizens for their experience and training under arms:

"I dropped in on this earth September, 1840, in the old town of Boston, Mass. Waded through the schools there. At 17 went into a store as entry clerk—wholesale millinery. Put my evenings in at school. Got a touch of civil engineering. At 18 I joined an old military company—Company F, National Guards. Drilled one night every week. In '61 was called out. First 3 year regiment of Massachusetts Volunteers. Served three years in all the battles of the Potomac, except Antietam. Home to let a piece of hide fill out on my leg, when some Johnnie was careless enough to drop a shell among us on retreat to Harrison Landing. Also got another jolt from a bayonet when they charged a division, massed, trying to break the left. This was just before our time was out, May 24, 1864, under Grant. Got even with him, as sergeant back of me stuck his gun in his face and took about one-half his head off. In the army we had to build up railways or repair them, so I kinder got a notion to railroad.

"I came to Chicago in the fall of 1864. Took a hand with the switchmen and brakemen. That was too tame for me, so I floated around to St. Louis and St. Joe and took a handout on the U. P., when building. I handled a spike maul while out there. That was better pay than bossing. I got back on the Q. R. R., or B. & M., while building. Was section boss and extra gang foreman, most of the time laying rails and surfacing. I guess I never missed any part of the railway work in the 12 years with them. I got my back up and quit them, and went on the C., R. I. & P., and then on the St. Paul, in '81. I can say what not many railway men can say—I have never lost one day since I came out of the army. I always made it a point to be on the job. Guess I got that from my army life, to always obey orders and look afterwards for results. I say to the young men who are into this war, that it will make better men of them as they finish up their life work. I hope all the railway boys will

fill the bill over there—and if there is a chance to put in an extra crack at the Germans, do so, and I think the state they are from will see that they get a good credit-mark for it.

"I have one sheepskin from the state of Massachusetts, passed by their general court and signed by the governor, giving me thanks for what I did in the civil war. Pretty good thing to have. I don't know but what I have written too much in this letter of my early life, but I could not help but think of the boys that are to go and those that have landed across the water, that it will be a good thing for them, also for the country, as of late years there has been a feeling growing up among the young workers of bucking everything and everyone. They will learn to know that the fellows next to them are all gold. They can bet on them being there every time they get into a pinch. It will work out that way when they get back to work, that their fellow-workers are men, and are to be respected, for they were loyal to each other. Also they will be on hand to obey orders from their employers with a better feeling, as they will know that they are only trying to keep the life machinery working. The Milwaukee has some men over there right now, and I think they will fill their part in keeping the record of the old U. S. A. at the top as the country where all can live as free, independent men, no matter what country they come from.

(Continued next month.)

Erratum.

Through error in the makeup of page 6, November Magazine, a repetition occurred in the article by Vice President Sewall, on "Practical Patriotism." The second to the last paragraph, which had been eliminated in the copy, found its way into print and was included. The article was complete without that paragraph and the apologies of the editor are offered to Mr. Sewall, who is one of the most consistent and constant friends of the Magazine, always cheerfully responding with his valued contributions whenever such requests are made upon him. However, the thought embodied in the paragraph in question and repeated in the last paragraph is of such moment that repetition in this instance robs the article only of its nice rhetorical balance and not at all of its value as a reminder of our patriotic obligation.

Engineer Phil H. Kiley is back on his run after being off on account of slight illness.

Conductor F. E. Pike suffered an unfortunate accident. While crossing the street at the intersection of Cedar and First streets, Monticello, he was knocked down by a passing automobile and dragged fifteen feet, receiving a number of serious cuts about the head and face. Mr. Pike was unconscious when picked up, but regained consciousness on the way to the John McDonald Hospital, where he was taken. The driver of the automobile was a stranger. He was followed out of town

The Call of the Tame

Sted.

The scenario of this descriptive movie is surrounded by a foreign atmosphere, but by adding to its ingredients the flavor of Christmas time, it should be easily digestible by any adult, immured within the brick walls and barred outlets of any state institution for the feeble-minded.

At the historic period when the following demonstrations were enacted, I was employed endeavoring to impress upon the mind of a division superintendent of the Mexican Central Railway that I was really worthy the stipend my occupation enjoyed. Between his standing for one-half my energetic efforts, I managed to get away with the other half, so we came to converse in a friendly fashion when office hours were over.

Also variously employed with us were other Americans with titles of trainmaster, chief dispatcher and dispatchers, and we were all bachelors, further enlivening our existence by arranging bachelor parties each month somewhere anent the neighborhood of pay day. Bachelor parties are gold mines to married men, otherwise they do not amount to much.

It was yet two weeks before the calendar date on which Santa Claus was billed to appear, and we were seated that evening around polished pine speculating over what "folks" up in the "States" were doing in preparation towards spreading and speeding good cheer. Inadvertently the superintendent remarked there were slathers of wild turkeys in the jungles down around Rascon and if so inclined I might take necessary time and slaughter one in cold blood, then on Christmas day he would entertain us with a Mexican wild turkey Christmas dinner garnished with old-fashioned, United States, Down East, Colonial Days trimmin's.

He was the proud possessor of a private car and was looked after by a Mexican chef. This car at one time had

been christened as "Caboose Number x103," but in order to elevate it to a dignity it was later destined to assume, the cupola had been knocked off and the exterior and interior decorated with a lively Mexican color. Here the big feed was to be devoured.

As we, you and I, and all of us, realize, office work is confining and nerve-racking, especially in Mexico, where at that time labor was not sufficient to keep a lively American awake, so I conceived an outing would be a great benefit to my morals, also mentally and physically to my whole system, suggesting I should start the following morning. The superintendent coolly remarked in his sterilized office-voice that one bird would be ample and did not deem it necessary to waste two weeks' labor on one head of game to be applied at one service. There was no occasion for this generated refrigeration on his part, as we were socially assembled and office hours were over, but being positive he possessed no knowledge on wild turkey hunting, especially the mode I subordinated in pursuing the wily bird, I humbly swallowed my mortification over his ignorance as a willing subject should.

Two sunrises before the anticipated date he stocked me with a ten-gauge gun, shells loaded with black powder and several different sizes of pellets, handed me over to one of his conductors, who was instructed to observe special scrutiny of my escapades and note any undue activities on my part as I was faring forth to shoot a wild turkey; passengers and landscape were supposed to be working under the regular schedule and the season was closed.

Alighting at Rascon I hunted up the agent and inquired about present prospects, actual and imaginative, and was informed there was a big bunch of turkeys about a mile back in the jungle—that they roosted there regularly every night. Such news sounded bet-

ter than a pink sheet édition during the "world's serious," and when he further enlightened me with the supposed fact that I could murder twenty-five just as readily as one, he spoke the true word. Confidently I hit the trail for the turkey harem and bumped up against a snag—not one snag but a real family of snags. There was no defined trail to this turkey roost, and a tropical jungle is some lesson for a natural-history - railroad-office-muscle-softened student and clerk to assimilate at one sitting. That tropical jungle was formed of the essential tropical flora and each individual specimen was protected by either briars, thorns, nails, spikes or crowbars with sharp points and serrated edges, and all were woven together as one family by tendrils, creepers, vines, ropes, cables and hawsers, so that in order to arrive at a destination one had to hack and cut his passage as he advanced. I did not possess a hacker or cutter, so got down on my hands and knees and endeavored to crawl under. After I had advanced my position a few inches I tried to arise to note my progress, but an unyielding mess of greenery held me down to Mother Earth. Somehow, some way, I worked through that net-like mass of shrubbery and actually located that turkey roost, but it was a desperate struggle. Either the agent misunderstood my quest or else his ornithological diagnosis was off color, as each individual specimen remaining at home that day had a second name scrawled on his doorplate and he spelled it BUZZARD.

Further rambling brought me to a small clear-water stream. The air was stifling hot, especially close down to the bosom of the virgin soil where I seemed to be spending a greater share of my vacation crawling on hands and knees, and while there might be some cool breezes bowling around away up in the elevations above the highest tree tops, the forest itself was so densely curtained and screened by the aforementioned relationship existing between the various vineyard communities that passed a hothouse existence among the tropics, that it was impossible for the veriest whiff of air to reach my lowly position. The stream

looked cool and inviting and as no one appeared to object I concluded a short swim would revive my diminishing energy. During this mental pondering a flock of wildfowl came winging down the windings of the stream and as they passed within gunshot I took advantage of the opportunity and knocked down two. This furthered my desires for a watery plunge, as I had no retriever, so I hastily disrobed in order to secure my game before it had floated far. As I finished disrobing I looked to note where the fowl had drifted and right in front of me was an ugly alligator with his big jaws spread apart, and disappearing down his red throat was one of my trophies. In the words of Porfirio Diaz, "He got my goat," and I grabbed up the gun, took hasty aim, firing a double charge at his snakish head. Bear with me, gentle Nimrod, while I confess my inability to enlighten you as to the forward results of that double-barreled bombardment. You think I missed, and I am ashamed to confess it. My excuse is for you to take a ten-gauge shotgun, load it with heavy charges of black powder and ounces of BB's and then give a yank to both triggers at the same instant with the butt of the stock resting against your bare shoulder. There may be a possibility I did some damage to that alligator, but take it from an admirer of Leatherstocking, that the damage inflicted to my bare shoulder wiped out all interest in the perspective and I sat down and murmured a few words that would not have been d'accord at a social gathering. Several applications of cold water and a profuse plastering of mud relieved the pain, but I did not go in swimming just then, at just that spot. It was too populated. Alligators of the Mexican breed might not venture beyond the limits of a duck banquet, but it was necessary I should secure a wild turkey and it would be impossible to perform my obligations while reposing in the conservatory of a native reptile.

When bachelordom runs into a bunch of trouble, there are two destinies presented. Get married and foment more trouble or resort to the bowl or pipe and find solace. There was no calico in sight, my bowl was empty, but I had

some makin's and was forced to carry my miseries to Lady Nicotine and confide to her what a deal of bother wild turkey hunting involved.

The margin of the stream presented an inviting prospect, my present trouble seemed to vanish, the pain in the shoulder relaxed. What could be more beneficial than a stroll along its banks? There was much to note, the animal and bird life of tropical jungles, especially along watercourses, is numerous and to the American interested in studies of fauna and flora offers a wealth of information to the willing student. There were parrakeets, small parrots and large parrots, iguanas, smaller lizards, armadillos, horned toads, slimy, crawling and climbing reptiles and a variety of other specimens strange to me, and they seemed to delight in showing their wares to the valiant wild turkey aspirant. I enjoyed hobnobbing with them in their native haunts, where they were surrounded by a profusion of tropical verdure composed of palmettos, rank grasses, the always present creepers and vegetable parasites and bright flowers, the whole enlivened by small birds and large butterflies of brilliant plumage and colorings, and an amazing insect life of whose species I knew absolutely nothing.

Sitting on some convenient log or root I rested and smoked along the banks of the stream. During one of these brief siestas, a native dugout propelled by two swarthy Mexicans hove in sight around a bend. Evidently they intended passing without an exchange of cards, so I hailed them in order to purchase some wild turkey lore, of which I stood in great need, for it was a fact that at that time the adventurous American had to pay for every bit of information he smuggled from the crafty Aztecs. As their craft grated the beach it was not only surprise but joy that greeted my vision, for in the bow of the canoe was a bunch of turkeys tied together by their feet. They were home-bred turkeys and altogether too much off color for the wild specimen, except one, which could be palmed off as an only genuine and original ornament for a Christmas gastronomic exhibition, and I began inspecting their wares. We palavered a long ses-

sion, prices ranged from five dollars to twelve dollars, while the particular object of my earnest desires was the twelve dollar article, which I appropriated for ten dollars. I had them take Mr. Turkey up the bank and tie him to a clump of bushes, paid our price, and they resumed their lucrative journey. There is no doubt I was an alluring mark for those two buccaneers but I felt it worth the size of the hold-up.

While smoking and pondering over my abilities in the mercantile line I heard a rustling of branches on the bank above. Crawling to the foot of the slope and peering up, you can imagine my delight and satisfaction on observing in a bunch of bushes to the left a wild turkey head stretched above the tops of the branches and peering around as inquiringly as if looking for someone. Slowly bringing gun to shoulder, taking deliberate sight, a pull of trigger, roar of black powder, hard recoil against damaged shoulders, but, joy of joys, fluttering and kicking about in that clump of bushes was my wild turkey, brought to noble death by my skill and prowess. Climbing the bank and hurrying to the scene I arrived in time to witness a last shuddering convulsion, but when I tried to raise my wild turkey from the ground I discovered a natural history phenomenon that certainly appeared unnatural to a large degree. In some manner that bird in his wanderings had attached itself to a stretch of cord and in his dying floppings had entangled it so dexterously about the stem of a small bush that it was necessary to resort to bladed steel in order to sever the connection. Also the legs were chafed and displayed white rings where the cord had worn through the scale coverings, which required several application of well-rubbed in mud to eradicate. Another converse with the fragrant weed and I gathered up my victim and worked my way back through the jungle to the station, forgetting all about the bird I had purchased from the Mexicans. In fact, I have never thought of it again until this very night, and even now there is a doubt in my mind that I ever did really figure in such a disgraceful commercial transaction.

We had that Christmas dinner, there were seven of us seated around that gay and festive pine topped table, and all present sang and toasted the superintendent's health and my skill and valor, while inter-pocula each and every one with acute wisdom called each other's particular attention to the distinctive wild and gamey flavor of our piece de resistance and aired their convictions as to the superior delicacy of the wild species over the barnyard variety. One of the most pleasant moments to me that evening was when the superintendent bit into a choice selection of breast, his molars encountering one of the leaden pellets I had assisted the gun in propelling into my wild turkey. It was a convincing argument and as he tenderly enfolded it in a selection of paper napkin and cached it in his vest pocket, he remarked it was a precious souvenir and he would always pack it along with his outfit as an omen of good luck.

At another happy moment while we were discussing the third course in irrigation the superintendent became inspired. The inspiration was formed into words, and the words into a sentence, when they were uttered aloud they made a noise like this: "On the first of the month your salaries will be increased, I make the announcement here this evening in honor of the day and this event." I have many times since wondered when he figured the first of that month was due. According to my reasoning it was along in March when I left there and up to that time the inspiration had not inspired. It was a subject often discussed by the attending guests. To make the ceremony historically complete, and add to the jollity of the functions, it was further necessary for me to relate to each one present an account of how I had outwitted my wary game bird that adorned our groaning board.

For some reason, as I glance over the foregoing and actual visions of that gracious day come to mind, the story here presented of the killing of my Christmas turkey does not sound like any one of the six stories I wove around that dinner of cherished recollections in Business Car X103 at San

Louis Potosi, December twenty-fifth, eighteen hundred ninety-three.

MORAL: DO YOUR C—— S——
E——.

OUR CHRISTMAS BOX

As always with the "Milwaukee Family," simply send out an appeal and the returns are prompt and generous! In the early part of October a letter was addressed to all departments requesting contributions not exceeding fifty cents each, toward the purchase of a Christmas Box for our own Company D "Somewhere in France." In answer to that appeal, there was received \$3,351.81 for the dispensation of Christmas Cheer in the trenches.

Mrs. N. L. Howard, wife of Colonel Howard of the Third Reserve Engineers, is entitled to the thanks of every contributor to and the blessing of every recipient of this Christmas Greeting, for it was due to her generous and untiring efforts that the gifts were bought, packed and shipped. In each box were two pound tins of chocolate, sweaters, socks, comfort kits—each fitted with towel, soap, trench mirror and toothpaste—gum, tobacco, pipes, cigarettes and stick candy; and snugly tucked into the corners was an individual present and a personal letter for each man. These boxes were all shipped the first of November, and we are assured that they will reach their destination in ample time for Christmas.

Nothing will bring to us at home so much of Christmas cheer as the thought that we have been able, in some degree at least, to carry the Yuletide message to our boys in the trenches.

E. D. Sewall, Vice-President

Carpenters have been busy for some weeks at the office of C. S. Christoffer making some much-needed changes, and things look a great deal different now. From the amount of furniture and typewriters we saw moved in there, a great increase in business must be anticipated. Well, let it come! We think that Milwaukee terminals can take care of all that comes our way, and then some.

Several of the boys from the terminal are getting ready for their annual deer hunt. We expect some great stories in the near future.

We wish to express the sympathies of all the boys in the terminal to Yardman D. D. Sherwood in his recent bereavement in the death of his sister at Cleveland, Ohio.

Foreman W. B. Scott is off on sixty days' leave. We did not hear where he went, but expect to hear of some very astonishing incidents of his trip when he returns.

First Aisle to the Right

Nora Breckenridge-Still.

"Well, sir, the whys an' wherefores of other folks' mistakes never much bothered me," and McGaffey reached across and opened the rear door of his caboose. "Most always I figgered maybe they'd thought it over considerable an' more'n likely had good enough reasons for doin' things the way they done 'em, an' so I kind of took an interest in somethin' else an' let 'em work it out their own way," and he pushed the door back against the wall with his foot.

McGaffey "light" was in at Canyon for "fifteen" and through the smoke from his pipe he watched the rear man swing onto the caboose step after closing the switch. He looked at his watch, and standing in the door saw the line of shining steel fall away behind them as they slowly drifted down to the west end, ready to "duck" as soon as the fast train would let them out.

Much snow lay on the nearby mountain sides and many big and little pine trees looked the greener against its whiteness. As they stopped, the pantagraph of the big motor, beside which McGaffey's caboose looked like a tiny toy, slowly and as a thing alive, dropped from the trolley and nestled still and harmless against the roof. Below them among the rocks a little stream of water splashed and splattered in its mad haste to get somewhere out of the canyon, and overhead the late afternoon sun through many wires—trolley and feeder and signal—interlaced against the sky, cast fantastic shadows on the track.

McGaffey smoked. Sandy and his fireman got down from the motor and came back to where he stood in the open door of his caboose. They shouted—laughing—at Joe, the head brakeman who, crossing the tracks ax in hand, would presently return bearing on his back a straight little pine which would later become a much-loved, over-decorated, gay and festive Christmas tree for the kids at home. Perhaps the men, too, had babies of their own. Certain it was that many motors and many

caboose carried small green pine trees from out Sixteen-Mile Canyon.

McGaffey came down from the doorway and sat on the rail with the others, and the sun shone warm on his back. Sandy filled his pipe, the while digging with the heel of his shoe into the soft, moist earth at the ends of the ties where the snow had partly melted away. The rear man tossed pebbles into the stream below.

"I'll tell you," McGaffey said, presently, "nobody knows what 'twas, way back to start with, 'at caused most folks' troubles, an' they aint no use, as I can see, tryin' to figger out somethin' you don't know nothin' about. Most all that ever did anybody any good was tryin' to help 'em forget about their mistakes an' sort of give 'em a boost when you'd get a chance some time. So many things we don't know about is so much worse than the things we do, that seems like kind of forgettin' what we can, helps along a lot." And he put his pipe back into his mouth again.

"I remembered hearin' somethin' when I first came out here," he continued, after a short silence, "but I knew 'em back East a long while ago, an's far as I ever see, Joe was a good-enough feller, an' if his wife threw more out the winder, you might say, as he could bring in the door, she was a pretty good mother to them little kids, an' that goes a long way most anyhow you look at it. What troubles they might or might not 'av had I didn't ever know much about, an' sometimes lots of folks' troubles is what somebody thinks they ought to a done, an' them outside not known' much about it either."

"I seen them little kids an' Joe around the yard, too," he went on, after a moment's smoking, "an' heerd folks sayin' somethin' about their mother not bein' here, an' I seen the ol' lady at the eatin' house sort of had 'em under her wing an' was doin' the best she knew how for 'em, but the way them kids was started out an' then dumped into a place like the yards is, aint no way for little shavers to be raised, but guess they had enough to eat an' that was more'n their mother

has had," and he sat in silence rubbing the bowl of his pipe with his thumb.

Across from the snow-covered hillside the sound of awkward chopping came to the men beside the track. But it told of Joe's good intentions, and who could object to cutting timber on the government forest reserve while thinking of the shouts of delight of some little child at sight of a newly-lighted Christmas tree.

"I was walkin' uptown one day last week not doin' much of anythin,' just lookin' at all the folks comin' an' goin' outside one of them big stores" and McGaffey smiled to himself. "Sometimes seems like somethin' gets hold of you an' makes you do things you never thought of doin' before, so first thing I knowed I was inside the store an' one of them bowin', polite fellers that tells folks where they can go to get what they don't want, was standin' there in front of me. Well, sir, I couldn't think of nothin' I wanted for myself an' so I asked him where to find some junk for kids' toys an' stuff, it bein' close to Christmas, an' all that, an' he says for me to turn around an' take the **first aisle to the right**—an' I did.

He stopped talking and his pipe lay in the open palm of his hand. Some noisy chick-a-dees flew into and out of a bunch of willows beside the track, and he followed them with his eyes. The rear brakeman threw handfulls of gravel at the birds and Sandy, stick in hand, outlined the shadow of the catenary on the ground.

"Well, I went around there where a woman was sellin' some dolls an' things," McGaffey went on, and knocking the tobacco from his pipe against the rail, reached into his pocket for more and slowly filled it. "I knowed her right off, but I see she didn't know me, an' she was some older-lookin' an' kind of poor, but it was them kids' mother." He scratched a match along the rail and held it over his pipe-bowl puffing. "When she recognized me, she talked a little. Seemed she'd just come there to work, an' from the way she spoke she didn't know nothin' about Joe an' the kids bein' out here, an' she was breakin' her heart over 'em wonderin' if they had enough to eat an'

if they was warm, and who put the little fellers to bed; an' when I got out of that store, seemed like I couldn't get it off my mind, an' kept thinkin' about it." And he puffed again on his pipe.

From across the tracks came Joe with a small green pine tree. They all shouted—laughing—at him again, but he went on up ahead to the motor. Sandy got up, as from somewhere far down the canyon came fifteen's whistle. McGaffey smoked.

"An' as I said before, most of the things we don't know about is a lot worse than them we do, an' seems the only way there is of helpin' folks is just to kind of forget about their mistakes an' give 'em a boost, if you can." And he got up from the rail and stood beside the others.

"I kept thinkin' about Joe an' them little kids an' their mother, an' last trip, knowin' Joe wasn't called till late, I asked him what he thought of takin' the kids uptown to see the Christmas stuff. He sort of liked the idea, but was late gettin' started, an' what with bumpin' into folks goin' both ways after we got off the car an' started up Park street, an' with the kids hollerin' an' lookin' at everythin' they see, it was most dark when we got inside the store."

He smoked for a moment, and fifteen whistled. "I hadn't thought any about what I was goin' to do," he went on, "kind of more'n likely trustin' to the kids to help me out an' it bein' Christmas right there where we was, you might say, so I just shoved Joe and them little fellers ahead of me when I see that floorwalker comin' and—" he smiled to himself remembering, as the train of yellow cars flashed by—"It's somethin' for children we're lookin' for," I says, "somethin' they want an' need," an' that feller, he says quick-like, "Yes, sir, there you are—**first aisle to the right!**"

Wm. Ryan resigned his position as general yardmaster and went back at his old job—switching. He was relieved by Night Yardmaster E. W. Craine. Switchman John Wisemiller was promoted to night yardmaster.

Carl Olney has resumed work after being off for several weeks, sick. All glad to see you back, Carl!

Carney Widger had a finger badly bruised a few days ago trying to adjust a knuckle.



"The Magazine Boys"

Letters from "Over There"

Letters from the front grow more and more interesting, as our boys get into action. From what the boys of Company D, 13th Engineers, write, it is apparent that railroading in France is quite a different proposition from that which they have been accustomed to consider "hitting the ball" at home. They are, however, liking the experience, and they cannot say enough in praise of the French, soldier and civilian alike; while their courage and unflinching self-sacrifice is a daily lesson in splendid devotion, which is impressing itself deeply on the Americans. God bless all the Sammies "over there," say we all at home, and let them be assured that every man and woman on this Milwaukee System is bending every energy to speed things up, doing their bit toward lessening the time when we may welcome them home again. It is hoped the Magazine may reach them by Christmastide. The editor and publisher are rushing the "makeup" so that the bundle may go forward at the earliest possible date. In this connection, the editor asks friends of the boys at the front to forward their magazines, individually, as first class mail. The postage will be 15 cents, and if the Magazine is sent under sealed package with that amount of postage on it, it is sure of delivery. The boys say that so far only enough for about one magazine to

fifteen or twenty men have arrived. The publisher forwards a parcel post package of fifty every month, but possibly these do not always reach destination.—while those sent by the editorial department, under first class postage, are always received. Fifteen cents a month is not a great amount, and we have been assured many times that nothing brings greater cheer into camp than the arrival of the *Employees' Magazine*. Also, **WRITE LETTERS TO THE BOYS OFTEN.**

The following is from Conductor F. J. O'Keefe of the Rochelle & Southern, with Company D, 13th Engineers, under date of October 10th, to Superintendent E. W. Morrison. After telling of the trip across, which has been published several times in previous numbers of the Magazine, Mr. O'Keefe writes of their arrival in France, of attending service at Notre Dame, Paris, and then to the front. He says:

After we had rested up for a few days we were scattered out along the many different lines of railway to become accustomed to the rather antiquated equipment which is in use on them. The engines are about the size of the little one Murphy runs on Nos. 115 and 116. The capacity of the cars are six, eight and ten tons and air is unknown. And the passenger cars remind a person of the old fashioned carriages which undertakers used to furnish at funerals, just about the same size and open at the sides.

The system of moving trains over the road is surely a joke. No train dispatchers. The conductor is furnished with a sheet at his initial

station, which he has to have signed by the station agent at each station and the agent's signature is the train crew's authority for proceeding to the next station. If after asking for the block the agent finds there is a train in the block he withholds his signature until after it arrives.

Our officers decided to operate their lines according to the C. B. & Q. book of rules, which made it very easy for me. I was the only conductor in our whole company who had ever worked under them and I was made a member of the examining board for engineers and conductors. Bill Morgan passed a successful examination and he and myself have been running steady until just lately, when we were both assigned as pilots on a division over which the troops are moved to the front. Bill makes an excellent conductor and has received special commendation for his work upon several occasions.

Captain A. Young has just received his appointment as major on the general staff, and has left us temporarily without a captain. We have received news from several different sources that a great many American cars and engines have been landed over here and we are patiently waiting for a chance to get hold of them. It looks very much as if the French are intending to Americanize their railways. It also looks as if we will all be home in the near future, but of this I can say but little.

A few days ago Morgan and myself were in the city of Verdun, which will go down in history for all time. I have a few little souvenirs for yourself and others, from there, but I will have to keep them until I get back, as we are not allowed to send any by mail. It was just three weeks ago Sunday that we were first under shell fire, and I can never find words to express the feeling that came over us when the big eighteen-inch explosive shells of the Germans began whistling over our heads, and when they began to explode near us, believe me, when I say many of us got religion quicker than ever before or since. But you soon learn that a shell once heard is not meant for you. The one which gets you is never heard by you. One of these shells landed just 153 yards from where our little gang was eating our evening meal. We had just concluded an entertainment, consisting of boxing, singing, dancing, manual of arms, gas drills and a few pieces on the violin by one of the foremost French artists in the world.

But it is not all pleasure over here by any means. After a fellow has been out on the road working hard all day and returns to his barracks behind the lines for a little much needed rest, it is not the most pleasant music in the world to hear the guard shout "All out, the 'Bosche' are coming." Bosche is the French word for Germans. And then we fall out of our bunks into our trenches underground, while the anti-aircraft and machine guns which are scattered everywhere through the hills endeavor to bring down the enemy machines before they have an opportunity to drop their bombs in an advantageous position. And when they bring one down before they have had a chance to drop any, there is an ear-splitting explosion, which tears up everything around and blows man and machine to pieces.

And to see a battle in the clouds between a fleet of French and German machines and to see one plunge to death like a wounded bird, is a sight that once seen is never to be forgotten. When an enemy machine is brought down near us there is a grand rush for buttons, knives, bells or any little article belonging to the enemy, to be kept as a much valued souvenir. And to be going along on a train at night and have an enemy machine tear down at you like a big eagle and cut loose at you with a machine gun, is not the most pleasant thing in the world. We often have to stop our train and "get out and get under" as the song says.

But, my dear Mr. Morrison, if I expect to get this letter to you before Christmas, I had better stop, but before I close I would like to ask you how everything and everyone on the old R. & S. are getting along. How is old Bill Boucher? Tell him he could have a wonderful time over here with the cars we are using. And the famous crew on Nos. 115 and 116, Murphy and Helms, Brasure, Dad and Wheeler. I see W. J. Hogan has been transferred to Madison. Glad to hear it. Is our old friend, A. C. Coles, still with you at Mendota or has he been drafted? Some day, when he is

not too busy, ask him as a personal favor to me, to make a copy of this letter and mail it to the C. M. & St. P. Employees' Magazine at Chicago.

This will excuse me from writing to my many friends along the line, not that I wouldn't like to, but because time and material for so doing are very scarce. And you may tell the boys at home that my not writing to them does not necessarily imply that they should not write to me, for I can assure you from the bottom of my heart that one letter from home is more valuable to us fellows here in France than a dozen meals. So, my good friend, expecting an early reply and extending to you all the kindest regards of us all, I am,

Very truly yours,

P. J. O'KEEFE.

Co. D, 13th Engineers (Railway).

A. E. F. (Via New York).

"T. P." writes under date of November 2nd that magazines have been received, and says:

"One of our men paid the Magazine a high compliment when he said it was more news to him than a letter from home. Everyone is well in Company D and all clamor for 'seconds' on my copy of the magazine. If you don't understand 'seconds,' ask Kane, as any good soldier always asks if any 'seconds' on the 'chow.'

"Am sincerely hoping that the war may be brought to a speedy close. The French are very courageous. I have seen wounded Frenchmen never murmur or flinch while the surgeon took stitch after stitch in their wounds without any anaesthetic whatever. In this war zone the villages are destroyed and what were once happy homes are now but piles of miserable ruins, with perhaps here and there, an old, old man or woman eking out a life of poverty in a temporary dwelling built on the site of their homes. I have traveled for miles and miles on the road which, prior to our "strategic" railway, carried 30,000 trucks a day. The drivers worked in sets of twos and drove continuously, relieving each other and working thirty-six hours. That truck driving and one small meter railroad is all that saved France."

Extracts from Harold Arnold's letter of October 22nd to his uncle are interesting:

"Not much news around here the past week. Weather still bum. Have a few hours during the day when the sun comes out, but I would much prefer this kind of weather to the Boches, who come over on clear nights, on their air raids.

"Was over near the front yesterday,—only an occasional shot now and then. The day was a quiet one. Had a very exciting time,—will tell you more about it if I return. It has been quiet the past week,—only once in a while it starts up and lasts for a couple of hours. Not like it has been, sometimes for forty-eight hours.

"The other night they brought down two Zeppelins. Today, I hear, it was five instead of two. We were told two over the phone, but today the Frenchmen said five were brought down. That is the first time they have come over this direction.

"I cooked dinner tonight,—mashed potatoes, steak, bread, butter, onions, cheese, jam and sugar in the coffee. Say, I wish you could have been here,—it was some feed. We only have two meals a day,—breakfast at nine and dinner at five. We have coffee, cream of wheat or oatmeal and eggs for breakfast."

Captain Young writes, under date of October 18th, to General Manager Gillick:

After spending our allotted time in England, we were on our way again. After a short ride on the train we found ourselves boarding a large cattle boat captured from the Germans and soon were crossing the English Channel. Of that night could say a lot, but will not do so, but you can rest assured we will not forget it.

The next morning we were anchored at a large dock in the land of our dreams, France, and after spending the day resting in an English camp, started again. This trip took us clear across France, mostly in daytime, and it was a rare treat. We arrived late at night in a typical French city, close to our work, where we remained, doing nothing for some little time, awaiting our barracks. This city was one of vast interest to all,

for it was one of the oldest cities of France. Churches here, built six and seven hundred years ago, and still in fine condition, and certainly great works of ancient art. Here we were given the glad hand at every turn and the French comrades could not do enough for us. The night we arrived here will always be a memorable one for all. We arrived late at night and of course, being in the war zone, all was dark, and we had to make a march, with the band which met us. Population had received word of our coming and they sure did give us a royal reception. Our coming to this land has certainly given these people great joy.

As soon as our barracks were ready we moved to our present location, which is a great terminal yards, feeding one of the largest and most important of French fronts, and we have bid ourselves in some job, for it is now our duty to handle this line, relieving a regiment of very much overworked French soldiers, who will rest for some time and then take up work on another front. We officially took over the line the 14th of this month and taking into consideration the terribly old method of operating, which I must say, is very slow, but absolutely safe and best to all concerned, the old class of power of 1870 type, small cars, or wagons, as they are called here, etc., the boys are doing fine and everything is gradually straightening itself out and upon arrival of the American locomotives which are expected soon, we will haul more material than the French ever thought could be handled, and that twice as easy.

Of France, must say that it is a very beautiful country, and as one looks out over its peaceful fields and villages it is hard to realize that such a terrible conflict is being waged on its soil, but we can never lose sight of that, for we have always with us the terrible boom of the great guns, the airships always above us, a very large base hospital within a half block of us, where are thousands of wounded soldiers, and behind us a place where almost every hour of the day a burial of one of the bravest and noblest of men takes place, for the French are brave and noble men in every respect and how patiently they suffer and die. It is surely sad, but wonderful.

The rainy season has now set in and we have had two weeks of it, and I am sorry to say that the results of our first days of work here have passed into nothing, on account of said rainfall. I suppose you will wonder what this is? Well, it is our bomb-proof caves, which are very, very important. How do I know this? We had not been here but a couple of days when one evening an alarm was given that the Bosche were over the line, and I did not go immediately to the caves, but went to the front to see what was going on. Had not been there long when from out of the clouds came a very disagreeable missile—A BOMB—which dropped close enough to throw mud into my face, and ever since I have been trying to figure out the time I made in reaching the car before the second one came to earth. Pretty fast for a big man, I can tell you.

Yesterday had the satisfaction of seeing one of these fellows come to earth. Should say two, for there are two men to a machine and sometimes more. This man was nearly out of sight, but we could just see two machines fighting and then two puffs of smoke, and one came down head first and the other one after him. When we got there, to our great joy, it was the German who fell, with the French lad victorious. It was a great sight but very sad for the man manning the machine gun was a lad of seventeen years, crushed to nothing. Surely too bad that lads of this age should be made the loser, but the greater per cent of the German prisoners now taken are lads of that age.

Well, I have given quite a line-up of our work; in closing I want to assure you that when I get this bunch of boys home most any conditions will be perfect, for they are now getting a dose of what the old-timers got,—for railroading over here is just the same as of old. However, with it all the boys are in fine condition, happy in their present great work, for it is great work. Closing for this time, wishing you the best of health and prosperity, I am,

Respectfully,
A. YOUNG, Captain.

S. I. F., October 27th, 1917.

Dear Frank:

Received your letter of October 4th today and was mighty glad to hear from you.

At the present time I am in a base hospital with the mumps. As I write I am so cold I can hardly take the pencil, there being no heat in this place yet. I was sent down here September 27th, G. M. R. having preceded me by about a week. He was operated on and is now out. Have had no sign of the mumps for two weeks, but they keep us here a month or more, so am figuring I will get out about first of November.

Note what you say about American Lake. It must be a great place now and probably looks considerably different than when we were there.

Wish you would arrange to send me the Magazine. Somebody here received the August number and it was passed on all through the regiment, there being fifteen or twenty Milwaukee boys in our regiment.

The weather here is getting cold and rainy, beats Seattle for rain. At present time they are getting lined up on their work and settling down for the winter. Capt. W. H. N. is also here in the hospital. He will get out in a few days. They both send regards, as G. M. R. told me before he got out to send his, as I told him I was writing soon.

I haven't much news to tell, as I have been out of touch with the world for a month, and such as I have the censor will not permit, so will close for the present. Hope to hear from you soon. Best regards to all of the bunch. Don't know whether I told you or not, but E. A. Valentine's stenographer is here.

As I write the nurse comes into the ward and says General Pershing is on the hospital grounds inspecting the hospital and that we may expect a visit any time. Well, I hope he comes, as I would like to see him.

Sincerely yours,
HARRY WURZBACHER.

Headquarters C, 18th Engineers Ry.

Appointments.

C. H. Dietrich has been appointed Freight Claim Agent, vice H. P. Elliott, deceased.

Charles W. Wilkinson has been appointed Assistant Freight Claim Agent.

James W. Brown has been appointed Assistant Supervisor of Transportation.

Above effective November 1st.

Honors for McGovern.

The Illinois State Council of Defense, which has organized an auxiliary in every county, to supervise the activities of the Council in those counties, has named Lewis F. McGovern, our agent at Freeport, to act as a member of that auxiliary for Stephenson County, to represent industrial labor. When called upon, Mr. McGovern will advise with the Council regarding local conditions in his territory. Mr. McGovern is to be congratulated upon the honor shown him.

Something In a Name

Guy E. Sampson.

Chester Montgomery St. Peter sat on a steamer trunk at a little station in Western Wisconsin on a certain chilly morning in November. Not that the trunk belonged to Chester, for the clothing upon his back was all the worldly possessions he could call his own; therefore, he had no need of even a small-sized suitcase, to say nothing of a trunk. On this particular morning his mind was wandering back to a little house in a small Indiana town, where three years before he had left his mother, three sisters, and two brothers, and set out with a determination to seek his fortune. A year or so later he met another young man of about his own age, and after a few weeks together they parted. On separating, Chester proposed that they exchange cards with the understanding that in five years they were to write to each other their experiences of the time that had lapsed since they parted. A few weeks after the parting Chester's friend met with an untimely death while riding on the rods of a freight train that was wrecked in Western Montana. The only papers to identify the unfortunate boy was the name card of Chester M. St. Peter. Officers wired to the authorities in the Indiana town notifying them to ascertain if relatives lived there and what disposition they wished to make of the remains. Mrs. St. Peter was at once notified of the sad event, but being without means, and having to support her five children by doing washing for her neighbors, could do nothing but allow her beloved son (as she supposed) to be buried in the far west. From that time up to the time our story opens she had fought a brave fight, keeping her family together, and the wolf from the door. But the season had now come again when children begin to wonder what Santa will bring them. The younger St. Peter children had never had a real Christmas dinner, with turkey and stuffing, and all the other fine edibles that go to make up such a feast. The older ones could just remember when "Daddie" St. Peter was still alive and how their little stockings were hung up on Christ-

mas eve to receive their little gifts. Those memories still remained and they had ventured to ask mother if in some way they could not arrange for something extra on this particular Christmas for the younger children. But Mrs. St. Peter, knowing that the rent fell due on the 23rd of each month and had to be paid if she expected to retain a roof over the heads of her flock, was sorry and oftentimes with tears in her eyes would sit and think how different Christmas might have been if her eldest son had only been spared to have assisted her in the support of the other children.

But to return to Chester. As he sat on the trunk he was thinking of home and feeling somewhat ashamed of never having written his mother since the day he kissed her goodbye, promising some day to return with enough worldly goods to keep her comfortably. Three years had passed and he had not made good. He resolved then and there that nothing was to be made roaming around and that the next opportunity that came to him, he would stick to it until he proved to himself as well as to his associates that Chester M. St. Peter could make good. Little did he know how soon that chance would present itself. His thoughts naturally went back to home and mother. Oh, if he could only get a place to work so he could write her his first letter since leaving home and enclose a nice little check for her to use for this Christmas. How deep in thought he was is only proven by the fact that the way freight arrived, blowing a shrill whistle, the caboose stopped at the platform without Chester noticing its arrival. As the good-natured conductor walked past Chester he gave him a friendly slap on the shoulder, saying, "Wake up, son, we will have to move your trunk a little to make room for our freight." Chester jumped as he awoke from his day dream and notified the jolly conductor that a trunk was something he did not own, and furthermore did not expect to own one, at least not until he could find work enough to afford a decent meal three times a day. Chester

glanced at the string of box cars before him and noticed that each carried the same initials,—C. M. & St. P. No doubt he had seen the same name on box cars before, but he had never before realized that he carried the same initials himself. How he envied the box car. He even wished that he, who carried those initials, might be on the same pay roll and be making at least a fraction of the income that the box car made for the great company that owned it. As these thoughts were passing through his mind, the conductor again came to Chester and asked if he was really looking for work. The honest look on Chester's face as he answered "Yes, really," rather pleased the conductor, who then told Chester that one of his brakemen had sustained a fractured ankle at the last station and if he thought he could unload way freight he might try it to the terminal; also if he proved himself competent he would ask the superintendent to give him a trial. Although hungry, the idea of a chance of getting on the same pay roll with his brother (as he now called the C. M. & St. P. box car) gave him strength to do his very best. His work proved so satisfactory that at the third station from where he had begun the conductor notified him that the company operated a lunch room there and for him to fill up, telling the waiter to take the price from his own meal book. Chester did justice to the meal set before him and resumed his newly acquired position with a firmer determination to make good. His temporary employer saw from the first that he had found what would make a first class man for the company, so upon arriving at the terminal and finding no extra men available, he wired the superintendent asking permission to use Chester until such a time as he could be examined for a position as brakeman. A satisfactory reply was received, and, turning to Chester, his new friend asked him for his full name, so that he could include him on his daily time slip.

"Chester Montgomery St. Peter" answered Chester, proud to see his name going down on a time slip of the great company whose initials corresponded with his own. The jovial conductor

leaned back and enjoyed a hearty laugh. Then, looking at Chester, he said: "Say, kid, you sure have found your home. Why this is the C. M. & St. P. Ry. and you ought to belong to the big family if any of us do, for you have their initials stamped on you and all you need now is for the superintendent to put a number on you." Chester then related to the boys around the little office what had passed through his mind when he had looked at the string of box cars marked C. M. & St. P. that same morning. The superintendent arranged to take a ride on the way freight a couple of days afterwards and gave Chester the required examination, and, then giving him a switch key, pronounced him a full fledged brakeman. Business being good and competent men scarce, December 18th found Chester on the same run, and as he walked into the office to receive his first check from the C. M. & St. P., he was so happy that the tears stood in his eyes, and when he found he had \$76.65 due him, his joy was boundless, for he was thinking of those at home who had not heard from him for three long years. Chester received his pay, stepped into the ticket office and asked the ticket agent if he could cash it. This the agent did and Chester walked across to the postoffice and purchased a money order for \$50. He then went to his caboose, which was his room, enclosed the money order in the following letter to his mother:

"Dear Mother: After so long an absence I hardly know what to say, only that I am still alive, well and happy. I have a position on a railroad bearing the same initials as my own, the Chicago, Milwaukee and St. Paul. I am enclosing a money order for \$50 and wish you to use a part of it for a Christmas dinner for yourself and the children at home. I only wish I could be with you on that day, but having been with the company only a short time, I feel that I should work this holiday season and let older men have the chance to lay off. But I will see you all in the spring, as the superintendent told me he would give me transportation and a lay-off when I had been with the company six months. So, wishing you all a Merry Christmas I will close.

Write soon and look for another check next month. Lovingly, your son, C. M. St. P.

"P. S.—Does it not seem odd, C. M. St. Peter having a position with the C., M. & St. P. Railway? But you know, Mother, dear, there is something in a name. C. M. St. P."

It being the 18th of the month, Chester decided to mail his letter at once, so his mother would receive it in plenty of time to make arrangements for Christmas.

On the morning of the 20th, Clara St. Peter, aged 11 years, returning from the store where her mother had sent her, was surprised when the lady at the postoffice told her there was a letter there for her mother. Letters were scarce articles at the St. Peter home, so little Clara took the letter and ran all the way home, wondering if it might not contain something good pertaining to Christmas. As she entered the room her mother said, "Why, child, how soon you are back." Clara handed her mother the letter. As Mrs. St. Peter opened it the money order fell to the floor. With astonishment, she turned to the last page of the letter to see who had been so kind as to send the money to her. Imagine her feelings when she saw the name of her son whom she had supposed dead for two years. As soon as she could overcome her feelings she read the whole letter through, then, not being able to keep such good news, hastened to tell her neighbors that Chester was alive and working on the C., M. & St. P. Ry., dwelling upon the fact that she always knew there was something in a name. She wrote to Chester the same evening and he received it before Christmas.

He was doubly happy when he learned that he had made his mother so happy by letting her know that he was still alive and that he had furnished her with means to prepare a big Christmas dinner.

Chester now holds a good position on the C., M. & St. P. Ry. and is never happier than when he can sit down in his fast moving train and relate the story of how he came to be with the company, to some new acquaintances, always ending by saying, "There surely is something in a name."

Claim Prevention Bureau

Chicago, November 5, 1917.

The General Committee on Prevention of Loss and Damage Claims is obliged to report a heavy increase in our loss and damage account for the month of September, 1917, the amount paid for loss and damage to freight during that month was \$157,739.35, as compared with \$119,353.28 paid during September, 1916, showing an increase over last year of \$38,386.07. Freight revenue for September, 1917, amounted to \$6,969,925.63 and the ratio of loss and damage to freight revenue for the month is 2.26 per cent, an increase in the ratio over the same month last year of .62 per cent.

These figures bear out our prophecy of last month and there has been no appreciable decrease in the number of claims received during the month of October. This indicates that there is plenty of work ahead for the membership of this committee if we are to bring this account down to anywhere near a reasonable basis.

The first cold snap of the season occurred the last week in October and caught us with a large number of cars of perishable freight moving in boxcar equipment, some in stock cars. This resulted in a large amount of frozen property reaching destination on which there will undoubtedly be filed a large number of claims. From now on every agent accepting perishable freight, either carload or LCL, must ascertain and know that proper equipment is available for its safe transportation. This will be doubly true during the coming winter on account of the scarcity of refrigerator equipment, and unless extraordinary precautions are taken along these lines our loss and damage from frost will be excessive.

Since the maximum loading of merchandise cars has come to stay the question of better packages becomes more important than ever before. An agent or his receiving clerk who accepts freight not securely or properly packed to stand transportation under the present loading conditions, is practically inviting loss and damage claims, and even though such packages or containers comply technically with the classification requirements, if it is apparent that such packages will not stand up under intensive car loading the matter should be taken up with the firm making the shipment and their attention called to the necessity of better packages. The Western Weighing and Inspection Bureau are prepared to assist in this work, and where an agent cannot get results through his own efforts the matter should be brought to the attention of the district superintendent of the Western Weighing Association promptly in order that he may assist in securing an improvement.

On account of the early frost this year there will undoubtedly be many shipments of potatoes, etc., offered for transportation that have been field frozen. A bill of lading should not be issued for any cars of LCL shipment of potatoes, onions or cabbage until they have been carefully examined by the

agent, and where field frost is discovered consignor's attention called to the matter and proper record made.

Please make full use of the postal card, form F. C. D. 238. Each report received on these cards in this office will be given attention and where possible, remedies suggested will be applied. It is only by such united effort on the part of all employees handling freight that any impression will be made on this overgrown and unreasonable loss and damage account.

C. H. DIETRICH.
Freight Claim Agent.

HOLIDAY VERSELETS FROM STED.

To the Milwaukee Family.

A Merry, Merry Christmas and a happy, bright New Year to the whole Milwaukee Family, I write these words of cheer; to the Chairman of Directors, to the President, his staff, to the Loyal Bunch of Workers let us toast a loyal quaff. Let us cherish resolutions with the New Year coming in, let us boost the Big Milwaukee with a conscience and with vim, let us labor for the Future with the thought for those we serve, let us help Her make a record as we speed around the curve. Let us all create a feeling that we are as Man to Man, that our daily working efforts are the makings of our clan, let us Boost for Loyal Effort for the Road that Leads the Way, for the whole Milwaukee System let us Boost from day to day.

To Our Boys Over There.

Dear Major Whiting: Tell your Bunch we're boosting here at home for all the Boys in Company D, now tearing up the loam somewhere in France, way over there, away from home and kin. To all a Merry Christmas and here's praying you will win. We're not exactly hoping, for some way we seem to feel you'll set those Germans running when you bare the flashing steel; but if the fact we're boosting brings courage to the Bunch, just tell them we are rooting and we know they'll feel the hunch. Tell me, Dear Major Whiting, whom you're playing now on first, and who is playing second—does the game produce a thirst? Say, who is that I see on third, a handsome, stalwart lad? Sure, that fellow playing shortstop is the picture of his dad, also how many pitchers are you playing in this game, and can they curve the hand grenade to fool the German's aim? Just mention who's your backstop, does his mask dispel the gas? With that sturdy bunch of fielders you should coach a winning class. It's a great big game you're playing while the umpire is the World, he is watching every action as the ball of chance is hurled; we feel you'll win the pennant and when this game is done, here's hoping that the score board shows a Co. D home run.

To the Correspondents.

You jolly lot of writers, you are the road's arbiters when you pen the lively locals that

dispel old work and care; every month like ancient sages we devour your printed pages, for your musings lighten labor and the feast you spread is rare. Every month someone is waiting, every day some mind debating, will your locals reach them promptly on the day when they are due? With a year of jest and reason to you all a merry season, for the reader he is banking on the lively local crew.

To My Loves.

This is the joyous Christmas time when all my coin is spent, I've got to buy a fan for Fan to make my love content; for Bess I'll have to buy a book of maid and man and love; for Kate I'll buy a wreath of roses for she's a turtle dove. And Alice wants a bracelet with a sparkling gem or two, and Gertie wants an auto, gee! I don't know what to do; there's gentle Nora waiting for some jewel rich and rare, and Essie wants a phonograph to tease the evening air. I think I'll buy an airplane—it seems the only chance—and take a little flier over there, somewhere in France; for then I'll be a hero and they'll never guess the cause, old Christmas time is coming but I'm not a Santa Claus.

Ty My Little Friends.

Oh Little Girl and Little Boy in Time long, long ago was made a man most wondrous for you Little Folk below—a jolly, merry fellow with his hair and beard snow-white, but you'll never chance to see him, as he always calls at night. He has a sleigh, a big one, and it's piled up full with sacks, while reindeers pull it o'er the snow, some day you'll see their tracks where they romped across the garden and galloped o'er the lawn, then clambered up the house roof, all between last night and dawn, and early in the morning when you tumble out of bed, just hasten to the fireplace where the coals are glowing red. You will find those empty stockings which you hung up there last night, just full of pretty presents. What a merry Christmas sight! Your little eyes will sparkle and your little cheeks glow red, your little smiles make dimples where the little joy beams tread, and if you look in Mother's eyes, and maybe Daddie's, too, you'll see lustrous little diamonds gleaming. Child, for love of you.

Miss Marie Davis, daughter of Mr. and Mrs. Frank Davis of Marion, and Mr. James E. Tobin were married in Anamosa, Monday morning, November 12th. Miss Prudence Davis, sister of the bride, and Mr. Merritt Burt attended them as bridesmaid and best man. The bridal party drove to Anamosa in a closed automobile, and after the ceremony drove to Oxford Junction, where they caught a train for Chicago. From that city they will go to Columbus, Wis., the groom's former home, to visit his relatives. They will then take a trip to California and will return to Marion in a month. Mr. Tobin is a lineman for the Milwaukee. He has been located in Marion for about four years, and both are the finest kind of young people. They have many friends who will wish them well.



The Light of the Household

Beginning at the top and reading from left to right, the little people are:

Norma and Carmen, daughters of Mrs. Lillian Atkinson, Wausau, Wis.
 Andie and Paul, sons of Car Foreman Letvin, Ste. Maries, Idaho.
 Alexander and Florence, children of Thomas Burek, Wausau, Wis.
 Dorlsea, daughter of Engineer Harry M. Buel, Mendota, Ill.
 Harold Blackledge, Troop No. 2, Boy Scout, Marion, Iowa.
 Ward B. Hopper, grandson of Superintendent L. B. Beardsley, Sioux City.
 Rollin Chinn, Gold Medal Boy, son of Guy E. Chinn, Des Moines.
 Catherine Louise Murphy, daughter of Superintendent J. J. Murphy, Deer Lodge Mont.
 Junior Westby, son of Brakeman Lewis Westby, Madison, S. D.
 Dorothy E. Rich, granddaughter of Superintendent L. B. Beardsley, Sioux City.

At Home

Anna M. Scott, Editor

Christmas Giving.

To give or not to give this Christmas? Shall we permit the war, its burdens and anxieties to absorb us completely, or are we to go on with our usual routine, doing as nearly as possible the things we did before the dread calamity came upon us? The latter is well-nigh impossible; the former seems likely to engulf us, whether we will or no. Certainly, the war is giving our Christmas spirit an entirely new direction, and it is our first aim, as it should be, to see that our boys have Christmas cheer. To those who are "over there" have gone our generous Christmas boxes, and for those who are in camp on this side of the sea, we shall do our utmost. It may be their last Christmas in the homeland for a long time, for no one can foretell the duration of this conflict, and no one can safely forecast the length of time that Uncle Sam's expeditionary forces will be on the battlefields. Now, let us turn our thoughts to the matter of giving to those who are left behind with heavy hearts, in order that in some such way we may ease our own burden. "Sorrow's crown of sorrows is remembering happier things," and in justice to those who have made the supreme sacrifice, let us be of good cheer and make the Christmas giving to the home folks as thoughtful of the happiness of the recipient as possible. We would better do away with frivolous giving and make our gifts useful and practical, especially to the many who have sent the bread-winner to Uncle Sam's service. Such gifts may consist of stockings, sweaters for the kiddies, gloves, mittens, slippers, a pretty piece of underwear for the girls, socks for father and brother, handkerchiefs of course, veils, a stylish pair of spats, writing paper, fountain pens, talking-machine records for good cheer, and the hundreds of little useful knick-knacks that may be made at home with slight expense. Therefore, while I urge you to "do your Christmas shopping early," I also suggest practical giving.

Doing Christmas shopping early, by the way, has its patriotic appeal, as well as its good business argument, for by this means you are doing "your bit" toward labor conservation, which is an essential factor in the present situation.

Knitting Bags.

Every woman is knitting, and knitting bags, therefore are bound to be strongly featured in Santa Claus' budget. This is, of course, a useful gift because, as I have said, we are all knitting. One pretty bag that I have seen is not difficult to make, and its cost is reasonable. It was of blue felt, with an oval of white on the front side, on which

little conventional designs of various colors were applied. The large oval which was stitched to the bag was finished with braid. The edges of the bag were buttonholed with black yarn and joined at the top with large buttons. Strips of looped blue felt formed the finish at the bottom. This may be worked out in other materials, with the designs of bright-colored cretonnes. The material required for the bag proper are two pieces fifteen inches long by eight inches wide.

Another larger bag was made of black silk, lined with old rose and joined with a puff six inches wide. The edges were buttonholed with colored flags. A cord and tassels formed the handles, which were put through eyelets at the top. This was a most effective creation, although somewhat elaborate. It may be worked out in cheaper materials. The body of the bag was fifteen inches deep, the three-inch puff on each side adding that much more to the depth.

While children always expect toys and games from Santa Claus, they may be just as well pleased with a sprinkling of more useful gifts, such as something bright and pretty to wear. Almost any little girl would like a fancily-made frock or apron. I saw a dainty frock being made for a little miss for Christmas. The material was blue chambray; it was made empire style with white collar and cuffs and white pipings, and certainly nothing could have been more sweetly attractive. Of course, brother will rejoice over his skates, but he will be pleased with a bright necktie and a sweater.

In the box for the soldier or sailor lad may go handkerchiefs, writing paper, checkerboards, dominoes, playing cards, fountain pens, candy, nuts, figs, raisins, chewing gum, socks, sweaters, wristlets and other knitted articles.

Soldier's Farewell.

I greet you with a smile,
But my heart is heavy-laden,
For I have come to say goodbye,
To you, O dearest maiden.

To pledge our troth, my own, my all,
And then a sad farewell,—
For I have heard my country's call,
And duty beckons me to follow.

The home we planned, the joy we saw,
Coming through the years to meet us,
Has gone, has flown, at this,
Our country's call that greets us.

And if I ne'er return,
Ah, sob not so, dear one,
My love for you as a star shall burn,
When yonder life is won.

—Endena.

How to Save Sugar.

The list of suggestions on methods for conserving sugar has been issued by the Conservation Committee. It is:

1st. Less sugar in beverages—usually oversweetened. One cube or teaspoonful is enough for one cup of coffee or tea.

2nd. Use more fruit—both fresh and dried—in place of sweet puddings. Substitute salads for desserts.

3rd. Serve no sugar with cereals. Use dates, figs or raisins with them.

4th. Do not frost cakes. Give preference to cakes which may be sweetened by sugar or molasses.

5th. Confections made of granulated sugar should not be used at this time. Use glucose, corn syrup and maple sugar in home-made candies. Caramels and hard candies from shops contain a large quantity of glucose. Bonbons and creams are made mainly of cane sugar.

6th. Use the fruit and preserves of last summer. Never forget that sugar is a necessity, and in conserving it an important food is being saved—not merely a luxury.

Red Cross War Cake.

Mix together 2 cupfuls of brown sugar, 2 cupfuls of hot water, 2 tablespoonfuls of shortening (lard, crisco or other vegetable fat), 1 teaspoon of salt, 1 package of seeded raisins. Boil five minutes, or until they begin to bubble. When cold add $\frac{1}{2}$ teaspoon ground cloves, 1 of cinnamon, 3 cups of flour and 1 teaspoonful of soda dissolved in 1 teaspoon of hot water. Bake forty-five minutes in a slow oven.

Cinnamon Bun.

Four cupfuls of flour, 4 teaspoons baking flour, 1 teaspoon of salt, 2 tablespoonfuls of sugar, 2 tablespoonfuls of shortening, 2 cups of milk. Sift together the flour, baking powder, salt and sugar, three times. Stir the melted shortening into the milk and add gradually, stirring thoroughly with a wooden spoon until all is absorbed. Turn the dough on to a floured board and knead until smooth and fine. Divide into buns, laying them on a greased pan in even rows, just touching, and brush over top with milk; sprinkle with sugar and cinnamon, and make in moderate oven. Any of these left over may be steamed up and served as a pudding with cream or a hard sauce.

Sour "Bagies."

Now is the time you are wondering how you are ever to eat up those splendid vegetables you

grew in your last summer's garden. The potatoes are dug; a splendid crop; the beets are in the cellar, and should be buried in sand; likewise the carrots. The parsnips and salsify will do very well to be left in the ground. Now there are the fine, great "bagies," and you are afraid they will wither up before you can get them eaten, with all the other vegetables your cellar is holding. A new way for conserving "bagies" is to do them up as you have done your "kraut." Slice them and stamp them down in your jar exactly as you would cabbage, with about the same quantity of salt. Pour over the top a strong brine; cover, and let stand from two to three weeks. Then cook some with spare-ribs, a piece of salt pork, a bit of bacon, or in any other way that you prefer your kraut. "You just can't eat enough."

S. M. East.

O. J. B.

And straightway they began to make excuses, saying, "I have bought a yoke of oxen and must needs go and see them." Another said, "I have married a wife; I pray thee, have me excused."

As will be seen by the words of my text, I have to make excuse. I have been on my "wedding tower," and do not know any other news to relate.

It may be of interest to know that we paid a visit to Camp Grant, and our opinion is that it is no fun being a soldier, even though they are not at the front. Too much can not be said for the splendid work done by the Y. M. C. A. and the K. C. organizations.

Here the soldier finds a place to write a letter, practice his musical talent, visit his friends and keep in touch with his God.

On board the Columbian we went into the "diner." Here we were at once relieved of the feeling that one has to be a millionaire in order to get something to eat and still have some money left when you come out. The attendant came to us and explained every thing we wanted to know in such a nice way that we enjoyed that meal as if we were at home.

Everywhere we were met with the courtesy and kindness for which our road is famous, and sitting here in my old sanctum, I feel that I have had a splendid trip, and have enjoyed every minute.

Next time you will get the news. As before said, I had no time to gather any, and none was sent me.



The Car Department Women, Milwaukee Shops

Special Commendation

Brakeman Leonard N. Davis, Coburg, Mo., has received a commendatory entry in the service roster for watchfulness and the interest displayed by him while brakeman on Train 2/26, October 28, 1917, in observing a broken rail on east end of passing track at Elmira, Mo.

Kansas City Division Brakeman C. E. McMillin is in receipt of the following letter:

"I wish to compliment you for the superintendent, myself and this company for your watchfulness in finding a broken tread on wheel of D. L. & W. 32641 at Marion on No. 97, November 12th, and having the car set out at that point, no doubt avoiding a serious derailment.

"Actions of this kind are greatly appreciated and this will be placed on record showing our appreciation of your watchfulness.

"E. W. Lollis, Trainmaster."

H. B. Dockstader, agent at Otranto, Minn., has received a letter of commendation and credit in the roster for discovery of dragging brake beam on Milwaukee car 89032, train No. 196, November 15th. His timely discovery prevented a possible serious derailment.

I. & M. Division Conductor R. J. Thornton has received a letter of commendation and credit in the roster for discovery of a broken rail on the transfer track at Montgomery, November 6th. Conductor Thornton's watchfulness no doubt prevented further accident, and such interest in one's duties is much appreciated by the management.

L. C. Tackaberry, agent, Frontenac, Minn., has received a letter of commendation and credit in the roster for discovering something dragging under extra west, while passing Frontenac, November 16th. The train was stopped and it was found that sand board had fallen under a stock car. Such interest is greatly appreciated by the management.

Section Foreman George Humfeldt and W. Ferguson of Newport, Minn., have received letters of commendation and credit marks on their records for discovery of an iron brake beam dragging while Extra 5017, east, was passing Newport, November 15th. The train was promptly stopped and the beam taken down, thus preventing a possible serious derailment.

Watchfulness and quick action in cases of this kind are much appreciated.

T. M. Division Fireman Engel has received special commendation and credit in the roster for quick action upon discovery of a bridge on fire west of Keldrum, train No. 61, October 19th. Watchfulness and prompt action in cases of this kind prevent serious loss and are greatly appreciated by the management.

River Division Brakeman F. Heckert has received special commendation for discovering a sand board down on car in extra, east, October 14th. Car was set out at Winona before any damage was done.

Coal House Foreman J. Majeski of Hastings, Minn., has received special commendation for his quick action in stopping a train pulling out of Hastings October 26th, when he discovered a dragging brakebeam. Had the train not been stopped where it was, a bad derailment would no doubt have resulted. Such interest is much appreciated by the management.

Superior Division Conductor W. S. Robbins has received a letter of commendation for his vigilance in making inspection of trains, resulting in the discovery of a broken flange on a car in train No. 65, October 18th. The train was backed into North Milwaukee and the car set out, preventing a possible derailment.

Superior Division Brakeman H. M. Shields is entitled to special commendation for bravery and quick action in pulling an intoxicated man out from under the wheels of a coach on train No. 6, October 9th. The man attempted to board the train after it was in motion and fell off backwards between the edge of the platform and the wheels. Had it not been for Shields' quick action the man would undoubtedly have been badly maimed or killed.

Sleeping Car Conductor J. W. Phillips, Coast train service, has received a letter of commendation from Superintendent E. G. Atkins for his action in discovering that the train had parted when No. 15's engine broke a crank shaft at Ranney, September 27th. In walking through the sleepers, Conductor Phillips noticed the train had parted between sleepers 1 and 2, and without taking time to get an overcoat or lantern, he hurried out to notify the train conductor. This prompt action saved additional delay to the train, as well as possible serious damage to the equipment.

Illinois Division Brakeman C. A. Johnson and J. E. Edwards have received special commendation for the prompt and efficient manner in which the second section of No. 12 was flagged west of Elgin at 10:10 p. m., October 13th, when an accident had occurred to their train, blocking the east-bound track. Had fuses not been quickly displayed, an accident would no doubt have resulted; as while the conductor flagged promptly on the rear, 2112 was coming too close to him to get but a short distance west of the obstruction.

Rocky Mountain Division Brakeman E. Batchelder has received a letter of commendation and thanks for the discovery of a broken flange on P. R. R. car No. 75157, in train No. 64, November 7th. The special care in looking the train over undoubtedly prevented more serious damage to the equipment. Credit has also been given Brakeman Batchelder in the roster.

Rocky Mountain Division Conductor E. J. Eisenman, Brakeman D. J. Maloy and Engineers M. F. Elliott and W. E. Douglas have received a letter of commendation for prompt and efficient work in making necessary repairs to tourist sleeper B-11 when sand-board was discovered down on train No. 15, October 26th, enabling "The Olympian" to resume its run with minimum of delay.

The thanks of the management are due to Martin Weeks, an aged farmer living near Springfield, Wis. Mr. Weeks, while crossing the track one-half mile west of the station discovered a rail with ten and one-half inches broken out of it. He immediately sent his son, who was hauling gravel, to notify the agent, while he himself stayed at the place until relieved. Two east-bound freights were notified and stopped until a new rail was put in. Superintendent Morrison has written a letter of thanks to Mr. Weeks.

R. M. Division Brakeman L. E. Batchelder has received special commendation for discovery of a broken flange on P. R. R. car 75157 while train was at Venanda, November 7th. The special care in looking train over at this stop, without doubt, prevented a serious derailment. Such interest is valued by the management.

HONOR ROLL.

Milwaukee Shops.

Anton Kruszka—Army.

Alfred Porson—Army.

Herman Ott—Army.

Engineering Dept.

Van S. Brokaw—107th U. S. Engineers.

Iowa (Eastern) Division.

A. Hern—National Army.

O. O. Kieckhafer—National Army.

Ralph Lemming—National Army.

C. A. Bertholf—National Army.

G. A. Larkin—National Army.

Signal Dept., Lines West.

Jack Costelloe—16th Infantry.

Glenn F. Graves—Naval Electrical School.

Francis M. Applegate—Naval Electrical School.

Eugene Bunnell—Naval Electrical School.

Royal L. Richards—18th Engineers (Railway).

Walter L. Jobe—2nd Washington Infantry.

Ivan Livingston—1st Officers T. C., Presidio, Cal.

Vaughn P. Thorpe—National Army.

Wm. B. Graham—14th Infantry.

Earl W. Grantford—Aviation Section, Signal Corps.

Verne I. Powells—Marine Corps.
Howard Ashbridge—U. S. Navy.
H. & D. Division.
Alf. Brando—National Army.
Arthur Boggis—National Army.
Thos. E. Collins—National Army.
Alfred E. Blanness—National Army.
John Wuzback—National Army.
James Murphy—National Army.
Clyde M. Stevens—National Army.
Guy E. Miller—National Army.
O. M. Leen—National Army.
Fred O. Bakee—National Army.
Bernard Bucklin—National Army.
Wm. H. O'Neill—National Army.
H. C. Johnson—National Army.
Walter Ustruck—National Army.
Walter Stielow—National Army.
O. M. Sletten—National Army.
A. Moe—National Army.
Elmer Hausauer—Engineers.
M. E. Thorne—U. S. Navy.
R. M. Nobles—Army.
J. E. Stennes—Minn. Nat. Guard.
Levi Crull—National Army.
Hans Lilleskov—National Army.
James Jones—National Army.
John Gangler—National Army.
Lisle Young—U. S. Cavalry.
Elzo Parker—U. S. Navy.
J. H. Tiller—U. S. Navy.

Tacoma Shops.

Sam Sharman—Navy.
Tony Anich—Army.
Thorwal Brown—Army.
Harold Allesen—Navy.
Kenneth M. Reese—Army.
Lloyd Sill—Army.
Henry Gournat—Navy.
Ernest Carlson—Army.
Lewis Clark—Navy.
John Richmond—Navy.
Charles Stier—Navy.
Barney Finstead—Navy.
John Metzenberg—Army.
Delbert Whitman—Army.
Michael Lahota—Army.
Maynard Johnson—Navy.
Edward Haggie—Army.
Morris Mason—Navy.
Douglas Jones—Navy.
William Garry—Drafted.
Leo Disch—Drafted.
Alfred Jean—Drafted.
Walker Livingston—Drafted.

Above is the Lewistown ticket office force. Frank Pomeroy, ticket agent has "gone and gotten married" recently.

Honor Roll of Subscribers to Liberty Bonds.

The following named employees at Manilla did their bit toward swelling Uncle Sam's Liberty Bond roll. The total amount subscribed at that one point alone was \$2,650 to be purchased by the treasurer of this company; and \$1,300 at the local banks, making a total of \$4,700 purchased through the C., M. & St. P.

Lillian Natzel,
Blanche Windish,
E. J. King,
R. O. Weichael,
John Curlier,
Gus Natzel,
Jas. H. Bell,
John Lillie,
Geo. S. Fenner,
Perry Cruise,
Arthur Farley,
Everett Farley,
Ora Piper,
Jerry Murphy,
Wm. Dougherty,
Bert Thrapp,
Geo. Thomas,
Homer White,
John McMahon,
Homer D. White,
Geo. Ellis,
Chas. Redd,
B. B. White,

Edd Davis,
Forest Mason,
Geo. Shanks,
Peter Johnson,
Carl Johnson,
James Hock,
Fred Steffen,
Anthony McDermott,
John A. McMahon,
Henry Laurinat,
Joe Wahl,
Frank Wahl,
Elmer E. Cummings,
Chas. E. Tucker,
Patrick J. Ryan,
Ellie Edw. Godwin,
Harold B. Akers,
Thomas Carey,
Thomas A. McMahon,
Henry Thuelen,
Bert Blair,
Wm. Filweber,
W. E. Algee.

The following list of Milwaukee employees at

Manilla subscribed for "Liberty Bonds" through the local banks here:

Geo. McDermott,
Emmett Barrett,
Al. McMahon,
Wm. Purdy,
Ira Todd,
Jas. Henshaw,
Chas. Bradley,
W. J. Swinneg,
Riley Cardner,
Albert Stucky,
Lee Kimmish,
N. J. Trok,
Edd Sayles,
Phil Dougherty,
Wm. Hook,
Arthur Peterson.
JAS. H. BELL,
R. H. Foreman.

Following is a statement of the Liberty Loan subscription which passed through the office of General Superintendent Foster at Minneapolis:
Subscriptions—deductions from payroll..\$82,400.00
Subscriptions passing through banks.... 23,700.00

Total\$106,100.00
Total number of subscriptions.....1,815

Bowlers' Note.

The first match game of the season between the Freight Auditors and Union Street Bowlers resulted in a three-game victory for the Auditors. F. W. Miller of the Revising Bureau was the best individual performer, with a high game of 218 and an average of 188. The match took place at the Kedzie Bowling Alleys, October 18th.

La Crosse, Madison and Milwaukee Bowlers—

Please Note.

Out-of-town teams address their challenges to E. M. May, Freight Auditor's Office, 1368 Fullerton Ave., Chicago.

The above picture of Edward Spaulding, formerly fireman on the Willapa Harbor & Puget Sound Railway, shows him in his "soldier clothes," after he had joined the National Army at American Lake. Mr. Spaulding has enjoyed the reputation of being the handsomest fireman on that line, and among the several employees there, who were drafted, he was the only one not exempted. Naturally the entire force on the W. H. & P. S. are very proud of "Eddie."

FREIGHT AUDITORS.

Mueller	156-190-218—	564
Guth	159-163-178—	500
Glaser	137-156-191—	484
Collins	125-183-137—	445
May	170-161-173—	504

747-853-897 2497

UNION STREET STATION.

Bergoren	137137-136—	410
Larson	167-115-124—	406
Baltzer	120-145-144—	400
Kasper	143-153-187—	433
Wyse	151-165-160—	476

718-715-701 2134

North LaCrosse News.

H. J. Bullock.

Switch Foreman W. H. Lutiger is the proud daddy of a baby girl, born October 27.

Switch Foreman Nick Weber while coupling up air-hose was struck below the eye, which changed the color some. Nick is usually very choice in his language, but on this occasion he is quoted as saying something about Amsterdam, Rotterdam, etc.

We are in receipt of several Tacoma newspapers sent us by F. W. Beadle, of Raymond, Wash. Mr. Beadle was formerly conductor on the LaCrosse Division.

Telegrapher C. W. Shannon is on third trick temporarily at Sparta.

Telegrapher L. J. Schmatz is appointed second trick man on LaCrosse Division side wire.

Conductor B. Carleton has returned from a trip to Coast points and resumed his duties on the LaCrosse Division.

Roadmaster P. H. Madden is busy making track changes here. The straight repair track is being extended across Mill street and connecting up with the caboose track. This work necessitated the moving of B. & B. Foreman A. Fischer's office, Signal Maintainer J. A. Erickson's office, and Section Foreman P. Fischbach's car-house. The gateman's shanty is moved to the west side of Mill street.

Hamilton Watch

"The Watch of Railroad Accuracy"

Where Safety and Schedule Time Are Absolutely Demanded— You Will Find the Hamilton Watch

While the "Broadway Limited" is pounding along, eating up the miles between New York and Chicago, a Hamilton Watch does the timing. And in spite of the ceaseless jarring and jolting of the engine, that Hamilton runs accurately.

That's a characteristic habit of all Hamilton Watches—they keep accurate time under the strenuous conditions of railroading.

The Hamilton which your jeweler will be glad to show you is guaranteed to have exactly the same habit of accuracy, and when you buy a

Hamilton you will be buying a watch that will give you perfect satisfaction for a generation or longer.

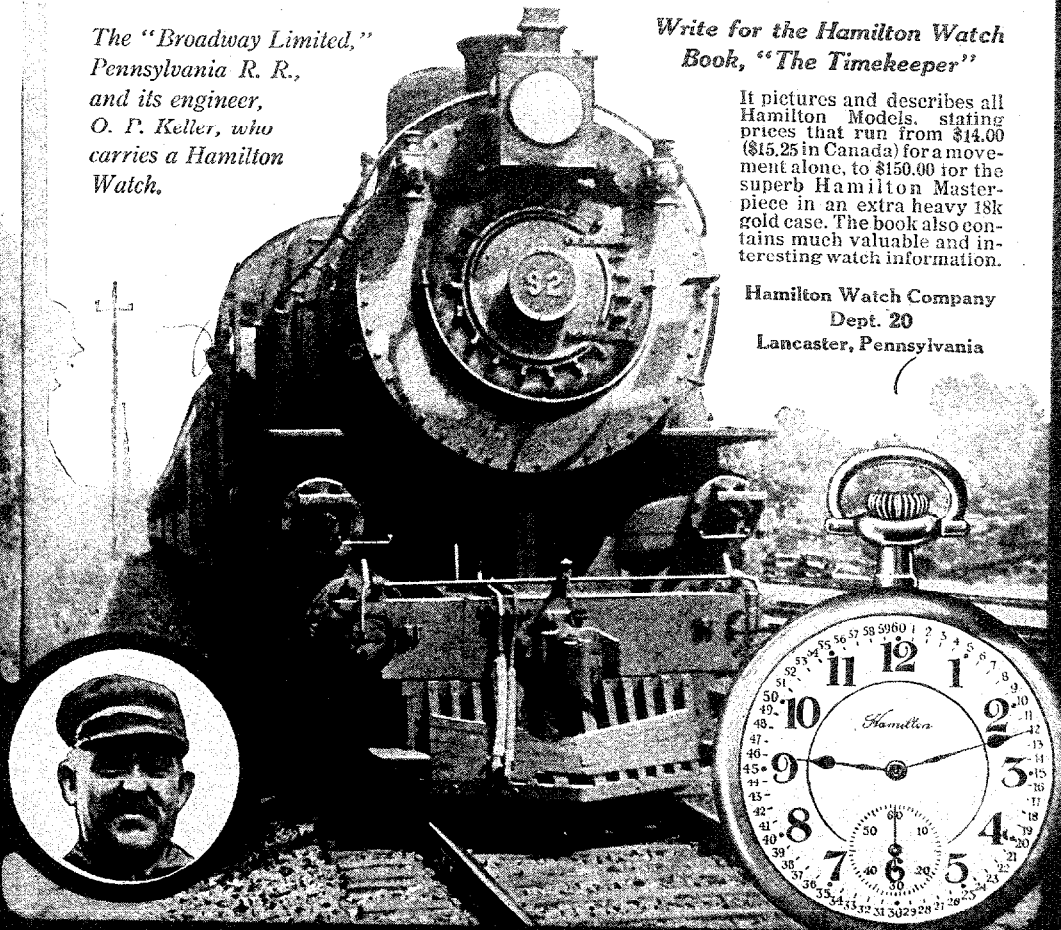
For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular on American railroads.

*The "Broadway Limited,"
Pennsylvania R. R.,
and its engineer,
O. P. Keller, who
carries a Hamilton
Watch.*

*Write for the Hamilton Watch
Book, "The Timekeeper"*

It pictures and describes all Hamilton Models, stating prices that run from \$14.00 (\$15.25 in Canada) for a movement alone, to \$150.00 for the superb Hamilton Masterpiece in an extra heavy 18k gold case. The book also contains much valuable and interesting watch information.

Hamilton Watch Company
Dept. 20
Lancaster, Pennsylvania



W. B. Bowen has been appointed chief train dispatcher of the Northern Division, and we are all sorry to lose him from the LaCrosse Division.

A car efficiency meeting was held in C. L. V. Craft's office at LaCrosse, November 8th. Mr. Craft acted as chairman and Frank Chamberlain as secretary. The meeting was addressed by Superintendent J. A. Macdonald and Trainmaster B. H. McNaney. Many good points relative to the conservation of cars were discussed. Those present from out-of-town were L. C. Boyle, agent at Viroqua, J. P. Gibson of New Lisbon, A. D. Finegan of Kilbourn, Roadmaster P. H. Madden, General Yardmaster J. T. Greenwood and General Car Foreman A. Z. Taylor were also present.

Items from I. & M. Division.

Joe Klenka, a switchman in the Austin yard, has invented and patented in United States and Canada a lantern showing red, green, and white lights and also carries torpedoes and weighs a fraction over three pounds complete. Joe is an Austin boy with a wide circle of friends who wish him much success with his new invention.

Mr. John Shultz, our ticket agent, has returned from a short visit with his parents at Postville, Iowa.

Mr. Baker, personal claim agent, was in Austin on business.

Mr. Voorhies, a switchman in Austin yards, and wife returned from a week's visit with friends and relatives in Minneapolis.

Bert Henry and William Ford are the two new boiler makers in the Sandhouse at Austin.

Frank Kowaleski, yard foreman, motored to Winona, Minn., last Sunday.

Oil Boy "Bun Ludvigson" was laid up a few days with a sore mouth. We don't know what happened but can guess as Bun has just recently returned from a visit to Rochester and Winona.

Mrs. Ed. Blomily underwent a serious operation at Mayo Bros. Hospital at Rochester. We are advised at the present writing that she is on the road to recovery.

Mrs. P. Hagan, of Deenrah, spent a few days

last week with relatives at Austin and St. Paul.

Operator L. Grau was called to Chicago on committee work. R. M. Kimberling, of Mobridge, relieved him.

Electrician Pat McCarron has taken three weeks' leave of absence during which time he will visit Milwaukee, Elgin and Camp Deming, Texas. Mrs. McCarron and children accompanied Mr. McCarron.

Joe Lorkoski, of Adams, has gone to Owatonna to be section foreman at that place.

Paul Lang is some speeder in his Mitchell Six and makes 60 miles per hour look sick the way he goes over the road. Some class to him and also forgot to state that Matty Meddinger runs a dead heat with him and a tie.

District Master Mechanic Dimmit and General Boiler Maker Foreman were visitors here November 13th. Always glad to see them around.

Mrs. Henry Herzog and daughter-in-law, Mrs. Jermonie Herzog, wife of Machinist Herzog, have gone to Scoby, Mont., to visit Joe Herzog.

Mrs. J. Ahern and little son, Gerald, wife of operator J. Ahern, left last week for a few weeks' visit with relatives and friends at Neenah, Wis.

B. J. Deneen made a business trip to Mobridge, S. D., November 4th.

Mrs. Geo. Hennessy, wife of Assistant Roundhouse Foreman Hennessy, returned from a visit with friends at Marion, Iowa.

Engineer Pat Burns has returned to work after a six months' leave of absence. We still think railroading is better than farming, don't we, Pat?

J. T. Gillick, general manager; W. H. Penfield, assistant to vice-president; W. J. Thiele, superintendent, and O. N. Halstad, trainmaster, made a business trip over the I. & M. Division November 14th. Roadmaster M. McShane accompanied them over his Division.

Coast Division News Items.

Mabel Sandvig.

My, wasn't that a pretty picture of me in the magazine?

One would take it from reading the magazine that H. E. Love was a very good friend of mine, but from what people have reported as having seen

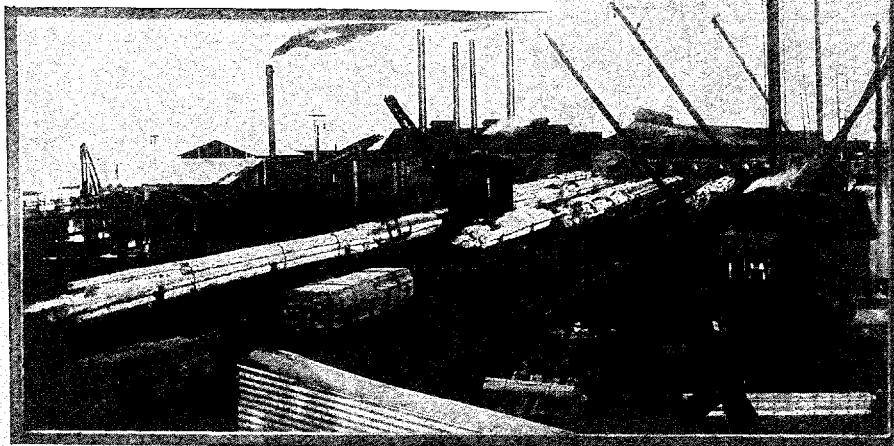
Creosoted Products For Every Purpose

Wood in almost every form is creosoted at the immense plant of the Pacific Creosoting Company, at Eagle Harbor, Wash., on Puget Sound just opposite Seattle. The plant, a view of which is shown here, is one of the largest in the world. Creosoting is the modern method for Preserving the wood against time and decay. Specialties creosoted by the company are bridge and structural timbers, ties, piling, conduit, cross arms and paving blocks.

PACIFIC CREOSOTING CO.

Northern Life Bldg.

SEATTLE, U. S. A.



on the car, I don't think he is true to me. Better not let your wife see this, Love, but if she saw the magazine last month, her suspicions were no doubt aroused.

A. L. Boyd has accepted a position as time inspector. He is being relieved on the material desk by John Telford. John was formerly with Russ Hall on the Tacoma League team, and he is showing the amateurs something about baseball. He is good-looking, girls, but he is married, which we just found out, to our sorrow.

Mr. LeCrone and Mr. Jeffrey are working on back time for train and enginemen, and expect to have it ready to pay with their Christmas pay check.

Miss Annette Clemetson is taking a month's lay-off on account of sickness at home, and is being relieved by Miss Bradley. Mrs. James has resigned her position as stenographer, and Mrs. A. H. Clarke from Dock No. 1 is filling the vacancy.

Everybody remembers Wm. Woodward, who left to join the marines. He was in to see us the other day, and promised to send his picture for next month's magazine. Don't forget it, Billie!

A. E. Leib, assistant chief clerk, has been taking the rest of his annual vacation this week. Some one else is taking a much-needed rest.

We had the stoves blackened in the superintendent's office, and all the boys had clean collars on, but President Byram never came in.

Assistant Agent Bennett's stenographer, Miss Mayer, has taken extended leave of absence and is contemplating a trip to Washington, D. C. I wondered why Ralph looked so melancholy of late.

I. A. B. J. S. Eccles was in to see us last month, too. That must of been the day he sold that calf. He certainly is getting better-looking every day. Don't you think so?

I am with you, Vivian, in giving that dance, and we will do our best to show Bennett a good time.

I wonder what has become of Friend Mider? He does not come in to call on us any more.

Fireman A. A. Kaske is not on the hall engine

any more, and we sure do miss him around the depot.

Crossing Flagman T. K. Gorman has again moved into his private outfit car for the winter. His address is St. P., 1890, TE House Track, Tacoma.

We got a new flag for the depot the other day, but Joe Giegler has refused to do anything more with raising and taking it down. He is afraid he will tear it and have to get a new one. Don't let a little thing like that hamper your patriotism, Joe.

I wish somebody would tell me something to write about Engineer Kemp.

Our friend, Mr. Cheney, from Dock No. 1 called on us last week. Am glad he had time to call.

Baggage Agent A. L. Scott has returned after taking a thirty days' layoff to run his father's farm in Eastern Washington, on account of his father having the misfortune to fracture a limb.

P. F. Eshelman, stenographer, assistant signal engineer's office, was called to the National Army, and is now at Camp Lewis. He was recently made sergeant-major in the 346th Regiment of Field Artillery. Purdy paid us a visit the other day, and with that new uniform he should make some hit.

H. O. Breum, formerly repairman in the signal department relay repair room, was also called to the National Army, and is in the 361st Infantry at Camp Lewis.

Seeburger at the Flats, is now Seeburger in Montana, where he has been assigned to the work of testing out new signals in Montana—working out of Deer Lodge.

Mrs. V. E. Johnson has been appointed to succeed P. F. Eshelman as stenographer in the assistant signal engineer's office.

Theodore Groth, high tension signal lineman at Three Forks, Mont., has enlisted in the navy and leaves the service to take up his new duties in a few days.

R. A. Long has been appointed timekeeper on construction work out of Deer Lodge, vice G. H. Bath, resigned.

*"Right—
to the Dot!"*

ALL other things equal, the train that is timed by a South Bend Watch is sure of living up to its schedule.

The accuracy of these watches is the result of quality—of extraordinary skill and care in manufacture. South Bend Studebaker Railroad Watches give the good features of all good watches, *and more*; for they give you unconditionally

A Guarantee No Other Watch Offers

South Bend Watches are guaranteed to meet the requirements of the road you now work for, and of any road to which you may transfer within the next five years. There's protection that's as good as a bond.

Jewelers who know watch values recommend "The Watch with the Purple Ribbon."

SOUTH BEND WATCH CO.

2812 Studebaker St.

South Bend, Ind.

South Bend Watches



On The Steel Trail



The Uptown Office, Sioux City

C. N. Curtis and His Assistants at Sioux City.

The Sioux City "uptown office" is one of the most centrally and conveniently located on the system. It occupies one of the busiest corners in the city.

Division Freight and Passenger Agent C. N. Curtis is a veteran in the service, and especially in Sioux City service, having gone there when the road was new and the city and country just in the making. He started as trucker in the Sioux City freight house in 1884, and has held all of the positions on the traffic ladder, up to his present one. He has been instrumental in building up the business of the company there, from two merchandise cars per day to its present volume of over fifty daily full loads. The superintendent in charge of the S. C. & D. Division when Mr. Curtis commenced work was the late W. J. Underwood.

C. W. Felton, traveling freight and passenger agent, entered the employ of this company as night operator at Jackson Junction in 1884, was station agent at various stations on this division from 1884 to 1888. He then came to the S. C. & D. Division, and was agent at various stations on this division, his last station being Yankton, S. D. In 1909 he was appointed traveling freight and passenger agent, his present position.

H. W. Hurlbut went to work for this company as stenographer at the Sioux City freight house in 1898, and has held various position up to the present one, which is solicitor and chief clerk.

C. A. Wooley, C. P. & T. A., entered the service of this company in 1899 as helper at Tripp Station. He has held various positions as operator and station agent, going to Sioux Falls as ticket clerk in 1902, coming to Sioux City to take his present position in 1908.

Fred Fillmer, ticket clerk and operator, commenced service with the C., M. & St. P. Ry. in 1905 as clerk at Racine Junction, and held various positions at that station until June, 1908, when he came to the S. C. & D. Division. He held various positions as telegraph operator until 1910, at which time he accepted the position which he now holds of ticket clerk and operator.

J. I. Evers entered the service as stenographer and clerk this year, coming to us from the C., St. P., M & O. Ry.

Milwaukee Shop Items.

H. W. Griggs.

Walter Alexander, superintendent M. P., was over the Middle District October 15th to 19th with President Byram.

Mechanical Engineer C. H. Bilty was in New York the 20th on air-brake matters. District M. M. Kempf of Dubuque was with him.

Carl Remur, of M. F. Smith's office, has taken the head position in the boiler shop office.

Jno. Horan got in the Liberty parade at 14th street, after being yanked in by one of the officials, and was set down good and solid by one of the heavyweights.

Charles Goeltz, formerly in the boiler shop office, has gone to the signal department.

Howard Player, Seventh Engineers, Company B, U. S. A., was a welcome caller. Howard was looking fine.

Our old friend and veteran engineer, J. F. Mills, is laid up in the hospital in Madison, Wis.

The article some time ago in the magazine about the piston valve was a little late on history, as Jno. C. Fox says that Mr. Tremaine was not the first to apply this valve, as Mr. Fox worked on the same idea way back in 1852.

Tank Shop Foreman Wm. Linstead had his vacation around October 26th.

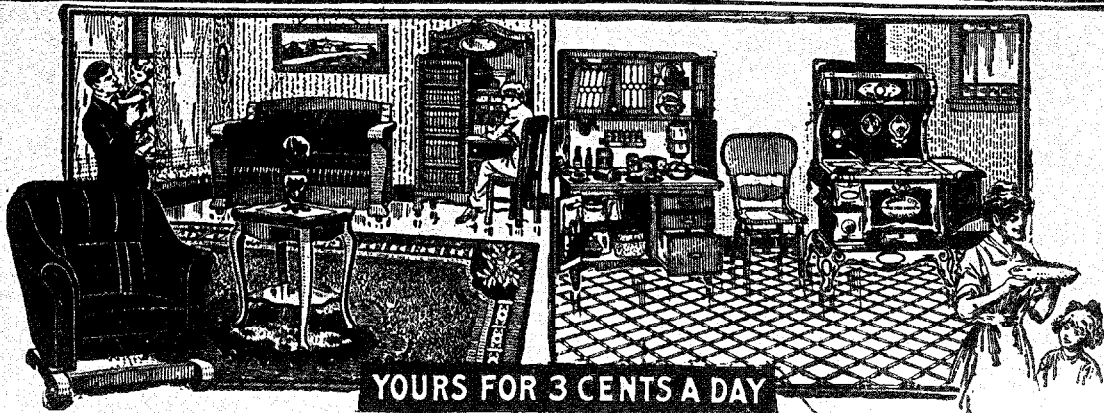
Miss Ada Koofelt is stenographer for C. R. Gilman, chief electrician.

Master Mechanic Culbertson has rearranged his office furniture to give more sweep down the main aisle.

The indirect lighting system installed in the drafting room makes the place so cozy that the boys want to linger around after quitting time. The six alexo-light inverts do the business.

Mrs. Carpenter Kendall, in business car 101, passed through Milwaukee the 3rd and 5th of November. We noticed the knitting on the round table. With Mrs. K. was Mrs. Scott of the "At Home" department.

Miss Butler is another lady in Jenson's office.



© 1917 S. M. S. Co.

Let Us Loan You Anything You Need for the Home

No Cash Orders

This offer upsets all present ideas of buying and selling. Just tell us what you need for your home. Let us loan it to you for a month. In no case can that month's loan cost you anything. Use the things we send, freely. Treat them just as if they were yours. Get a full, solid month's perfect pleasure from them.

Wait About a Year

If you decide to keep the things we loan you, you merely start paying us—a little at a time. Instead of saving up and waiting, we allow you to have them immediately and we wait for

the money. All accounts run about one year.

Coupon Brings All

Without cost, you may secure a copy of our latest Dollar Bargain Book. With it comes a credit certificate, opening your account. Then all these unusual privileges are yours to enjoy. No red tape—no bother of any kind.

The coupon printed at the bottom of this page awaits your mailing.

One-Profit Prices

We take entire factory outputs. We buy huge surplus lots. We contract for manufacturers' dull-time periods.

We have no salesmen. We employ no collectors. We use no display rooms. We have no end-of-the-season left-overs.

Our price, in most cases, is the maker's price, plus just our own profit. Usually it means a saving of one-fourth or even more.

Desk Chifforobe



Get our Bargain Book showing full line of Chifforobes and 7000 other things and telling how to order on Free Loan.

Three in One Style. Beautiful, well made and answering any number of needs. A fully equipped writing desk, besides being an ordinary chifforobe and wardrobe.

Solid Oak in entire front and top, in a rich golden color with a high gloss. Sides and back of a selected hard wood, mortised and tenoned.

Sent on Loan

Measurements. 53 inches high, 18 inches deep and 21 inches wide. Coat and trousers hanger. Hat compartment with wood panel door, 14x18x16 inches. Liberal sized writing desk section with pigeonholes and drawers.

Shipped from factory in Central Indiana. Weight about 180 pounds.

No. 46M4B181. Price.....\$14.45

Spiegel, May, Stern Co.
844 W. 35th Street, Chicago

A \$1.00 Book Free

Picturing 7000 Home Things

Furniture	Baby Cabs—Cameras
Carpets—Rugs	Silverware—Clocks
Refrigerators	Chinaware—Lamps
Draperies—Linens	Sewing Machines
Curtains—Bedding	Kitchen Cabinets
Oilcloth, etc.	Stoves—Ranges

Send Coupon for it

Ask also for our Style Book picturing
1000 Fall Styles for Women

SPIEGEL, MAY, STERN CO.
844 W. 35th Street, Chicago

(1411)

Mail me your Fall Bargain Book.

Also the books I mark below.

.....Stove BookWatches and Jewelry.
.....1000 Fall Styles for Women.

Name

Address

Check which catalogs you want.

District M. M. Mort Smith had all the foremen of the Middle District here the 5th.

The viaduct is getting a new coat of paint.

Mr. Lucas and Billy were west on the H. & D. around Aberdeen for a week, from the 5th to 13th, in the lignite fuel matter and other business.

Some brick additions are being put up around the boiler shop, and some at other places.

Old passenger cars waiting for the shop on the north tracks are "camouflaged" by having the windows boarded up, mostly as a protection against shrapnel from the viaduct bluff.

W. M. Lynaugh is the new head of the valuation department. He was formerly in the M. E. office, and recently from government work in Chicago.

Interesting letters have been received from Capt. Young, Company D, in France. Capt. Young has recently been advanced to major, which is some lift. He is also superintendent of motive power for the French railway, where they are working, supposedly northeast of Paris. Major Young got a splash of mud in the face from a German flying bomb, which made him take a quick rush for the covered dugouts. Private Mansur is going from there into the Aviation Corps.

In the current issue of The Railway Review is a fine writeup and photos of the new depot at New Lisbon, a structure made of Denson interlocking tile.

Engineer Peter McCabe, one of the oldest engineers on the Lax Division, died at his home in Portage, where he had been laid up for the last six months. Mr. McCabe was Conductor McQueeney's engineer on the Portage-Milwaukee local for nearly a generation, and all of the railroad boys will miss their old comrade with the good-natured smile. Peter has hauled us many a trip. Only a few years ago, he lost his only son, Eddie, flagman on his father's train. This was a severe blow to Mr. McCabe, from which he never rallied.

Engineer Pritchard, who has been off on the sick list for a long time, on account of a collision, was a caller at the office recently.

George G. Allen, who was general storekeeper for this company for a long time, and who left the service in September, 1916, to accept a position as assistant general manager of the Marsh Refrigerator Service Company, has been appointed general supervisor of materials for the Buick Motor Co., with headquarters at Detroit, Mich. Mr. Allen is widely known as a railroad man, having been president of the General Storekeepers' Association.

C. F. Winn, formerly master mechanic at the shops, was in town the 17th, and later looking well and fine. Mr. Winn is in some department of the government work somewhere in America.

The foundry boys have a new innovation in the shape of a collection box, slot box, handy where anyone can drop in money, presents or anything for the soldier boys—a good idea for others to follow.

The many friends of Forewoman Mrs. Mary Molner of the car repair tracks, sympathize with her in the loss of her husband, who died at the sanitarium the 13th of November of tuberculosis.

George C. Pearce, of 3313 Mt. Vernon avenue, and widely known as one of the good insurance agents, died at his home November 15th, after a lingering illness. Mr. Pearce was very popular with the railroad boys, and his genial face will be missed by a host of friends at the shops and elsewhere.

Boilermaker James Regner, our old-timer for 42 years, has gone on his annual hunting trip at Three Lakes, Wis. He will be followed by Comrades Joe Smith, assistant foreman, Robert Blume and Charles Laek.

The old hydraulic riveter is being put in commission again after a two months' rest for repairs. The big flanging press is also ready for business.

General Boiler Foreman Wandberg was in his old home town, Minneapolis, the other day.

The entire shops have done their good bit in the Company D fund, both in the 10c fund and the Christmas contributions.

Eight words make one line, twelve lines one inch, sixteen inches one page. Chop off with what's already in.

Notes from the Trans-Missouri Division.

Edw. J. McAvoy.

Machinist Jerry Jarvis was a business visitor in Miles City during the past month.

Blacksmith L. M. Johnson has been on the sick list, but is up and on the job again.

Machinists Evans and O'Brien have been on the sick list during the past month.

Fireman Frank Desper left for points in Michigan, Wisconsin and Illinois on a month's vacation.

Engineer P. W. Pengrey is celebrating the arrival of an eight-pound son, who arrived at his home during the past month. As the result, the boys around the roundhouse at Mobridge are smoking cigars carrying a two-cent war tax. Ye scribe has not seen any, though.

Engineer Bradford was laid up a couple of days on account of sickness.

Machinist C. B. Simpson returned from an extended trip to Ottawa, Canada, where he was visiting relatives.

Fireman Wm. Raski and brother Joe, of the freight department at Mobridge, left for Tacoma, Wash., on a month's visit.

Engineer E. M. Greenwaldt and Fireman R. C. Herr have taken advantage of the remarkable weather that we have been having in South Dakota, and have gone hunting.

Machinist W. F. McCann has been transferred from the night shift to the day shift, Emil Kaiser having arrived from Miles City to take the night shift.

Fireman and Mrs. L. J. Martin and family left for Petrel, N. D., for a visit.

Machinist Archie McLean, of the Mobridge roundhouse, returned from a week's visit in the Twin Cities.

Engineer Joe James has taken the engine dispatching job for six months, relieving E. W. Harold, who has returned to the call boy's list.

Engineer George McKusket of McIntosh, has been in Mobridge during the past month, visiting with relatives and friends.

Miss Catherine Wosnuk of the Mobridge roundhouse office, spent a few days in Java visiting with friends and relatives.

Engineer Bert Taylor is back on the job again after being laid up on account of sickness.

Engineer J. D. Marshall was called home to Wisconsin by news of the death of his father.

Fireman C. A. Harrington went to the Twin Cities on a ten-day business trip.

Dispatcher H. Brown, of Three Forks, arrived in Mobridge to take the first trick dispatcher's place, relieving A. A. Babcock, who is acting chief dispatcher during the illness of J. P. Rothman.

Boilermaker Ardent Taylor, of the Mobridge roundhouse, was called to Staples, Minn., on account of the illness of his sister, Mrs. Lowell.

Engineer A. A. Revord resumed his former run on the freight service. "Hook" enlisted in the Officers' Reserve Training Camp at Fort Snelling and had been training for the past couple of months, but was compelled to give up the work on account of his health.

The work on the new class G station for Freda has been started. When completed, this will add another first-class station on the Cannon Ball line.

News is very scarce in this neck of the woods this month, and here's hoping that some of our T-M Division readers will send us a few items now and then.

As this will be the last magazine published before Christmas, we wish to greet our many readers a Merry Christmas and a Happy and Prosperous New Year.

Tacoma Tide Flats.

J. V. Miller.

Hon. Joe Smith and wife returned from an extended trip through the middle states during the past month, and he received a very hearty welcome from Elmer and George, his two assistants.

Alfred Morris dolled all up on the 16th, when our new president made his inspection. But he was a very disappointed lad, as Mr. Byram never even stopped to look him over.

Phil Manley received notice to contribute the large sum of \$5 to the government liberty fund without interest during the past month. This was caused by his running his boat around the harbor last summer without the necessary equipment.

Frank Buchanan, traveling engineer, is a member of the railway company which left a Pacific



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 WESTERN IRON STORES Co.

Mechanic's TOOLS

OF ALL KINDS

143-147 W. Water St.

One Block South
of Grand Ave.

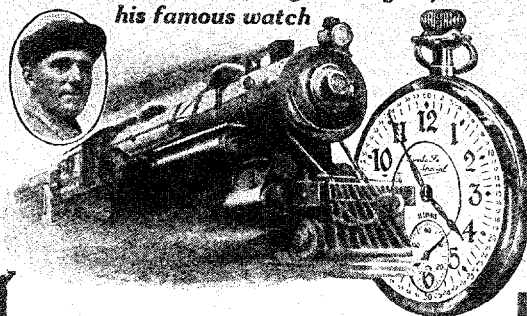
Milwaukee, Wis.

WHOLESALE

RETAIL

Phone Grand 1246.

Engineer Whitcomb, his giant engine,
his famous watch



One of the World's finest trains running between Chicago and Los Angeles makes a "mile a minute" clip with a Famous "Santa Fe Special" watch in the cab. Whitcomb says: "BEST WATCH I EVER CARRIED."

Don't Send a Penny. Examine Watch Free.

The ILLINOIS Famous \$2.50 A MONTH
Santa Fe Special
21 JEWEL RAILROAD WATCH

—the **one** standard railroad watch
"That's Guaranteed for Life," thin model, all sizes, **adjusted** to positions, **adjusted** to isochronism, **adjusted** to temperature, **adjusted** to the second.

Write for FREE Watch Book Today—

shows newest watch case designs in four colors. Read the so-called **Secrets** of watch-making. Read how you can save from **One-Third** to **One-Half** of your money—Buy "Direct," cut out the wholesale jeweler's profit.

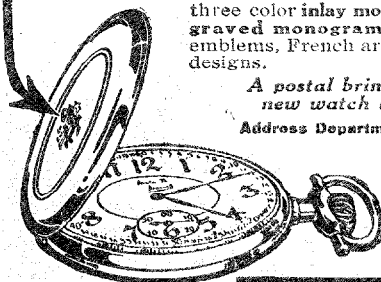
Easy Payments to Suit You—Write Today

Our "Direct-to-You," easy payment plan is explained fully in the Santa Fe Special catalog. Payments are so small you will not miss the money, only \$2.50 a month and you wear the watch right from the start. **Sent on Approval Without One Cent Down.**

New Case Designs

The new watch book shows all the very latest designs of the world's most talented engravers, each case illustrated in beautiful color combinations, showing three color inlay monograms, engraved monograms, fraternity emblems, French art and special designs.

A postal brings the new watch book.
Address Department 920



**Santa Fe
Watch
Co.**
Topeka, Kas.

port the past month for Russia to rebuild their railway systems. Traveling Engineer Emerson of the Missoula Division, has been transferred to the Coast Division until Frank returns.

George Felzer, of the mechanical department, says it's no joke playing five hundred, when Harvey Snyder always forgets to put the joker back in the deck.

Did you ever notice how Herb Love always puts in several items about himself whenever he gets a chance to correspond in Mabel's place. You can easily see that he was educated in the store department, where we all hate ourselves.

We all welcome the return to our columns of the interesting articles by our old friend Sted. We have often wondered whether Sted ever really hunts and goes on all these fishing trips he tells about, or if he is a nature faker, like one of our other very well-known citizens.

Following members of the official party were in Tacoma on November 16th: Messrs. H. E. Byram, H. B. Earling, A. M. Ingersoll, W. B. Foster, C. F. Loweth, J. F. Richards and F. Rusch. We all felt very much slighted, as not one of them stopped a minute to look us over, and we were all quite anxious to get a look at our new boss. The next time he comes, we are going to have a committee appointed to bring him up.

Kay Savage has the Oldsmobile bug. Better forget it, Kay, and buy Liberty Bonds, as we stand a good chance of going over the water, and we sure will need the cats more than an automobile then.

Chief Clerk Morris came into the office on the morning of November 12th with a smile from ear to ear and a box of cigars under his arm, and as soon as he could get his face back in shape he reported the arrival of a son. Congratulations from all, old man, we need soldiers.

Dad Marvin reported that Mr. Byram looked at him out of the corner of his eye. It would not take a very big corner to see Dad, as he is about as big as a minute. But he is there just the same when it comes to turning out the work.

Another Edison discovered in the Tacoma shops. Guy Bement claims all the honor for overcoming the submarine menace. He advised us that he sent his idea to Washington and that same is now in use in combating these devils of the deep. Now he should use his spare time figuring out some way of making ten no trump without the joker.

Leonard Johnson has opened up a tobacco stand on the Flats. He reports business fine, but collections very poor.

Our office clock was taken to the repair shop one day last month, and it was a whole week before anyone noticed it was gone. Guess we are getting Byzantized, are we not?

Cost of living still going up in Tacoma. Do any of the rest of you notice it?

Des Moines Division News Items.

C. S.

Miss Lela Burnham, former clerk in the superintendent's office, who was also the correspondent for the Employees' Magazine, has left the service of this company to accept a position as stenographer for the State Banking Examiner, Mr. Messenger. We were all very sorry to see her go and wish her the best of success in her new position.

Conductor P. A. Gifford, who has been laying off attending to duties on his farm at Spirit Lake, has resumed his run on Nos. 35 and 36 between Spirit Lake and Rockwell City.

Work has been started on the erection of the new automatic 75-ton coaling plant at Rockwell City, which has been needed at that point for some time.

Our former D. F. & P. agent, S. A. Eddy, has been appointed commercial agent at Winnipeg, Manitoba.

Brakeman C. Long and Fireman J. Goulden have enlisted in the Engineering Corps and are stationed at Fort Leavenworth, Kans.

Brakeman Harry Hall has resigned and accepted a position with the Minnesota Transfer at Minneapolis, Minn.

A. A. Wilson has been appointed D. F. & P. agent at Des Moines, Ia., in charge of Kansas City, Des Moines and Iowa Divisions. Mr. Wilson was formerly our D. F. & P. agent at Daven-

port. On account of the vast territory assigned to Mr. Wilson we have not as yet seen much of him; however, on short acquaintance, he appears to be a real "live wire." We have nothing but our best wishes to extend to him for success in his new field.

W. F. Keefe, our former soliciting freight agent at Des Moines, has been appointed traveling freight and passenger agent in Mr. Wilson's territory. "Bill" entered the service of this company at Sioux City about fifteen years ago under W. W. Breckenridge, now deceased. He has been in our operating and traffic departments at various stations and division offices continually since joining our "big family."

Mabel Wakefield, formerly employed as stenographer in our D. F. & P. agent's office, has left our midst and taken up her residence in the "Windy City," but she is still one of us, as she is now employed as stenographer in Mr. Cull, Chief of Tariff Bureau's office, in the "big building" down near where the autos just whiz by. Lenore Allen has taken her place in Mr. Wilson's office.

H. W. Warren, our city passenger agent, has been appointed district passenger agent of local and foreign lines in Iowa. The appointment was effected November 1st. His successor has not yet been named. He has had charge of the city ticket office in Des Moines for eleven years. Mr. Warren was employed as operator and station agent at various points on the Iowa Central Railway and first worked for the C. M. & St. P. Railway as agent at Hedrick, Ia. "Harry" being a very popular passenger man with the public, we predict a successful career for him in his new and enlarged field.

Wisconsin Valley Division Notes.

Lilly Ann.

Mrs. Carpenter Kendall and Mrs. Anna Scott of Chicago, Editor and Associate Editor of the Railway Employees' Magazine, spent the day of November 6th in Wausau and entertained the wives of employees and young ladies of the local division office at tea in the afternoon at their special car. Mrs. Kendall talked to the ladies on Food Conservation and Mrs. Scott spoke on Red Cross Work. We all considered it a very pleasant meeting and feel that we received a great deal of benefit by the suggestions offered. The forenoon was spent in making the acquaintance of the different employees, and those less fortunate in making their acquaintance express sincere regret.

The auxiliary of the O. R. C. at Tomahawk assisted the Wausau ladies in giving a card party at Tomahawk on November 8th for the benefit of the order. Thirty tables were in play. Mrs. Thos. McCarthy, Mrs. John Flannigan, Mrs. Ed. Urban and Mrs. S. J. Loomis were hostesses. The following members from Wausau were present: Mrs. Bert Rasmussen, Mrs. D. O. Daniels, Mrs. I. Livernash, Miss Clara Rege, Mrs. C. Randby, Mrs. W. C. Milne, Mrs. J. S. Bringer, Mrs. John Dexter and Mrs. R. P. Rawson.

Herbert J. Kallies passed away at his home at New Lisbon on November 4th. He was employed as brakeman on this division for a number of years and it is with sincere regret that we learn of his demise.

Mrs. H. M. Gilham and Mrs. H. Redlich are spending a few weeks at Deer Lodge, Mont., visiting friends and relatives.

Mrs. H. L. Crandall has been confined to her home for the past three or four weeks on account of illness, but is reported to be steadily improving.

Mary Elizabeth Pollard of Park Falls is visiting with Mr. and Mrs. Bert Rasmussen.

Helen Conklin entertained the sewing club at her home Monday evening, November 11th. We are happy to say that she did not overlook inviting a few particular friends this time. Needless to say that we did justice to the bounteous supper which was served and spent a pleasant evening. Will be glad to "bring our knittin'" again, Helen.

Mrs. A. Munger left for Sparta to make a brief visit among friends and relatives.

Engineer Mike Moore and wife of Tomah went to Miami, Florida, to spend the winter. Mike says that the Wisconsin Valley is the finest place

on earth in the summertime, but "me for Florida" for the winter.

H. H. Ober, superintendent, was in Chicago November 10th.

Miss Lillian Gorman of White Lake, Wis., was a Wausau visitor during part of last week. Glad to see Lillian back home with us once more.

Ralph Slaymaker, or better known as "Slay," is devoting part of his time composing poetry. Copies will be on sale "as long as they last" at 49c each. Place your orders early.

W. A. Lee is off for about a month. F. L. Dostader is supplying his position during his absence.

Up to date we have received two applications for lay offs during the hunting season. They have not informed us just what kind of game they expect to hunt, but will trust the boys to be truthful when they report for duty.

Pearl Gorman spent Thanksgiving at her home at White Lake, Wis. Yes, "he" went, too, so Pearl was particularly thankful on that day.

On account of the light loading of logs Nos. 65 and 72 were abandoned between Wausau and Tomahawk until loading increases. For the present there will only be two crews on that run.

The dispatchers recently had a carload of logs sent down to be whittled into fuel. They all took active and interesting parts in the doings. Brakemen Bohag and Goebel did the sawing. Mr. Crandall, chief dispatcher, was heavy with the axe, with Dell Warner assisting. J. W. Held was strong with the measuring stick, while Henry L. Vachrean was sitting up in the window just "looking on." With all this accomplished help the work was performed within a few days to the entire satisfaction of all concerned. However, Mr. Warner discovered on one of his inspection tours early one morning that there were five sticks of wood missing. After considerable confusion and alarm they found two of the sticks nicely resting on a woodpile in the back yard of Chief Clerk Charley Conklin's home and the other three sticks were located in the basement of Roadmaster Ed. Callahan's home—nuff said. They are both out under heavy bonds at the present time.

Forty people, members of the Order of Railway Conductors and their wives partook of a roast chicken dinner at Eagles Hall at six o'clock on November 11th, served by members of the Ladies' Auxillary. The tables were decorated with the Order's colors—red, green and white. The dinner followed the regular meeting of the Order, at which nominations were made for the annual election of officers to be held soon.

The new modern coal shed at Wausau will be completed some time during this week.

Harry Johnson and Frank Dodd of Merrill and Thos. McCarthy, Ernest Moran and John Tully of Tomahawk attended the chicken dinner given by the ladies of the ORC on November 11th.

East Prairie du Chien Division Notes.

Margaret Murphy.

Brakeman B. Marsh has returned to work after being laid up a few days with injuries received when some freight fell on him.

Engineer J. Mills, Madison, has been quite ill for some time. Engineer J. O'Keefe has charge of his run at present. We hope to see Mr. Mills back on his run again soon.

Conductor H. Vedder, Waukesha, is taking a vacation. Conductor T. Kelly is on the job punching tickets during his absence.

Conductor E. Wheeler, Madison, was called to Waukesha by the death of his father, G. H. Wheeler, who died about two weeks after the death of his wife. The employees extend their sympathy to Conductor Wheeler in the death of his parents.

Engineer G. Campbell is laying off at present. Engineer B. Bird has charge of his run during his absence. "I almost took your dare, B."

Fireman E. Hilgendorf laid off a few days. Fireman W. McBreen fired on trains 22 and 7 while he was off.

Conductor M. Slechta, Madison, is laying off at present.

Foreman of Water Supply J. H. Vanderhei, Madison, has gone to Watertown, N. Y., for a vacation. Mr. Vanderhei has been working pretty hard and was talking about being a "nervous wreck," and says he is going down there to recuperate.

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 are remarkably long wearing.

Mayer
DRY-SOX
SHOES HONORBILT

Built on different lines from other shoes. Their construction makes them as waterproof as a leather shoe can be made.



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

We also make Honorbilt Shoes for men, women and children. Honorbilt Cushion Shoes and the genuine Martha Washington Comfort Shoes. If your dealer cannot supply you, write us direct.

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



Engineer C. Pfeffer, who is dispatching engines in Milwaukee terminals, was a visitor at Waukesha.

Brakeman L. Carney, Waukesha, was a visitor at Milwaukee Sunday. We saw Carney talking to a policeman in the Union Depot in Milwaukee. We were wondering if he was explaining his presence or if it just happened.

First trick operator J. V. Derivan, Waukesha, spent Sunday at his old home at Fox Lake, Wis.

Section Foreman A. Gach, Stoughton, has returned to work after a two weeks' vacation spent at Chicago, Ill.

The local way freights have been working Sundays for a few weeks.

Superintendent A. C. Peterson is going to leave for Russia to help take charge of the railroads over there. We all hope he will have a successful trip.

L. T. Johnston, who was trainmaster on the I. & M. and the River Divisions, has been appointed superintendent here.

Third Trick Operator A. Spillard, Waukesha, has gone to Viola to take the agent's place for a while. Operator Rooney is working third trick at Waukesha.

Idaho-Columbia Division Diversities.

Sted.

Train Dispatcher L. V. Curran of Madden has joined the American railway forces for service in Russia. The best wishes of the boys of the divisions go with him.

We receive regular visits from Babe Tyrrel, formerly with the Milwaukee at Savanna and Dubuque. Babe is now dispatching trains for the G. N. in Spokane, but his heart still retains a warm spot for the Milwaukee and once a month he calls for the Magazine. The Magazine is certainly a happy medium with which to keep in touch with old friends, no matter which division they hail from.

Sted: In order to prevent misapprehension, will state positively that "Lizzie" is the given name of my auto.

H. L. WILTROUT.

All right, Lew. The only person we have heard mentioned lately carrying around any misapprehensions is the German Emperor.

Dr. W. N. Lipscomb, traveling field representative of the American Red Cross Society, was a recent visitor in Spokane and made the office a short call. The doctor is a busy man these days but it does not interfere with his genial good nature and it is a real pleasure to converse with him.

H. R. Miller has been appointed cashier of the Spokane freight office, succeeding Mr. Rambo, who resigned in order to attend to property interests in Iowa.

Ed. Moran, former train dispatcher at Savanna for the Milwaukee, is now trainmaster for the G. N. at North Yakima. His many Milwaukee friends will be pleased to learn of his success in the west.

The great Spokane Apple Show, the November annual of this great city, was a success from every standpoint. If apples were made of lead the west could furnish enough material to drive the Germans out of existence.

We observed Conductor McAuley all toggled up at the Union Station one week end evening recently, but he was so busy introducing a friend to Conductor Bert Curtis he failed to return our salute. It's all right, Clyde, we were just arriving home from a fishing jaunt and looked like a lumber jack, so we forgave you.

We recently enjoyed a train ride visit with Dr. Cornwell of the St. Marie's hospital. The doctor is an entertaining companion when the wheels are turning and a genuine angling enthusiast.

We heard a purchaser inquire of City Ticket Agent Frank Zeorlin of Spokane how far it was from Spokane to Chicago and his reply came right off the bat. About ten minutes later another customer inquired how far it was from Chicago to Spokane and he had to look it up. What's the difference?

Do any of you eastern boys contemplate a camping vacation next season? Now is a good time to be getting pointers on the sporting proposition in the northwest. If you are interested write me enclosing stamped envelope for reply. I will respond cheerfully.

On our vacation we enjoyed a pleasant visit with Agent Thompson of Marble Creek. We thank him for the courtesies extended and hope to be able to respond at some time in the not distant future. He is certainly a congenial companion.

Does any reader want a kind of a dog? If so, address Timekeeper Tom Hughes of the Spokane office. He has one which he is willing to dispose of on reasonable or unreasonable terms.

Conductor Bert Curtis has been running passenger train almost regularly the past summer and fall owing to the absence of the different regular men. Bert not only makes a good-looking ticket puncher but is also well liked by the traveling public for his courteous and amiable manner.

When we came home from our vacation—there were three of us—we had two guns, six fishing rods, one lumber jack pack, two grips, a fishing creel besides our large capture of fish and game. We were puzzled as to how we would get so much duff in a street car when Conductor Gephart came along with his buzzer wagon and yanked us aboard, landing us at the front porch thirty-three cars ahead of the traction system. This shows what running a passenger train for the Milwaukee creates in a conductor. A courtesy and willingness to help the traveling public over the bumpy places. We will get even with you for your kindness some time, Gep, but right now we do not know when or how.

Down in the wheat fields hear that joyful sound, all the rustics are a-shouting—there's money in the cold, cold ground.

We just received a card from Engineer Frank Kiley of Savanna in which he advises us that Chip did not attend the Galena Fair this season. Many thanks, Frank, but then we knew Chip would not go unless we were there to attend him.

To Santa Claus.

Dear Santa Claus:

Now times are hard and everything is high, in fact it's getting so nowadays that money cannot buy enough to feed the inner man and clothe the outer frame, real money is a souvenir and only known by name; yet still I think that maybe you with sage advice from me could tog me out in Christmas style as I would like to be. The stunt should be an easy graft for such a con as you, I hope by Christmas morning you'll have pulled my present through. I know a dame, a likely lass, who has the candy face, but otherwise she's slacking in that little bug styled grace; now, Santa Claus, if you could swipe that face of Gertrudine and graft it on the necklace of my pal Evangelyne 'twould make a break towards grace and art which all would class as smart, then we could chase up Marguerite and from her mould impart a stunning pair of shoulders to connect with neck and face, 'twould be a class production for those schemes of art and grace; and then we'd steal to waist line from my love, the one Pauline, she has the swellest contour ever flashed across a screen; for underpinning we'd grab Blanche, I spied her at the beach—say, Santa Claus, that combine would create a lovely peach, and then there's Annabella, she's tall and lean and lank, she's also passing forty but your wise she owns a bank—and if you'd take this bank from her and give to this made maid it sure would save me slipping while I'm crawling up the grade, now, Santa, can't you pull this soon for Christmas time is near? It's the time to create pleasure for the spreading of good cheer, but if you chirp you can't make good, or say such stunts can't be, I'd say don't gamble on her, just leave her off the tree; in fact, I think the wisest plan, you know my style and rank, would be to let the girlies glide and give me Anna's bank.

Ellensburg, Wash., December 5, 1917.

Dear Sted:

There is no news to write of on the West End. I saw Bill Baker the other day. He was on No. 18. Guess he was going some place. There have been lots of the boys passed through here lately but they are always in some speed contest and do not give me a chance to visit with them. Among those who have passed through here re-

Electricity in the Railroad Man's Home

ELECTRICAL CHRISTMAS GIFTS

New Electrical Devices Make Appropriate Christmas Gifts. Electrical Toys for the Children

European toys and gifts may be scarce enough this coming Christmas, but there will be appropriate electrical gifts in greater variety than ever before. The great question of what to buy for Christmas presents, after years of endless search, is happily answered by the newer things in electrical merchandise.

Electrical gifts are always practical and they are luxurious, even if they cost but a small amount, in that they add a touch of art to any home. There are numerous electrical gifts for boys, for women, for men and for old folks and invalids. Most of these gifts are inexpensive and are entirely suitable for any home where electric current is available. Such things as flashlights, batteries, magnets, miniature telephone outfits, etc., do not require electric wiring in the house of the recipient.

For the children there is a long list of electrical toys and experimental apparatus such as any youth can appreciate. First is the electric top, then comes the toy railroad outfit—the cars and trains being run by tiny electric motors securing their current from a battery, or from the lighting service wires through a miniature transformer. Then follows a toy electric auto, a toy X-ray machine, a miniature static machine, a small wireless telegraph set, top motors and dynamos, magnets, electric engines, batteries and flashlights, hand lamps and miniature lamps of all kinds. If the boy is of a mechanical turn of mind and possesses small machines, such as a circular saw, a lathe, etc., a small motor of 1-6 horse-power will be practical and serviceable.

For the women there is an endless variety of suitable electrical gifts, including a curling iron, hair dryer, massage vibrator, house lamps of all kinds, battery candle and flashlights for the dark closets, piano and reading lamps, electric chafing dish, coffee pot, tea samovat, and the electric frying pan. Of course, all the electric heating and cooking devices make good Christmas presents, from the electric range to the table stove and hot

plate. And one must not overlook the electric washing machines and the vacuum cleaner, as well as a traveling iron and motor-driven sewing machine.

Battery lamps and flash lights are appropriate gifts for men. An electrically heated shaving mug and an illuminated mirror are also very nice. Reading lamps are available in a multitude of designs, all very practical, and an electric horn is just the thing for the auto. Grandmother will appreciate an electric foot warmer, a luminous radiator or a heating pad. Immersion heaters, sterilizers, electrically lighted clocks and bed lamps are welcome to the invalid.

New Type of Lamp

A new type of Mazda lamp has the filament concentrated into a small spiral which gives a greater vertical distribution of light.

In other types of these lamps the small wire-like filament of tungsten metal, finer than a hair, is looped several times up and down inside the glass bulb. These lamps give their greatest distribution in a horizontal direction. There are many places where a greater volume of vertical light is desired and to meet these conditions the new concentrated filament lamps have been perfected. The new lamps will, therefore, be employed where natural downward distribution of light is required. They can be used in existing sockets and fixtures.

These lamps will be made in the same size bulbs as the corresponding regular Mazda lamps, will have the same spherical watts per candle-power efficiency and will have a rated average of 600 hours.

Electric Light Costs Less

While the cost of living may be going up, electric light costs less than ever before.

In 1899 one candle-power of electric illumination consumed four watts of electricity and cost 18 cents per thousand watts, while today one candle-power of illumination, using the Mazda lamp, consumes but one watt of electricity and costs but 7½ cents per thousand watts. In other words, the illumination that formerly cost 72 cents now costs but 7½ cents; that is, you get approximately ten times the illumination today for the same money that was obtainable sixteen years ago.

cently, besides Baker, were Glib Lee, Clarence Algyer, Ed. O'Malley, Frank Beal and some others whom I have forgotten. Guess they were going to some G. A. R. convention as they all wore blue clothes with brass buttons.

Roadmaster John M. Dorsey hangs out here once in so often. I heard him talking about being busy with electrification the other day. It is something they are going to do to the Cascades.

Don Juan Jose and wife are back running Thorp station after visiting with friends all over the United States. Vacations certainly agree with Don Juan. They double his circumference.

Don Hays of Missouri is clerking for Roadmaster Dorsey. He is a brother of Plen who used to work in Malden. I've lost all track of Plen, do you know where he is?

Rabbits are scarce over here this season but pheasants are plentiful. When you have purchased your license, gun, shells, powder, shot and wads, spent money for transportation and come back with a kill of three for thirty-five shells fired you are getting to be a top-notch sport. Golf and tennis are not in it for a swift call on the pocketbook. Come on over and enjoy our sport, but bring lots of money.

Yours truly,

BILLIE JONES.

Items from S. C. & D. Division.

Blanche Manley.

Have been taken to task several times lately account of no SC&D items in the Magazine, the latest one coming from France, and when the boys in France make complaint they generally get what they want, so here goes.

The Editor was out our way a spell back and we had a nice visit with her. Wish she would come again when we are not so busy and will try and show her some of our town.

The ranks of the Milwaukee are steadily thinning and the boys are going here and there to begin training for the big day; we hate to see them go, but our best wishes for success go with them.

Dispatcher H. L. Hoskin has left for the railroad service in Russia, and Conductor W. S. Opperud went with him. We certainly will miss them both and trust they may come back to us again when the big strife is over. Here's luck to you. Anyway, Conductor Opperud promised to let us go over in the spring and act as his steno, so we await spring with anxiety.

Archer Richards, son of our assistant superintendent, is back again for a while, all dolled up in his uniform, waiting to be called for training in the Aviation Corps. We imagine the stock of sugar will be low in Savanna when he has gone, as he is very fond of candy.

Brakeman L. A. Quine is trying to work, although his throat is still bothering him. He had two abscesses removed recently.

All the conductors are complaining of the extra work in connection with the war tax, but what Uncle Sam says goes. Ask W. B. Anderson!

Conductor P. D. Moran is back at work again after a short lay-off.

Conductor D. Murphy is away up in the wilds beyond Sioux Falls running out of Sioux Falls.

Brakeman W. G. Shadle is improving slowly from the injury received recently in which he nearly lost one of his feet.

Sioux City was favored with a visit from our new president recently, together with Messrs. J. T. Gillick and W. S. Cooper. Hope they liked us.

Mrs. John Rice, wife of our agent at Harrisburg, has been visiting in Wolsey, S. D.

Mrs. Geo. Thesinger of Jefferson has returned from a visit in Rodney, Iowa.

Coal Heaver Charles Hallett of Yankton and wife spent several days in Sioux City recently.

Fireman J. H. Delperdang and wife have been visiting in Mitchell, S. D.

Mrs. G. R. Tyndall, wife of agent at Baltic, S. D., has returned to her home after visiting in Sioux City.

Mrs. G. W. Maysonholder, wife of agent at Gayville, is making regular trips to Sioux City these days account sickness of their son.

Edw. Gamble, station baggageman at Yankton, spent several days in Omaha recently.

Fireman John Jeiken has been visiting in Mitchell recently.

Mrs. C. Q. Dodge is at home from Charter Oak. Dorothy Hershberger, daughter of our agent at Tripp, has been spending a few days in our city.

Margaret Carls of Jefferson has also been visiting in our town lately. They all like it.

Conductor G. O. Keenan has taken a run out of Sioux City and has moved his family down here.

Elsie Brevik, roadmaster's clerk, spent a few days at Ames, Iowa, with her brother who is attending college.

Section Foreman Geo. Waugh, wife and daughter, Charlotte of Elk Point has returned after a visit in Sioux City.

Did anybody notice the henpecked look on Chief Clerk Mason's face in our recent picture? So would you if you had to work in an office where all the men were girls.

Section Foreman O. Solomonson of Colton has been visiting in Fairmont, Minn.

We get to read a letter real often from former Conductor H. W. Apted who is now with the Lucky 13th in France and we sure enjoy them. The Milwaukee is represented by a fine bunch of men over there, and we have cause to be mighty proud of them. They all get the Magazine and are glad to see the names of their old friends and comrades, so it is up to us to get in the items or "bust."

Mrs. R. J. Wilson of Saranac is visiting in Sioux Falls.

Brakeman L. W. Draeger and wife have returned from Des Moines where they were visiting relatives.

Mrs. J. L. Terry and daughter Lowene, family of Brakeman Terry, were here from Sanborn, Iowa, on a visit recently.

Mrs. E. W. Farnsworth, wife of the agent at Chatsworth, visited in Sheldon a few days.

Everyone on the SC&D Division was very loyal and invested well in the Second Liberty Loan. It is all needed.

Conductor J. P. Bicknell's wife has been up at Yankton for a few days.

Mrs. A. H. Nichols, wife of Agent Nichols at Arlon, has returned from Omaha, Neb.

Brakeman W. F. Royce, formerly employed on this division, has returned to work again after a long absence on the Puget Sound line.

Mrs. Bert Helvik, wife of Operator Helvik at Charter Oak, has been visiting in Mapleton, Iowa.

Engineer Fred Stevens is spending several days in Chicago.

Clerk Sam Henderson is spending a few days in Sioux Falls.

Yardmaster Henderson comes up to our office once in a while and so we are getting to make an item of it, as he never goes anywhere so we can get him in the paper otherwise.

One new dispatcher and one new operator on the division lately in the Sioux City dispatcher's office and they are both Elders. Brothers of A. J. Elder—so if anyone is looking for them, thinking they are lost, write or phone and we will tell them. We like 'em fine, though.

Dispatcher Gilbertson's father has been visiting relatives in Ute, Iowa.

Mrs. C. A. Johnson, wife of agent at Dimock, has been spending a few days at Mitchell and Gayville.

If you notice the scarcity of news about conductors and their families please do not blame me, as my assistant (a certain good-natured conductor, some people call him fat, but God forbid) has been rather lax of late so news is scarce as a consequence. Perhaps when he sees this he will come across.

Iowa (Eastern) Division News.

J. T. Raymond.

Charles Schafer has been appointed agent at Strawberry Point, relieving C. E. Oleson, who has been acting agent. Mr. and Mrs. Schafer have been living in Marion for several years, and have made many friends, who will regret their departure.

Agent F. G. Zeiser spent several days at Dubuque, visiting his brother, who was there in the hospital receiving treatment, on account of an injured eye.

Operator C. J. Storm, of Clinton, was away on a couple of weeks' vacation. Part of the time was

spent visiting his brothers at Tama and Monticello. Mr. Storm received an injury to his right hand some time ago, which is still giving him some annoyance.

Agent Joe Elsner at Hale is a very successful sportsman. He has a fine bunch of hunting dogs, and has been bagging a goodly number of ducks, coons and minks lately.

Many old-time friends will regret to hear of the death of John Coy, for a number of years a conductor on this division, but recently employed in the roundhouse at Savanna. He passed away October 22d, and the funeral was held at Savanna, where the remains were interred.

Conductor Harry Vandercook and wife of Deer Lodge, Mont., visited several days with their parents, Conductor and Mrs. George Vandercook of Marion.

Engineer Frank Winsor of Miles City, visited a few days with Mr. and Mrs. W. H. Applegate of Marion.

Roundhouse Foreman A. J. Volger has been transferred from Savanna to Western avenue. He is succeeded by H. Collins from Ottumwa.

Miss Alice Brotemarkle of General Foreman Miller's office, visited two weeks with relatives in Mendota, Ill.

Superintendent Marshall is in receipt of a letter from his son Fisk, in France. He is in good health and is kept busy in an important position with the American Railway Regiment, who have taken over the operation of one of the French railways.

B. C. Sears was called to Massachusetts on account of the death of his father, who was quite advanced in years.

Conductor Jake Lakaff was absent a couple of weeks taking treatments at Davenport.

Switchman Ralph Leming, formerly of Marion, is now located with the U. S. army at Deming, New Mexico.

We are indebted to Trainmaster Hoehn and Operator Campbell for a number of items this month. They contribute frequently.

Conductor H. Higgins laid off for a month, on account of illness. Elmer Shook and Ben Buckley are relieving.

Conductor Thomas Freeman has resumed work after a month's leave, on account of sickness. Conductor F. S. Craig relieving, and Conductor Thos. Costello on Nos. 29 and 30.

Conductor John Briggie and Peter Pazour acted as relief for Conductor Pike during his absence.

Letters and cards received by Trainmaster Hoehn from a number of Iowa Division boys, indicate that they are doing their "bit" for the U. S. A. Following are some of them: Ora Mick, Camp Logan, Houston, Tex.; G. A. Larkin and Charles Bertholf, Camp Grant, Rockford, Ill.; Aaron Hern, Camp Dodge, Des Moines, Iowa; O. O. Keckhaeffer, Camp Logan, Houston, Tex.

Roy Blackledge, who has been employed as night ticket agent and baggageman at Marion for about fifteen years, resigned to accept the position of head of the guard at the Sinclair Packing House in Cedar Rapids. Harry Van Fossen has been promoted to Mr. Blackledge's position, and Merle Van Fossen will be assistant baggageman.

The value and merits of the Employees Magazine was very ably pointed out in the November number by Mr. Sampson, president of the M. N. G's. It undoubtedly expresses the sentiment of a very large majority, if not all of the employees. We hope the magazine may continue very many years.

The Delmar well has been drilled to a depth of 1,000 feet, and the work is progressing. We hope to report a big flow before very long.

Operator Percy Parmenter is away on a vacation visiting relatives in Canada, Operator House relieving.

Mrs. G. H. Hennessey of Austin, Minn., visited Marion friends the fore part of November. Mr. and Mrs. Hennessey formerly resided in Marion.

Operator R. E. Ogg has resumed work at Sabula.

Operator B. F. Hoffman, at Sabula, had a vacation of several days. Fred Day, an old-timer, lends a friendly hand occasionally when we are in a pinch for an operator at Sabula. Fred is a prosperous citizen of Sabula.

Operator Raymond Zimmerman acted as relief at Sabula for several weeks.

Agent W. E. Rose of Waucoma, spent his vacation deer hunting in northern Wisconsin.

A useful gift is a
gift of double value

President
Suspenders

for comfort

and for Christmas

Nothing will please a particular man more. They're so free and easy; no grip on shoulders, no pull on buttons; and will wear so long. You are safe in buying from any dealer anywhere because

We Guarantee Satisfaction

If the ones you buy are not satisfactory—in every way—mail them to us. We will repair, replace or (if requested) refund your money. Buy Presidents by name. Look for the buckle. Refuse all others.

President Suspender Company

SHIRLEY, MASS.

A POLICY IN
The Standard Accident Insurance Co.
of Detroit, Michigan

Will Pay to you a weekly indemnity in case of accidental injury or sickness, or to your family a large cash payment in case of your accidental death or loss of limb or eye.

This Company is Authorized by The C. M. & St. P. Ry.

to write this insurance on its employees.

Ask Our Agent or Write the Company

Over \$20,000,000 Paid in Claims
Railroad Department . . . H. C. CONLEY, Supt.

Scraps from the West End.

I. A. B.

Mr. H. "X" Grinnan of the telegraph hath this day purchased a flivver. "The Ford is my automobile, I shall not want another."

Operator Mason has been rejected by the U. S. Army on account of being underweight. He is not discouraged, however, and is going to try for the aviation service. If for any reason he does not qualify there he'll return to the relay office and do his bit at home, which is indeed the proper spirit.

On Halloween, the three sons of Harry Barth were made happy by the arrival of a baby sister. What a busy life sister Frances is going to have when she gets old enough to realize her responsibilities.

C. E. Pike is going to take a vacation and go back to Tulsa, Okla., and Gene Webster is coming back to the Milwaukee to take his place.

Mrs. Borgen has been visiting in Minneapolis and we are told Mr. Borgen gave an elaborate series of stag parties during her absence. As usual, details of these affairs are withheld and we have to content ourselves with shakings of heads and dark hints as to what took place. However, Mrs. B. is back so we presume the worst is over.

Mr. Gail Myers and wife took a trip to Chicago. "Of course," said Mr. Myers, "I had a pleasant trip. I came back over the Milwaukee." Nuff sed.

A. J. S., using the fadeaway ball, rolled the phenomenal score of 299 in a bowling game the fore part of November against O. P. K., who also had a score of 298. Some class! They both think they could knock down the same number of Huns.

Miss Mollie Stickney has just returned from a vacation spent in New York and vicinity. Too bad they close the Great White Way at 11 since the war, isn't it?

Word is received from Sergeant Geo. B. Dill, 1st Co. W. C. A., who is now stationed at Anaconda, Mont., keeping an eagle eye on the smelter. The first few days the boys were there it was

warm and pleasant, but after that the thermometer dropped below freezing which made it hard on the men in tents. However, shacks are being built and equipment is on the way to relieve the situation. "Anyway," Mr. Dill remarks, "we are getting to be pretty tough birds." Sergeant Dill shows his good taste by asking to have the Magazine sent to him and would like to hear from the boys at home. Therefore, gentlemen, do your duty.

Assistant Engineer Gilman is back on the job looking well and happy.

Speaking of names, Mr. Love, how about your own? And I want to say if I could find out the guilty party who returned my gloves with a note murmuring something about "a double mitten" there would be trouble. After I had been so good and said "Mount Tacoma" all day, too.

We don't want to appear at all frivolous, for like Nora B., we are going to be serious hereafter and stick to real news, but there must be some attraction at the Sacred Heart Hospital, Spokane. At one time three of our Milwaukee officers were marooned there.

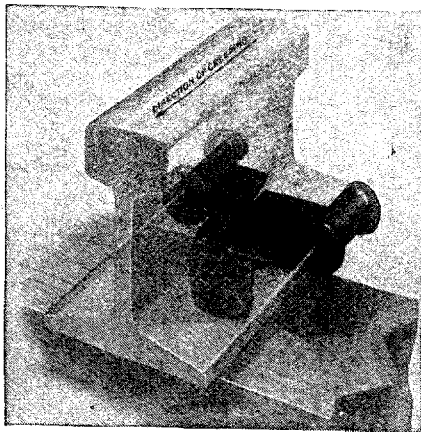
1st. Superintendent Clemons took a few weeks off and recuperated under the ministrations of a good-looking nurse whom he called "The Yardmaster." He is now back on the job and feeling "fine."

2nd. G. W. Korte also took a turn and we heard him pathetically describing how they dressed him up in ice packs and hot water bottles. He too has recovered and back on the job.

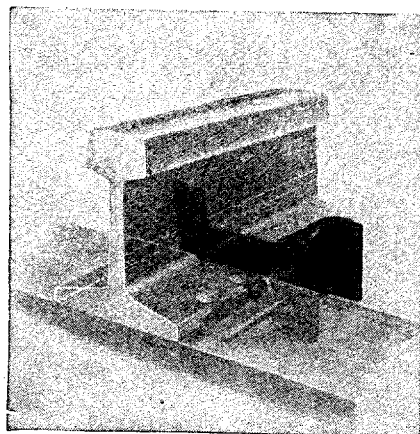
3rd. On October 22nd Mr. Reeder, while on the train near Spokane, was taken ill and, of course, rushed to the Sacred Heart Hospital. Reports indicate that he is slowly but surely getting better, and we hope he will soon be around again.

Roy Hayes is just back from a trip in California. He was almost ship-wrecked and had a most interesting and exciting time all around. Shades of the St. Francis Hotel, Tate's, Nat Goodwin's Venice, Santa Monica and Movie Queens, California, we love you and we don't care who knows it.

RAIL ANTI-CREEPERS



THE P & M



THE VAUGHAN

EFFECTIVE, EFFICIENT—UNIVERSALLY USED

THE P. & M. CO.

RAILWAY EXCHANGE

NEW YORK

CHICAGO

SAN FRANCISCO

J. I. Dewar, formerly of the general superintendent's office, is now appointed labor inspector with headquarters at Deer Lodge, Mont.

Why, hello, Sted! You'll have to do a pretty quick job of waking up, if you don't want to be left behind. "Us" correspondents are a lively lot and don't have time to sleep.

At last, but not least, comes word from France. It is about fifty-fifty who is the most anxious—the boys to hear news from us or we to hear news from "the boys." Major Rice has been in the hospital, but is now out, and Harry Wurzbacher is in, with a plebian attack of the mumps. This base hospital they speak of is in the neighborhood of 600 years old; was originally a castle, then a home for Nuns, and was converted into a hospital by the French and now our boys will be cared for there. The grounds contain sixty acres and it is surrounded by a stone wall ten to fifteen feet high and four feet thick.

Like all the rest, Mr. Wurzbacher calls for the Magazine. I am sure we all appreciate the complimentary remarks made concerning our efforts by the boys "over there" and in the training camps "over here." In return, in behalf of every employe in the Seattle general offices, I send you the very best of Christmas wishes. If all the packages that leave the old U. S. are received in France, you will have to dig a whole new system of trenches to hold them.

Notes from the Milwaukee Terminals. O'Malley.

Yardman Edw. Rhode is fishing at Whitefish, Mont. He says he is going to get some whitefish (we think it a mermaid). Wish you luck, Ed.

Another one of our yardmen can now sign the coveted G. P. (Grandpa) to his name. Of course, he is so very sensitive, or should we say modest, about the honor that is thrust upon him. We will not mention his name, but the reason for this note is that Yardman Louis Mindel, Jr., is passing around cigars in celebration of the arrival of a nine-pound boy at his home. Mother and child, also Grandpa, are feeling fine. We have been informed that the young man is to be called Louis Mindel, the 3d.

More cigars—this time from Yardman F. Hansen. Fred is keeping all the boys busy listening to the stories of the great things done and said by the young lady who arrived at his home on October 26th. At that time she weighed eight pounds, and from the way Fred says she is growing she will soon catch up with him. Everybody well and happy.

Conductor C. R. Mitchell, from Aberdeen, S. D., honored your correspondent with a visit on November 11th. Yours truly, not having an auto, accepted with pleasure the generous offer of Conductor James M. Callaghan of the C. & M. Division, to a sight-seeing trip in his car. Jimmie got out his car, which is a full-grown car (not a flivver), and took us for a trip around town and suburbs. The weather was delightful, the car ran smoothly, and the scenery was grand, especially along the Blue Mound road. Mitchell says he never had a more pleasant trip, and extends an invitation to James and ye scribe to visit him out on the prairies of South Dakota. He says they may not have such fine parks or roads, but they have an unlimited amount of space and fresh air.

We are about to celebrate another Merry Christmas and Happy New Year. Let us, one and all, forego some of the pleasures at home, and think of the boys at the front, in the trenches, who are fighting to keep the vicious and conquest-crazed Hun from coming here, and subjecting our wives, mothers, sisters and daughters to the same inhuman treatment that has been accorded to the inhabitants of any section of the country that they have conquered. Let us think of those boys at the front and send our Christmas gifts to them, and if we should not get them in time for Christmas, then get them there as soon as we can, and make our boys happy, and let them know that they are not forgotten, and we at home are only waiting to see another streamer of victory hung on the staff that supports the glorious star-spangled banner. All officials and employes in the Milwaukee terminals join hands in wishing you, one and all, whether at home or abroad, whether in the trenches or training camps, whether on land or sea, a very Merry Christmas and a Happy New Year.

ILLINOIS — INDIANA COALS

We are shippers of genuine Franklin County Coal, prepared in all sizes; also Clinton, Ind., Fourth and Fifth Vein, Sullivan County Fifth and Sixth Vein and Green County Fourth Vein Coals—specially prepared for steam and domestic trade

WRITE FOR PRICES

ROSENGRANT COAL CO.

McCormick Bldg.

Chicago, Illinois

DAILY CAPACITY
20,000 TONS

TELEPHONE HARRISON
4250

THEODORE C. KELLER

Receiver of Coal Properties of
Chicago and Eastern Illinois Railroad Co.

Old Colony Building
CHICAGO

MINES AT

NOKOMIS, ILLINOIS
WITT, ILLINOIS

HILLSBORO, ILLINOIS
CLINTON, INDIANA

PAXTON, INDIANA

Globe Coal Company

McCormick Bldg.

Chicago, Illinois.

ANTHRACITE **COAL** BITUMINOUS

D & E
D & H

ALL
GRADES

TELEPHONE
HARRISON 2881

RUTLEDGE & TAYLOR COAL CO.

SHIPPERS OF



LIVINGSTON, NOKOMIS
Fisher Building, CHICAGO

BRANCHES
ST. LOUIS, MISSOURI
OMAHA, NEBRASKA
DAVENPORT, IOWA

MINES
DUQUOIN, ILL.—ILL. CENTRAL R. R.
LIVINGSTON, ILL.—BIG 4 & C. & E. I. RYS.
NOKOMIS, ILL.—BIG 4 & C. & E. I. RYS.

12,000 TONS PER DAY

FOX RAILROAD

AT OUR REGULAR RAILWAY DISCOUNT



The Famous Fox Telegraphers' Keyboard has 44 keys, writing 88 characters, with a standard arrangement of the regular letters, numerals, punctuation, etc., but with a number of additional characters, absolutely necessary in the work of the telegrapher, and not obtainable on other typewriters.

The ordinary typewriter will not meet the requirements of the telegraph operator. *The Fox Visible Typewriter, Model No. 24*, is the ideal "Operators' Mill." It is fully visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction.

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

WHAT WE CLAIM FOR THE FOX

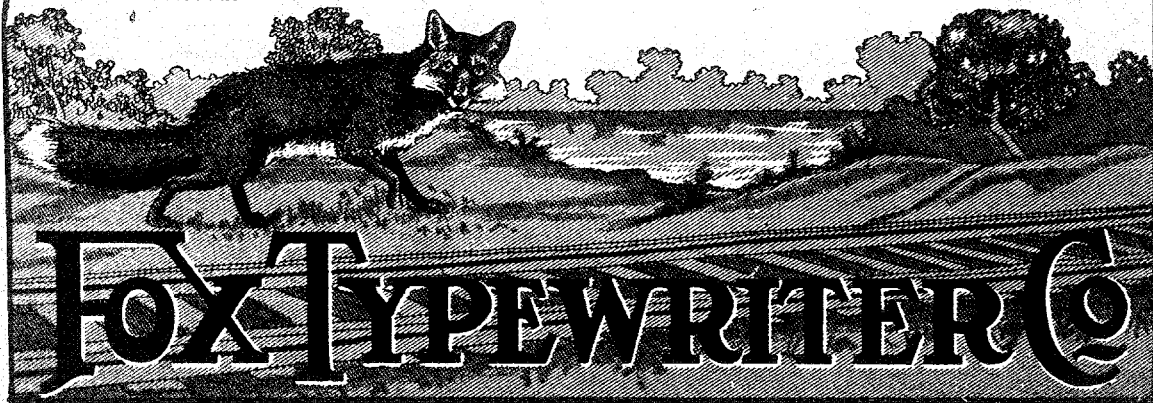
The FOX Typewriter has every feature found in any Standard Typewriter ever advertised in *The Milwaukee Employes' Magazine* and a number of exclusive features of its own.

We are allowing the same discount to Telegraph Operators and to other Railway Employees that we are offering to the various RAILWAY SYSTEMS—25 percent discount—with the additional concession of allowing payment to be made monthly if not convenient to pay all cash.

The price of the Fox Typewriter, with regular equipment, is \$100.00, but our Railway Discount of 25 percent reduces this to \$75.00.

Send any amount you can spare, from \$5.00 up, as a first payment, and pay \$5.00 monthly, 5 percent discount for all cash. If \$10.00 or more is sent with order we will include free a very fine metal case, in addition to the rubber cover, together with a high-class brass padlock for locking case when typewriter is not in use.

Please order direct from this offer, mentioning *The Milwaukee Employes' Magazine*, and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



TYPEWRITERS

GUARANTEED 3 YEARS

\$100

*Highest Quality
in the World*



~~\$~~ 5.00 Monthly



GRAND RAPIDS, MICH.

R. & S. W. Division Notes.*H. J. Beamish.*

Mrs. H. H. Meredith was operated on for appendicitis at Milwaukee the first of the month, and is improving rapidly.

Mrs. C. H. Bush is reported considerably better after a very severe illness at her home in Racine.

Engineer George Blackford visited his sons at Waco, Tex., the first of the month. There are certainly no slackers in that family.

Conductor Joe Larkin, from "44," is back on the red cars. They say Joe got the hook the first trip.

Kinney took the ice run when relieved on the time freight, and now puts in his time telling why he couldn't bring out more cabbage and beet cars. At that, he swipes everything that is in Corliss yard.

Horton now has the Racine lay-over way freight, McIntyre returning to Milwaukee.

Fireman Hart left November 19th to join the boys at Camp Custer.

Engineer Mills is on the switch run out of Racine, and Stehling on the night patrol.

Operator Mitchell, formerly of the C. & M. Division, has joined the single track squad—starting at Corliss second trick—while Morrissey was at Savanna.

"We" went up to Elkhorn the other evening and viewed two wonderful sights. The first was the streets, the whole town is a "slough of despond." The other was "The Swede" and the Luminous Lamp Lady out for a stroll. Some couple! They look like Rhode Island and Texas—and act like Charlie Chaplin.

The visit of the editor to Savanna was productive of considerable good. Got the first consignment of news from that end that has ever reached us, just after her visit. Trust that it is to be a regular thing. Why the east end was neglected on that trip is beyond us—we like visits down this way, too.

The car shortage is worse than usual this year. Cabbage, onions and beets are being seriously delayed—and the end is not yet in sight; "23" messages and personal visits from the officials urging the release of cars and maximum loading is helping considerably, but unless the situation is improved, a great amount of the crop will be lost.

Wishing the editor and staff and all employees a Merry Christmas and a prosperous New Year.

We all wondered who Mabel, "the trainmaster's clerk," was out walking with Sunday. She seems to be quite a trifter. She is also very much interested in signal supervision.

Viola, chief clerks, stenographer, says the soldiers were all "old ones."

Clara Cush says she owes 15 cents down in Houston, Tex., and wants to go down and pay it. We think she had better stick to Gays.

If anyone wants to know how skating is around Savanna, tell them to ask Mr. Hoyer.

Mary Shunder is the new clerk in the chief dispatcher's office.

Coral Grosinger, ex-timekeeper, is back on the job for a few days.

Conductor A. E. Irwin has a new position leveling yards.

Doris Callahan is the new filling clerk in the superintendent's office.

Twenty-three girls working for the company at Savanna organized a knitting club. Two boys would like to join, but they are afraid they wouldn't get any "cats." It would take too much to fill Jerry up.

Archer Richards, former trainmaster's son, paid us a visit the other day. He joined the Aviation Corps, and is waiting to be called. He says the Germans can't get him. He will be too high up.

Prairie Breezes from the H. & D.*C. R. Craft.*

J. L. Donnelly, formerly roundhouse foreman at Milbank, has been transferred to Aberdeen. Frank Miller, who has been night foreman at Montevideo, has been appointed foreman at Milbank.

M. J. Riley has bid in third trick at Milbank. John Check appointed second trick on bulletin.

Another lady agent on our division. Miss Myrtle Allen has been appointed relief agent at Cuthbert.

C. H. Fabel has again resumed the agency at Twin Brooks.

Kenneth Conright, formerly machinist at Mil-

bank, has been transferred to Aberdeen.

Fire at Milbank October 16th destroyed the six west stalls of the roundhouse. The east end of the house used for storing material by the B. & B. department was saved. Fire was noticed about 12:20 p. m., and was extinguished by 1 p. m., but burned so fast there was not time to take out two engines before they were badly damaged. The entire water supply for the city of Milbank is furnished by the pumps in the roundhouse and when the fire was extinguished there was not over 5,000 gallons of water in either the city or company tank. All work was concentrated on these pumps and by 5 p. m. they were again working. Tomek's carpenter crew are busy laying foundations for new roundhouse which will be built immediately.

J. Muth, former relief agent at Loyalton, now acting as relief agent at Peever. Hiram De Wolf, veteran agent at Loyalton, has again resumed his duties at that station.

Conductor "Big Ben" Bishop was laying off for several days with a dislocated shoulder, the result of a fall from the top of a box car. Watch your step, "Bish."

C. H. Mitchell and J. J. Foley, division freight and passenger agents from Butte and Miles City, respectively, were in Aberdeen October 25th arranging merchandise schedules from Aberdeen to their territory.

Chas. LeRoy is working as extra clerk in Superintendent Melin's office handling material reports.

Yard Checker Harry Parsons was accidentally killed in Aberdeen yards November 2nd, presumably caught between two cars while they were coming together as he was attempting to pass between them. Harry was well and favorably known both by his fellow employees and many other friends in the city who extend their heartfelt sympathies to his dear ones.

Employees of the H. & D. were no doubt pleased at the announcement that their former superintendent, J. T. Gillick, has been appointed general manager.

General Freight Agent J. T. Conley was in Aberdeen November 13th and 14th. He also visited at Moberg and Edgeley, leaving for the east by way of Sioux City.

Yard Conductor J. C. Mandery, accompanied by his wife and two children, will spend an extended vacation in the "Sunny South" visiting at Galveston and Mission, Texas. Look out for the "greasers," Joe!

S. L. Anderson, now acting as agent at Java in place of R. O. Sabin, resigned.

Card of Thanks.

We wish to thank the many friends who assisted so willingly during the time of death of our beloved son and brother, also for the beautiful floral offerings and for all the golden thoughts expressed.

(Signed) MR. AND MRS. PARSONS
AND FAMILY.

Wooden Shoe Doings (Superior Division).

Due to an extraordinary amount of business, many new firemen and brakemen are being taken on, but only a few of the many are stickers.

Several new residences have appeared at Channing recently, on flat cars—known as the St. Paul Bungalow, and are of the "Built Prior to 1895" type. Nevertheless, all claim they are cozy and comfortable, making a very nice home for either official or employee.

Superior Division patriotism was again manifested at Channing by the erecting of a flag pole just south of the depot.

We extend our sincere sympathy to Conductor P. H. Donley whose wife passed away the latter part of October.

On Thursday, November 15th, occurred the sudden death of Mrs. Wm. Proctor, mother of Engineer Allen J. Proctor, at the home of her daughter, Mrs. P. M. Gavin. Mrs. Proctor was well known to the employees of the Superior Division, especially those who were around this part of the country when the division was being built.

The roundhouse at Champion which was destroyed by fire some time ago is being rebuilt. While we dislike to see fires, if they must occur, we hope the God of Fire won't overlook the fact that a new roundhouse at Channing is much to be desired.

THE PYLE NATIONAL COMPANY

Electric Head Lights

**Young Locomotive
Valves and Seats**

1334 N. Kostner Ave. Chicago, Ill.

Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS

Interest Paid On Time Deposits

CHARLES J. KELLY, President
JOHN D. RYAN, Vice-President
C. C. SWINBORNE, Cashier
R. W. PLACE, Assistant Cashier
W. C. RAE, Assistant Cashier

CAPITAL \$1,000,000 RESOURCES \$15,000,000

**SPOKANE & EASTERN
TRUST COMPANY**

OFFERS A
Complete Financial Service
Commercial Banking
Mortgage Loans
Investments
Insurance
Savings
Trusts

Spokane Washington

Commercial State Bank

MILES CITY, MONT.

CAPITAL AND SURPLUS

\$125,000.00

**Special Attention Given to Savings
Depositors**

THE National City Bank of SEATTLE

CAPITAL AND SURPLUS

\$600,000.00

Commercial & Savings Accounts Solicited

W. A. CLARK J. ROSS CLARK

W. A. Clark & Bro. Bankers

Established 1877
BUTTE, MONTANA

Alex J. Johnston, Cashier J. K. Hieslet, Ass't. Cashier

Transacts a general banking business. Accounts of banks, corporations and firms will receive best terms consistent with good banking methods.

Interest Paid on Time Deposits
Boxes in Safety Deposit Vault

Larabie Bros.

BANKERS

INCORPORATED

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every banking facility extended to our customers

Safety Deposit Boxes For Rent

Depository for C. M. & St. P. Ry. Co.

J. E. WOODARD
President

T. T. TAYLOR
Vice President

BANK OF FERGUS COUNTY Lewistown, Montana

Capital and Surplus, \$500,000.00

B. B. BROWN P. J. OSWEILER D. B. BOLTON
Asst. Cashier Cashier Asst. Cashier

Oldest State Bank in Montana

Engineer M. J. Clarey is off visiting his daughter in Virginia, P. M. Gavin officiating during his absence.

Engineer Em. Sharkey has moved back to Menominee, having taken 406 and 431.

Roundhouse Foreman Woodruff enjoyed a short vacation, Art Moors acting in his place.

Sam Grant and Emmette Ryan are now at Camp Grant—both volunteers.

Jessie Hammett, former call boy, etc., has gone on firing. Suppose Jes. thought he had been laying around long enough and ought to go to work, just wait till he wakes up. Next time you see him he will be telling 'em all about it down at the South-side pool room.

Baggage man Frank Subke enjoyed an enforced vacation due to an injury to his leg, Sam Stanton relieving him.

Due to some unknown cause, the Ellis Junction station and hotel received a new coat of paint.

The sugar beet movement this year on the Superior Division was very fine—and handled in a first-class manner.

Two more Superior Division men have joined the engineers—Art Manteufel and Leslie McMillan, having volunteered their services when the first call came. Art offered his services, but he had too much excess baggage, and was rejected. Fasting, dieting, and exercising soon brought him down to fighting weight, and all we can say now is that the U. S. Government has secured a cracker jack engineer in Art and an A No. 1 fireman in Less. We feel sure they will give a good account of themselves.

Brakeman Mel Keyes is off on a short vacation. Otto Beck on with Coughlin now.

Sam Stanton is running baggage on 31 and 6, due to Eddie Beck taking 9 and 10 in Wesbury's place.

The marriage of Engineer Hans Oleson to Miss Lily Gerhard occurred last month and while not unexpected, was done so quietly that but few of us knew of it. We take this means of extending our congratulations.

The Superior Division was honored with a visit from our editor, Mrs. Carpenter Kendall, on November 3rd and 4th. A very cordial welcome was extended to her as it is some time since we have had the pleasure of seeing her. Meetings were held at Channing and Green Bay for the purpose of discussing the work of the Magazine.

Our superintendent, Mr. Tyler, has been confined to the house for the past month, due to an injured knee—"a flat tire" he says. He is now able to be at the office.

Channing Roundhouse Notes.

Frank Hawley.

Machinist Enar has been on the sick list.

Machinist Ferris Nelson has been relieving Foreman Koche for the past week. Ferris is some foreman.

While walking through the roundhouse recently Dan Clune, roundhouse clerk, had the mishap to fall into one of the pits, which was full of water and mud. Consequently, Dan had to go home and make a change or freeze to death.

Machinist Modrow and his helper, Deacon, have taken the middle shift for a few weeks. They say they have some wood to cut.

Machinist George Borde, Boilermakers Depsinghaus and Mangless have been sent up from Green Bay to help out during the rush.

Machinist Stinson is on the first shift for a few weeks in place of Modrow, who has taken the middle shift.

The carpenters have been working on the roundhouse and the few improvements help some.

Supply Man John Grandy has moved his family from Iron River to Channing.

Roundhouse Clerk Earl Redline is spending his spare time at Crystal Falls. There is some attraction there. We all know her first name is Ethel. What's the rest, Earl? Be a sport and tell us all about it.

Night Foreman Wanic was off a few days last month.

Foreman Koche is back on the job after being absent a week.

Machinist Helper Lindeman had occasion to fire the switch engine for a couple of nights. Stick to it, Dutch, and you will make a fireman yet.

Shop Items from Deer Lodge.

"Patsy."

Mr. M. R. Moody, our electrical instructor, is giving the enginemen a correspondence course on blue prints, preparatory to giving them an examination on the electric locomotives. The following was received by him the other day:

"An Old Liner's Dream.

Tracing the main control circuit to ground.

The main control circuit starts at the control generator, passes through the relays on No. 102 panel to main control switch to blow-out coil on C116 controller; from there to C117 controller. Upon arrival there, if more than twelve hours late, it loses both right and class, and all orders held by it are annulled after passing through the Oa wire on its way to the 59th relay. It has right over all circuits between points designated when the controller is moved to shunt notch. Employees, be governed by Rule No. 99! When the controller is moved to the second notch, the circuits will move in sections, all except the last will display green flags in the place provided, and will sound whistle signal as per Rule 14-K, and if not answered I think the overload relay will kick out. The fireman will at once turn the handle on DH-55, and if the motor generator still continues to run, it is evident that the pantograph is still up—it must be greased.

If a new timetable should go into effect and schedule corresponds in class, number and date-leaving and direction, we can safely go on to the reverser coil, pick up the 8-A wire, which will trip No. 53 relay, when the compressor will start. If the compressor works extra between 6 a. m. and 2 p. m., the working limits should be as short as possible, otherwise the 53 relay will kick out. The compressor will flash over and hot air will be produced.

The fireman will read at the beginning of regenerating periods, and if there is no indication there, the snap switch must be turned on at once.

Regeneration commences, and if the block signal is clear, a clearance card must be procured, when the current will pass through the first interlock under No. 25 contactor. If power should go off, all switches must be opened and train stopped by hand; but rule "G" must not be violated.

If the auxiliary fuse blows out and a red light is found burning in the rear unit, it will be considered a fixed signal when the sub-station will kick out and the sixteen-hour law take effect.

Called for an extra east—Joe Bush.

Harry Robinson stopped off to see Deer Lodge the other day.

On account of the whistles on the motors not being satisfactory, our ears have been more or less injured by the many different blasts of the experimental whistles that are being tried out by our renowned traveling engineer, E. L. Cleveland, who also holds the envious position of being whistle tester. If there is anything wrong with your whistle, see Mr. Cleveland.

Mr. John Nichols, foreman of the blacksmith shop, is very proud of the picture in last month's magazine. He says he was picked out on account of being the best-looking foreman at Deer Lodge.

Machinist A. L. Havens has purchased a home in Deer Lodge.

The car department can boast of one girl clerk now. Miss Cornelia Kantner has taken the place of her brother Bryan, who has gone into the shop as an electrician apprentice.

W. E. Emerson, formerly traveling engineer on the Missoula Division, has been transferred to the Coast Division in place of Frank Buchanan. E. L. Cleveland has been appointed traveling engineer on the Missoula Division.

We were greeted with the genial smiling face of General Car Foreman F. D. Campbell, the latter part of this week. While his troubles are many, they do not erase the smiles off his face. The troubles referred to above of course were caused by the box cars, great and small, from which occasionally the troublesome draw-bars fall.

A conference was held at Seattle regarding increase in the pay of electricians in the electrified zone. Mr. Mumma, Mr. Wende and Mr. Sears were in attendance at this conference; also Mr. Zimmermann of the shop committee, Mr. Risch of the trolley committee, Mr. Bowers and Mr. Mills of the sub-station, and Mr. Fischer of the signal department.

Around the Railway Exchange.

T. I. Walsh.

Editor Kendall has moved from Room 1201 to 1230. Callers will kindly bear the new number in mind.

Fred Werhane, of the Accounting Department, is again at his desk, after having had his left foot amputated. We hope that your troubles are now ended, Fred.

Assistant General Auditor Dousman is again in our midst. He is now located in Room 1203.

Mr. McEduards, formerly correspondent of this column, has resigned from company service. Good luck in your new venture, Mc.

Matt Oliver, of Mr. Skelding's force, is eagerly awaiting his departure for Camp Grant. He received his blue card some time ago. You know what that means.

Miles Buckley, of the Passenger Department, who handled the time-table folder and other passenger and advertising department work with much efficiency for a number of years, has accepted a position in the Transportation Department. He is especially fitted, by his extensive and painstaking work on the passenger schedule, for this work. He will be assistant to Joe Van.

"Miles" is the proud daddy of a second pair of twins born November 25th. Condol—Oh! Congratulations, Miles.

On their return from Seattle, whence they accompanied military movements to St. Paul, Messrs. E. G. Hayden, D. P. A. at Cleveland, and E. J. Wellinghoff, C. P. A., Cincinnati, reported most successful trips, and that the transportation accomplishments definitely indicated the efficiency with which the railroads are handling military traffic as a result of the plan of co-operation as between military authorities and transportation lines instituted some time ago by the American Railway Association's special committee on national defense.

Bill Kane visited old haunts the other day. He advises that he is now a sergeant. We trust, Bill, that you will wallop the Kaiser as fast as you win promotions. Bill has gained fifteen pounds.

Jack Kehoe, formerly of the Oriental Freight, was drafted late in September, was made a corporal in October, and is now on his way "across the pond." Another example of the way the younger set of the St. Paul travel.

Speaking of rapid transmissions, Harry Lynch, chief operator in the general telegraph office, said the other day: "The 'wiggie stick' as a sending machine no doubt is all right, but there are a few of us old-timers left who can still make the grade in the most approved fashion in the good old Morse way."

People that live in glass houses should pull down the blinds.

George Curran, formerly secretary to Vice-President Keeley, and also member of Company D, 11th Regiment, Illinois Infantry, has resigned from company service to enlist in the quartermaster corps of the National Army.

Company D, 11th Regiment, Illinois Infantry, requests your presence at their "Grand Reception and Military Ball," given for the benefit of the company fund at Dreamland ballroom, Paulina and Van Buren streets, on Friday evening, December 21, 1917. Music by Rogers Orchestra. Tickets may be obtained from any member of the Company or from Capt. Jerry Welch, 1212 Railway Exchange Bldg.

East Wisconsin Valley Notes.

W. M. Wilcox.

Mrs. O. E. Larson, wife of Conductor Larson, and children went to Minneapolis October 22d for a couple of weeks' visit.

Brakeman F. L. Kerr was a Chicago visitor for a few days in October.

Station Baggage-man James Cade, New Lisbon, was laid up with the gripe the latter part of last month.

Mrs. H. M. Gilham, wife of Engineer Gilham, and Mrs. H. Redlich, wife of Roadmaster Redlich, both of Wausau, left for Deer Lodge, Mont., November 6th. They expect to be gone about a month, and will visit other points on the Puget Sound.

Passenger Conductor G. M. Little says that "G"

doesn't stand for Gid any more, but stands for "Grandpa" since the arrival at the home of P. Hollinshead, Jr., of a baby boy. Mrs. Hollinshead, who is an only daughter of Mr. and Mrs. Little, and the boy are doing fine.

J. D. Walden has been assigned to the night switch engine at New Lisbon, and Conductor Schaupp has returned to the way-freight work on 91 and 92.

Through an oversight, we failed to mention the arrival of a fine baby girl at the home of Engineer Thomas Burek last month. Beg pardon, Tom! Will see that it doesn't happen again.

Mrs. F. A. Wright, wife of Brakeman Wright at Tomah, was a visitor at Babcock the first of the month.

Brakeman A. W. Skeede was off the 16th for a few days, and made a trip to Chicago. Hess relieved on the night switch engine.

Conductor W. A. Lee is on leave of absence and will look after his interests in his new windmill power plant. A demonstration of this new invention was recently given at Mr. Lee's farm near Tomah, and was very successful. F. L. Dostader is relieving Lee on passenger.

Train Baggage-man Oakes laid off November 15th on account of a lame back. Hurd is relieving in the baggage car and Robert Shrake in Hurd's place.

Fireman Will Johnson is holding the job on Nos. 5 and 6 while Wm. Elert is laid up with rheumatism.

Engineer L. E. Wilcox was off a few days in November and visited his sister at St. Paul.

"Brudder" Sampson's protest in the November magazine against the discontinuing the publication of our magazine, was very ably done, and a great deal of credit should be given him for his patriotism and loyalty to our cause. It would seem like going without a meal when hungry were the magazine to be taken away from us now, and the great good it has done to the cause of the Milwaukee and its employees since its birth is immeasurable in dollars and cents. Long live our magazine!

Our editor spent a day at Wausau this month in the interest of the Food Conservation move recently started by our government. Have been unable to get any "dope" on the outcome of her trip thus far, but presume that it was a success in every way.

Superintendent H. H. Ober was in Chicago on business the 10th of November.

Commencing November 12th, two crews were assigned to time freight runs 65 and 72 between New Lisbon and Wausau. Nos. 93 and 94 will handle the business north of Wausau.

Operator A. C. Mittlestedt, New Lisbon, was off a few days on account of the death of Mrs. Mittlestedt's mother at Portage.

Engine 2387 was loaned to the LaCrosse Division the 17th inst to haul their No. 5 from New Lisbon west, on account of a hot engine truck on Engine 6306.

Conductors M. E. Donovan and J. L. Linehan, off this month, returned to work the 16th.

Otto Gebhart, on Nos. 5 and 6 in Engineer M. H. Moore's place, who will leave for Miami, Fla., some time this month to spend the winter.

River Division Items.

H. Witte.

Joe Bohrn, car repairer for many years at Eau Claire, passed away November 12th, survived by one son, Frank Bohrn, who is now car foreman at that point.

L. T. Johnston, trainmaster of River Division for many years, has been appointed superintendent of Prairie du Chien Division, with headquarters at Milwaukee. Although we all regret him leaving the service at this point, we extend congratulations on the promotion and wish you success in your new undertaking.

R. Thompson, warehouseman at Wabasha, was passing around cigars. Why? A daughter arrived at their home November 7th.

W. C. Blase, traveling engineer, made a business call at Winona November 7th.

C. B. Skelton, traveling electrician of Milwaukee, gave motor car No. 3 an inspection November 15th.

H. C. Kassabaum, roadmaster, made a business trip to Eau Claire Saturday, November 11th.

H. W. Hubley, section foreman of Eau Claire, was a St. Paul visitor recently.
Conductor Charles Langan, River Division, is off for a few trips, relieved by Conductor H. Young.

Council Bluffs Notes.

Helga Schmidt Hackstock.

Roundhouse foreman, Lawrence R. Gallagher, has been confined to his home with an attack of scarlet fever.

Yardmaster M. Gallagher and wife have gone to Deming, N. M., to visit with their son Jim, who has enlisted with the Dodge Engineers and is a member of the Signal Corps.

F. P. Miller and Geo. P. Kempf spent November 16th in Council Bluffs.

Chief Carpenter Collings has spent considerable time here lately getting the place in readiness for the winter and making changes in the yard drainage system, which are very beneficial.

Switchman Joe Dellinger of the Dodge Engineers at Camp Cody, Deming, N. M., sends regards to all the boys and says to tell them he does not regret that he joined the Engineering Corps. He says he is fine and dandy, and would like to hear from any of the boys at any time.

Mr. Henry Probstle has accepted the position as yard clerk.

The son of Agent Butler has taken the position as cashier at the freight house.

Samuel Keeler, who was formerly night yard checker, has been promoted to day checker.

Machinist Leo Lillis had the misfortune to badly cut his finger while in the act of applying cylinder packing to an engine lately.

Machinist A. J. Knowdell has been enjoying a month's vacation in the West, and is expected to return to work soon.

Machinist Wm. Failer has been acting foreman in the place of Mr. Gallagher during his illness.

We also have a new machinist on our roll. Stanley J. Wycoff is the man.

Car inspector, Wm. Spies, is enjoying a vacation in California. Mrs. Spies has just returned from there.

Car inspector, George Wehrhahn, is relieving Inspector Spies.

Superintendent C. H. Marshall was in Council Bluffs on November 15th.

Council Bluffs was well represented in the recent Liberty Bond drive, as there is hardly a member in any department here who did not subscribe for a Liberty Bond.

The eight-year-old son of the correspondent is doing his bit. He has learned to knit.

"Old Jens" of the oil house has met with great bereavement in the loss of a younger sister.

Section Foreman Wm. J. Kilgore and crew have been engaged in renewing the ties under the repair tracks.

Illinois Division Items.

Mabel Johnson.

Roadmaster E. E. Cush and family visited at Camp Grant one day last week.

Viola Donohue, stenographer, superintendent's office, visited friends in Chicago over Sunday and Monday, November 5 and 6.

Section Foreman O. F. Mudd and wife of Thomson, are visiting in Peoria, Ill.

Conductor Fritz, yardmasters Miller and Hale of Galewood, and Brakeman R. N. Darrington were off duty a few days enjoying a hunting trip.

Operator T. J. Callahan, Galewood tower, will soon leave for Jacksonville, Fla., to spend the winter.

L. J. Nicely and wife, operator at Kirkland, are visiting friends in Stillman Valley.

Brakeman W. A. Harris was off duty for a week on a hunting trip, but says luck was against him, for he met with no success.

Mrs. H. F. Perry, wife of Brakeman H. F. Perry, visited her brother, who is at Camp Grant, over Sunday.

Miss Doris Callahan is the new stenographer in the superintendent's office.

Jerry Hanson and Madison Vere, clerks in the superintendent's office at Savanna, attended the "safety first" meeting at Freeport, October 9th.

Brakeman H. M. Trickett, wife and son, visited in Rockford the fore part of October.

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 Selection of Your Investments
For the Administration of Your Estate For the Protection of Your Valuables
Capital, \$6,000,000 Surplus and Profits, \$2,500,000 Deposits, \$50,000,000

General Foreman F. P. Miller and District Master Mechanic George P. Kemp called at the trainmaster's office October 9th.

Miss Marjorie Downs, daughter of Conductor A. DuFrane, visited relatives in Savanna for a few days.

Mrs. J. M. Hopper and daughter Laura, wife and daughter of Conductor Hopper, returned to Chicago after a few days' visit with relatives in Savanna.

E. G. Graves, engine foreman, Savanna yards, was a visitor in Chicago the early part of November.

Celestia Ritchey, freight and abstract clerk at Savanna freight office, spent November 8th in Clinton, Iowa.

Miss Vertie Orr, record clerk at Savanna yard office, was relieved from duty October 17th, and spent the day in Chicago.

Mrs. George Lane, wife of Operator Lane, dispatcher's office, Savanna, is visiting in Delavan, Wis.

Operator G. E. Lanning and wife of Thomson, have taken a trip to Mobridge, S. D., for a visit with relatives and friends.

George Clay, car inspector at Savanna car shops, and wife are visiting in LeRoy, Minn.

Miss Coral Groesinger has resigned her position as timekeeper in the chief dispatcher's office, Savanna, on account of its being necessary to remain at home to care for her mother. Her place is being filled by her sister, Miss Alma Groesinger. Miss Alma was clerk in the dispatcher's office, and this vacancy is being filled by Miss Mary Schunder.

Jerry Hansen, clerk in the superintendent's office, spent Sunday, October 21st, in Cedar Rapids, Iowa.

Frances Eldred, daughter of Operator Eldred at Mt. Clare, is visiting in Albany, Wis.

Mrs. A. C. Kramp and son, wife and son of Conductor A. C. Kramp, Savanna, visited in Rockford the middle of October.

Clara Cush, clerk, roadmaster's office, visited relatives in Chicago over Sunday.

Brakeman George Walsh and sister visited their two cousins now stationed at Camp Grant, the latter part of October.

Mrs. A. W. Pape, wife of operator at Ebner, is visiting in East Moline.

The movie show given at the Web Theater at Savanna by Margaret McGrail, chief clerk at the roundhouse office, and Mabel Johnson, clerk in the trainmaster's office, for the benefit of Company D, was a great success. The good round sum of \$100 was realized, and the girls are especially grateful to Mr. Eulrath, the manager of the theater, who gave everything, over expenses, and to the railroad men, who contributed so generously. The funds will be used in getting some of the American luxuries which our railroad boys now in France will enjoy.

Business car No. 101 occupied by Mrs. Kendall, editor of the Railway Employees Magazine, and Mrs. Anna M. Scott arrived at Savanna, November 9th. They made a visit to the superintendent's and roundhouse offices. Miss McGrail and Miss Johnson gladly accepted their invitation to take dinner in their car, and the evening was much enjoyed in becoming personally acquainted with Mrs. Kendall and Mrs. Scott.

Mr. J. H. Chambers, chief clerk in Superintendent Morrison's office, has returned from a two weeks' hunting and camping trip north of Savanna.

Pebbles from the Musselshell. *Grace Hardman.*

Brakeman A. G. Schloegel of Harlowton, is back to work after a six weeks' visit in the East.

Soldier trains passed over this division November 12 and 13 on their way to Long Island. They were given a welcome at all divisions.

Division Master Mechanic R. W. Anderson was in Melstone one day the fore part of November.

Conductor James of the West End local is back to work after a few weeks' lay-off.

The new president of the Milwaukee passed over this division on his way to the coast.

Mrs. A. W. Parsneau, wife of the stationary boiler man, is ill at her home in Melstone. Her many friends hope for a speedy recovery.

A baby girl was born to Conductor and Mrs. M. E. Harahan of Miles City, November 31.

· SAVE · BY · MAIL

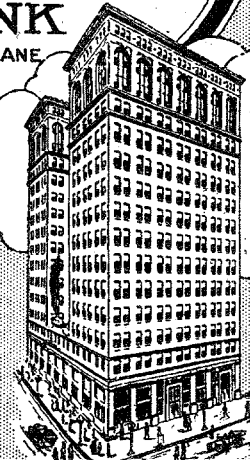
Our system is safe
and simple.
Write for full details

OLD NATIONAL BANK

OF SPOKANE

Resources

\$19,000,000



At the Western Terminal

The Seattle National Bank

Seattle, Washington

Resources, \$21,000,000

Seattle's Largest Bank

Savings Department

Trust Department

Foreign Exchange Dept.

**Oriental and Russian
Direct Connections**

Safety Goggles

—FOR—

**Chippers
Grinders
Riveters
Welders**

**Drillers
Babbitters
Pourers**

**Boiler Makers
Cupola-Workers
Open-Hearth Workers**

**For the Eye Protection of all Those who do
Work that Might Cause Eye Injuries.**

F. A. Hardy & Co.

JOHN H. HARDIN, Pres.

**10 South Wabash Ave.
CHICAGO, ILLINOIS.**

To Milwaukee Ry. Men

"Continental"

MEANS

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

Continental Casualty Company

H. G. 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.

No. 97 of November 5th had a car of hay that caught fire about five miles east of Vananda and Brakeman Vandervort did the heroic work in saving the car and part of the contents.

Talk about these paid firemen, but these volunteer fire departments of the C., M. & St. P. are hard to beat.

Conductor Farrel is taking a month's vacation and Conductor Bert Milliman is on the Janeva Mine job during his absence.

Brakeman George Appleton of Miles City, has returned from his visit in Iowa and back to work on the east end.

Mr. and Mrs. C. W. Tunstall of Little Rock, Ark., are the new managers of the Inter-State Lunch Room at Melstone. Hope these people will stay!

Charley Parsneau, brakeman on the N. P. out of Livingston, was visiting his mother, Mrs. A. W. Parsneau, of Melstone, and Brakeman Frank Parsneau of Miles City.

Mrs. W. J. Ryan, wife of Brakeman Ryan, has moved from their homestead near Miles City to Melstone for the winter.

Brakeman O. O. Smith of the west end, is back to work after a 90 days' lay-off.

Before another magazine reaches us, Christmas and New Years will be here and gone. For some it will be a sad time, as so many of our friends and loved ones are either in France or about to sail. Let us do as much as possible for our soldiers who are giving their lives for us, and in our Christmas cheer let us mingle our prayers for the lives of our soldiers who are doing so much for the peace of the world.

Notes from the Ticket Auditor's Office.

G. M. T.

After having been in Tennessee about two months, our friend "Dixie"—I beg your pardon, I mean Louis Zelus—returned to this office, and I have my doubts as to whether there was a person in the place who was not glad to see him back with us.

Among others who have returned to the ticket auditor's office within the last month or so, are the following: Mamie Hopkins (perhaps you would better know whom I mean if I called her Mamie Nack). I understand Mamie spent most of the past summer in Minnesota. Pretty soft!

Having recovered from a severe attack of diphtheria, Sophie Walker has also joined us again. So have Leon Wells, Charles Janowitz and Tillie Pollen.

When people keep on telling you how wonderful a certain place is, don't you feel as though you would like to go and see for yourself if it really is as wonderful as they say? Well, that is just what happened to me. All the girls here in the office could talk of for a while when they came back from their vacations, was California from beginning to end. It got to be a regular fad to go to California, and of course I finally decided that I wanted to go out there, too. Now that I have been there myself, I don't wonder any more why they all could not talk of anything else. The scenery out there is certainly grand, and the climate is "just right." It is a fine place to spend a vacation, not saying anything about your money.

There was only one drawback, and that was that I did not have enough time to make the tour via the C., M. & St. P. Ry. to Spokane, Seattle and Tacoma, and then go south to San Francisco and Los Angeles.

While in San Francisco I had the pleasure of meeting Mr. C. H. Miles, G. A. P. D., and his chief clerk, Mr. Edwards. And while in Los Angeles I also had the pleasure of meeting Mr. A. Ellis, commercial agent, and his chief clerk, Mr. St. Clair. These gentlemen certainly did all in their power to make my vacation a pleasant one, and it is good to know of one place, when you get to a strange city, where you can go and feel at home.

When I came back from my vacation I heard some surprising news, and for fear that you don't all know about it, I'll be sure to get it in the magazine. Here it is: On October 3d, Anna Schmarje and Arthur M. Dryer were married. However, it was kept secret, very nicely until about two weeks ago. Arthur is on our "roll of honor," he having enlisted in the navy. Hearty congratulations are hereby offered to Mr. and Mrs. A. M. Dryer.

MOTORING ON THE MILWAUKEE.**Up and Down Hill on the Rocky Mountain Division.****N. B. Sill.**

Merry Christmas! That's once I thought of it first. Though if anyone can find any more un-Christmaslike weather than we are having in the grand old state of Montana, please bring it to the front. Can't be done. Indian summer this fall till you can't help but think the weather man must be off the job for some reason. Hope he stays wherever he is till Christmas is done gone by, then he can turn any brand of weather loose on this hill-top he wants to. But now—why, a tiny cloud comes in the sky, and as soon as anyone says, "It's going to snow, it can't hold off much longer," the little cloud just beats it and the sky is as blue as blue.

Say, isn't it nice to see our old friend Sted back again? Sort of moral support, or something like that. You see, with Peggy gone, I was getting kind of "wobbly," but with Sted on one side and Guy (beg your pardon, Mrs. Sampson) on the other, the rest of 'em can't reach me, and I can chatter to beat the band. Sted, how do you know which direction I reach my arms, anyway? Might have been west. Don't believe all you hear.

Many, many thanks to the two kind persons who sent me some notes. If they only knew how glad and delighted I was when I opened up those envelopes and saw what a thoughtful thing someone had done. Well, words simply fail me, after struggling along in the dark, as 'twere for so many weary months, then to have two folks with but a single thought—open up their hearts and tell me, on paper, without asking them to, something I hadn't heard about, for the magazine. Could anything ever be so lovely! Again, as our friend, George Cohen, said fifty or sixty years ago, I thank you and my whole family thanks you over and over. *Please send some more.*

Loweth now has a flag and a flagpole. Anybody who has a better one, please say so, and we will raise ours up a few feet more above the town. Same flag and pole were put up by sub-station operator Morris Moon—a new man from Spokane—who will soon move his family to Loweth, where they will occupy the smaller of the two bungalows here.

Conductor Placey made a trip over on the east end recently.

Conductor Harry Hamp has been on the west end for some time on work train around Finlen. This office will be closed I understand as soon as the work-trains are pulled off there. Conductor Dautremont has a work-train there since he returned from a trip "somewhere in the East" to visit his friends and relatives. He left Mrs. Dautremont and the two boys back there until about Christmas time. Says he had a fine visit and lots to eat, but the weather can't beat this state.

Signal Maintainer Polland and wife expect to move to Two-Dot soon as the electric signals are ready for operation between Loweth and Harlowton, as Mr. Polland has been assigned to this district.

The stock movement in this part of the country has been unusually heavy for most of this month. Much of it comes from the White Sulphur country and a great deal from around Martinsdale and Two-Dot. Also some from Sixteen and Maudlow. Most of it has been sheep, with some cattle and a few horses.

We were honored with a visit by President Byram and party the first part of the month. Mr. E. H. Barret, Mr. Murphy and Mr. Ennis accompanied them over the division. Mr. Loweth was also along, and we can't help but wonder what he thought of his namesake. Isn't it a cunning little "deepo"? They all stopped at Two-Dot, but they never even hesitated here. Had the floors all scrubbed so slick you could hardly stand on them, and the windows all nice an' shiny, too.

Extra Dispatcher Charles G. Brown, who has been working the first trick at Three Forks since the dispatcher's offices moved to Deer Lodge, has gone to Mobridge, working on the T. M. Division as train dispatcher.

Engineer O'Donnell took a short lay-off middle of the month.

Former sub-station operator, J. W. Ingersoll, from this station and now working for his Uncle

At McClurg's

Books of Every Kind

St. Paul Magazine readers can obtain through us practically any book or set of books published. We have on hand at all times a more nearly complete, more carefully selected and more thoroughly representative line of books of all American publishing houses than can be found on the shelves of any dealer in the United States.

For the man who aspires to something better—who wants to fit himself for a particular line or trade—we offer a most complete collection of technical books from which to choose.

Military Books

The most complete line of Military Books to be found anywhere, including all the necessary Drill Manuals for all branches of the service, and hundreds of auxiliary books.

*A List of Military Books
mailed upon request.*

A. C. McCLURG & CO.**218-224 South Wabash Avenue, Chicago**

Driver Agents Wanted

Drive and demonstrate the Bush Car.
Pay for it out of your commissions on sales.

Five-Pass., 34.7 H. P., 32x3½ tires
114-in Wheelbase
Delco Ignition—Elect. Stg. & Ltg.

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, Pres., Dept. 10LV.

BUSH MOTOR COMPANY**Bush Temple****Chicago, Illinois**

Telephone Central 2459

Rollin S. Church

509 Chicago Savings Bank Bldg.

CHICAGO**RAILWAY TIME SERVICE**

THE Massachusetts Bonding and Insurance Company

wants to contract with several
men who are acquainted with

C. M. & St. P. Employees

We will furnish you with the
best policies ever sold, will col-
lect the premiums and will pay
the claims—all you will have to
do is to sell the policies.

General Offices—Accident and Health Dept.
Saginaw, Michigan

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 in-
creases 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

Sammy in the navy, made a short call at Loweth the first of November, working a couple of shifts here, and going to East Portal.

Cards received from Pink Harrold, former telegraph operator, find him now at Fort Mills, Garden City, New York. From A. G. Correy, former sub-station operator and chief at Josephine. From Fort Leavenworth, Kansas, with regards to all. From "Maggie" Magett, trick dispatcher from our own R. M. Division and now at Camp Lewis, Wash., says he is getting awful tough. Best regards from everybody to them—and the best of luck along with it.

Sub-Station Operator Joseph Dörner, formerly of Piedmont, worked a few days at Loweth, going from here to Avery. How'dy do, Mr. Briggs!

A little daughter was born to Mrs. Wells, wife of Second Operator Wells of the Loweth sub-station, October 8th, at the Roundup Hospital. The little son, Boone, was taken ill at Townsend about the same time with scarlet fever, but although not yet home, is out of doors and improving fast.

Miss Della Ryan, a guest of Miss Francis Peacock for the past week, has accepted a position as assistant timekeeper in Mr. Murphy's office in Deer Lodge, going to her new work November 19th. Miss Ryan has been with the B. & O. in Chicago for several years.

Telegraph Operator Gillette draws Sappington, second; Mr. Muir, Three Forks, third; Mrs. Chambers, Loweth, second; Mrs. George, Loweth, third. "Ye gods, three women on one job!" I hear from all directions.

Weavers signal camp here for a week moved to Deer Lodge last of November. Signals almost completed between Loweth and Harlowton.

Operator Goggin from Butte yard, now assigned to Deer Lodge side table. Mr. Walker now working second trick at Three Forks, assigned to Harlowton, third. Mrs. Hayden working, Loweth, third, worked ten days at Three Forks, first. C. J. Fish, Loweth, second, for a month.

R. M. Division fireman W. W. Saur and Miss Mable Kunzie of Three Forks were married in that city October 24th, and also R. M. Division fireman E. V. Bennett, son of Traveling Auditor Bennett, and Miss Mamie Lane of Three Forks, were married October 27th. The very best wishes of the division go to them, and all wish them a long and happy life.

If Harry Buyers had had another ten miles to go, he would have got in with the engineer perhaps. Talk about trying to make time when every stop you make some of the crew gets lost, there just isn't any use trying at all.

Wonder who the switchman in Harlowton was who got a wire pass from the operator and got on an engine for Miles City, and after riding all night woke up in the west end of Harlowton yard? Darn those switch engines, anyway! Now with the motors, there isn't any such think likely to happen.

Wonder if everyone is reading the interesting letters from our former N. M. Division superintendent, Mr. Whiting, in the magazine each month? Also from Harold Arnold. Construction days on the Milwaukee were going some, but they didn't come after you from all sides and above, too, did they, Major Whiting?

Say, isn't that person, O. J. B., from the S. M. east, nice to write such sweet little verses to me? Go to it, kid, you can't rattle me a bit. As Sted would say, "Keep right on with your patter, patter." Anyway, some folks moved away from here, and they gave us what was left in their rain-barrel, and now there is a nice big snowdrift right beside our back door, so why worry.

Yes, I. A. B., that sure was Peggy, I guess, but did she tell you the things I said about her couldn't touch what she said about me. Say, if I come out there, will you take me a-fording to American Lake, too? No, we won't have any trouble getting there on account of extra weight on my part, either.

That Guy Sampson is a mean thing, isn't he? I suppose he saw me when I didn't know he was on the train, and very likely I didn't have my hair curled, too. That's just like a man trying to see how you look when you aren't looking for company.

Time to stop, as "sixteen" is about to whistle! Again, a merry Christmas, and hope you all had just lots and lots of turkey. (As you know, we can't send them to the boys in France, or anyone

else "over there," we are permitted to eat them on Thanksgiving.)

A west end conductor went in the eating house at Three Forks and asked for a sandwich. "Oh, but today is wheatless day," he was told. "Very well," says he, "gimme a large, juicy slice of roast beef." "Well, tomorrow is meatless day, and we haven't any on hand." "Gee," says Smoke, "what will it cost me to get a package of cigarettes?" "Well, you see, they are sending them all to the boys in France." Did he dead-head over to Deer Lodge to get something for the inner man? I'll find out and let you know.

C. & M. Notes.

B. J. Simen.

Conductor W. B. Carr is down in Texas looking over his ranch at Pharr. Several thousand bushels of corn were raised on his farm, and Bill is down there to look after his interests.

Fireman Seymour Bowman is off for a few days on account of sickness. His wife has been at the hospital for some time, but is now much improved and is able to be at her home in Walworth.

Conductor Bill Hill tells one on himself. He is an enthusiastic hunter, and if he sees a flock of ducks, he would rather miss a meal than the chance to pot a few. Dead-heading to Libertyville on No. 151 a few days ago, he spied a fine flock of ducks in a field, about half-way between Roundout and Libertyville. He lives a mile from the station, and running all the way home to get his shotgun, he hurried over to the hunting grounds—another two miles. Here he hid himself in a ditch, ankle deep in the mud, and sneaking along to get within range, he was surprised to see a farmer drive into the field and gather a load of feed. Then, to Bill's amazement, he drove right through his flock of ducks, and to his further astonishment, not a duck flew away. Bill said he never saw a finer bunch of Muscovies.

Section Foreman Mike Joyce, of Janesville, was off for a day to attend his brother's funeral.

Engineer Wallie Mann is getting along fine. He is on his farm four miles south of Janesville, near Afton, Wis.

G. W. Mitchell, formerly agent at Fox Lake, is now working at Moline for this company.

Operator C. G. Odell has given up the second trick at Soo tower, and accepted the first trick at Wadsworth tower.

Conductors Elliott and Hill spent a few days in Shelby County, Ill., hunting rabbits.

Maintainer Anton Mattis and family spent Sunday, November 11th, in Chicago visiting his sister, Mrs. Louie Gerhart.

Foreman Adam Kranz, has a camp at Belden and is relaying the nine miles of steel between Solon Mills and Zenda.

Mrs. Dyer, wife of Conductor George Dyer, of Libertyville, is entertaining her father, Mr. Roesch, from Milwaukee.

Section Foreman Charles Sowatzke, of Libertyville, received a short visit from his brother from Tomahawk Lake, Wis., where he is a section foreman for the Northwestern.

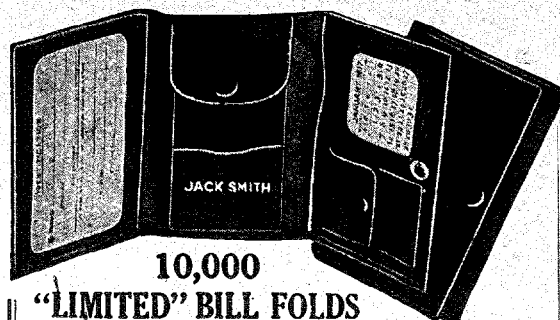
Engineer James S. Lee, of Libertyville, has been off for the past three weeks, on account of not being well. He was relieved by Engineer Elmer Lawrence, who was later displaced by Engineer William Selig. Mr. Lee thinks he will be able to resume work on the Libertyville switch run within the next few days.

Conductor B. H. Kress, who has been in Texas for a while, has resumed work on the Deerfield dinky. Jack Cahill went back on the extra list, Henry Bond on Nos. 160 and 161, Dan Burlingame on No. 165, and Jack Dalee is thinking of going back on the Janesville line way freight braking.

Conductor Henry R. Bond came very near meeting with a serious accident a few mornings ago. He is on No. 161, and this being his first trip for some time on this train, was a little new with the work. No. 161 sets the Libertyville merchandise car out at the old town, and stops on the Desplaines River bridge at Junction switch. Henry stepped out of the caboose and off of the bridge, falling something like twenty feet. It was a miracle that he was not badly hurt. He was bruised a little, but remained on the job.

Mr. E. Erickson is now chief clerk in Superintendent Atkin's office. Mr. Erickson came from Savanna.

YOUR NAME IN GOLD FREE



A most remarkable BARGAIN in a 3-fold combination BILL-FOLD, PASS and CARD CASE. Made of genuine black leather, with secret bill fold at back, window with 12 monthly calendars, window for your pass, in all, 7 useful pockets. Measures folded 4½ in. x 3 in. Will wear for years. **ONLY 60c POSTPAID** with your name in GOLD FREE. Extra gold stamping, 20c per line. Sold under our well known guarantee and direct only. ORDER TO-DAY!



BELT
Only 90c

Here is a belt boys, that will last a life-time. Just the kind R. R. men want. All genuine cowhide. Your name, or initials stamped in GOLD FREE. Be sure to mention size, or waist measure. Price **ONLY 90c POSTPAID**.

DO YOU CARRY MANY PASSES? We have the best case out. Will show 7 passes. Has extra pocket for cards. Made of genuine leather, measures 3 in. x 4½ in. closed, and costs **ONLY \$1.00 POSTPAID**. Your name in GOLD FREE. Postage stamps accepted.

Satisfaction Guaranteed or Money Refunded

INTER-AMERICAN SUPPLY CO., not Inc.
DEPT. 8M, 5034 W. Huron St., CHICAGO, ILL.

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

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

If Not, Why Not?

**The Travelers
Insurance Company**

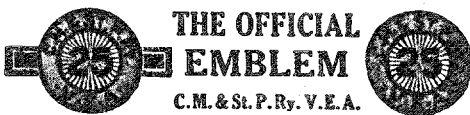
**Ticket Department
Hartford, Connecticut**



HEADLIGHT OVERALLS
UNION MADE
Dyed with Genuine Indigo
One Pair of HEADLIGHTS outwears 2 PAIRS of ordinary overalls

Do Business by Mail
It's profitable, with accurate lists of prospects. Our catalogue contains vital information on Mail Advertising. Also prices and quantity on 6,000 national mailing lists, 99% guaranteed. Such as:
War Material Mfrs. Wealthy Men
Cheese Box Mfrs. Farmers
Tin Can Mfrs. Axle Grease Mfrs.
Druggists Railroad Employees
Auto Owners Contractors, Etc., Etc.
Write for this valuable reference book; also prices and samples of fac-simile letters.
Have us write or revise your Sales Letters.
Ross-Gould, 1011 R, Olive Street, St. Louis

Ross-Gould
Mailing Lists St. Louis



THE OFFICIAL EMBLEM
C.M. & St. P. Ry. V.E.A.
Made in solid gold and rolled-plate. Enameled in best grade imported hard blue enamel.
Sent post paid on receipt of price
Buttons Solid Gold with rolled-plate backs \$1.00
Buttons Rolled-plate 50
Ladies Bar Pins Rolled-plate 75

H. Hammersmith, Jeweler
326 Grand Avenue • Milwaukee, Wisconsin
Watch Inspector, C. M. & St. P. Ry.

C. H. WORCESTER CO.
CHICAGO, ILL.
Manufacturers of
Hemlock and Hardwood LUMBER
Saw Mills at Chassel & Ontonagon, Mich.

HEMLOCK	BIRCH	LATH
PINE	MAPLE	SHINGLES
SPRUCE	ASH	CEDAR
BASSWOOD	ELM	POSTS

Iowa Division (Middle and West) Notes.
Ruby Eckman.

Jay Erlwine, switchman at Manilla, returned November 6th from a two weeks' visit with relatives in Montana.

Conductor Charles Tucker, who is on runs 33 and 36, between Manilla and Omaha, has recently become the new proprietor of the Park Hotel at Manilla.

Arthur Callahan, who has been the third trick operator at Manilla for a long time, has resigned his position and has purchased an interest in a hardware store in Manilla. Art has been with the company a long time, and will be missed by both the Iowa and Soo City division employees who run into Manilla.

Cicero Morgan, who looks after the express business at the Milwaukee depot at Manilla, took a vacation the fore part of November. Harry Rundle, from Marion, had charge of the work during his absence.

Lafroy Sheffield, from Donnan Junction, has taken a position on the switch engine force at Manilla.

Yardmaster Roy Wicheal at Manilla tried his hand at batching the fore part of November while his family visited in Perry.

Ralph Murphy, formerly station helper at Jamaica, was home the fore part of November for a visit with his parents. Ralph is a member of the Coast Artillery at Fort Scott, San Francisco, Cal. He received his appointment as corporal shortly before taking his furlough to come home. Ralph's father is agent at Jamaica.

Roadmaster M. Murphy, of the Middle Division, who makes his home at Tama, claims that his town has the liveliest bunch of Red Cross workers on the main line of the Milwaukee. Mr. Murphy's wife is one of the most active members of their chapter. They had an auction sale recently, and the proceeds from the sale, together with a dinner and supper which the ladies served, netted the chapter close to \$1,500. The people of Tama all joined in the event, and had a regular holiday. Mike says that one mince pie "like mother used to make" netted the sale an even \$48. Tama has a population of about 3,000, so it will be seen that they are a live bunch.

Agent E. J. King and family from Manilla spent the fore part of November visiting with relatives in West Union.

Car Foreman McDermott of Manilla spent his vacation the latter part of October visiting at Rapid City and Centerville, S. D. Mr. McGrath, from Soo City, was in charge of the work during his absence.

On November 5th, the day switch engine service at Manilla was re-established. Manilla has been working but one engine nights for a long time, and the train men are all glad to see the day service re-established.

John Curtis, who has been working in the water supply department with headquarters at Manilla for a number of years, has resigned and has taken a job as switchman at Manilla. Henry Achey, who had charge of the work at Perry has transferred to Manilla.

Gust Natzel, yard foreman at Manilla, was the Iowa Division delegate to the I. B. of M. & W. E. meeting, which was held in Moberge, S. D., on November 4th.

Mrs. F. F. Foster, wife of the agent at Elwell, has decided that she will do the family shopping in the future. Elwell is such a small station that there is not business enough to support a grocery store, and Mr. Foster's family always buy their groceries at a neighboring town. A short time ago, F. F., or "Happy," as he is commonly called, got on a freight train and rode over to the next station, purchased the weekly supply of groceries, and caught the next freight back home. On his return, he was short the groceries, having left them in the caboose.

A number of changes have been made in the telegraph department during the last few weeks. C. L. Shaffer from Covington, has been appointed agent at Strawberry Point. M. Warner, from Dunbar, gets Covington and Dunbar, placed on bulletin. Wm. Uptegrove transferred from Earling to Portsmouth. J. V. Richardson transferred from Capron to Covington, and Lyle Hulsizer appointed to third trick at Capron. Irene Rogers appointed third trick at Earling.

C. K. Priddy, who formerly worked in the automatic signal department of the C., R. I. & P., has left that service and has entered the telegraph service on the Milwaukee. He worked as relief agent at Bayard, while G. L. Aarsmith took a vacation and then transferred to Manilla, where he is working second trick until a regular appointment is made. Mr. Priddy was for many years an operator on this line, and says it feels like home to him again.

Division Freight and Passenger Agent A. A. Wilson, who was recently appointed to the position held by S. A. Eddy at Des Moines, has been spending considerable time on the main line getting acquainted with the agents and shippers along the line.

A number of the Perry switchmen have been spending part of their off hours husking popcorn the last few weeks. Several of them attained a speed of three bushels an hour. As they received 20 cents per bushel for the husking, the boys were able to make pretty good money.

Brakeman A. E. Peterson, who is assigned to the western division way freight, was off duty during November. It is reported that the trip was for the purpose of getting married, but so far we have not learned the particulars.

Chief Caller James B. Cartwright was off duty a couple of weeks in November, on account of sickness.

Conductor Ben Gable was called to Wisconsin the fore part of November by the death of a relative.

Engineer Frank Cowden's wife returned home the latter part of October from California, where she had been visiting for three months with her daughter.

On October 31st, at Mary Magdalene Church in Omaha, the marriage of Conductor Frank Dow and Miss Mamie Kuyper took place. Frank is a western division conductor, and the young people will make their home in Council Bluffs.

Conductor I. E. Connors, who was injured last May, has been making a number of trips to Chicago recently taking treatment at one of the hospitals. It will be a number of months before he will resume work.

Conductor Clint Millard, who had his hand badly injured several weeks ago, has recovered sufficiently to be able to resume work.

October 30th, a daughter was born to Fireman and Mrs. Arthur Cortner.

Machinist Harry Nead was in Dubuque the fore part of November, on account of the sickness of a relative.

Tacoma-Tidewater News.

Bess G. Spinning.

Mr. William Hogan, one of our assistant cashiers, resigned his position here to accept a position with the company in Seattle. Although we regret very much to lose Mr. Hogan from the office, our best wishes are for him in his success.

Mr. A. Goldsborough, formerly our chief bill clerk, was transferred to the freight office to fill the position as revising clerk. From all reports, Mr. Goldsborough is very well satisfied with his new work, and we all wish him the best of success, which we know he will have.

We have failed to see that Oldsmobile parked out by the side of the dock of late waiting for the hour of 5:30 to arrive. "What's the matter with Parker, Alice?"

Roy Kidd is filling the position of wharfage and tracing clerk. Roy is taking a very deep interest in his work which makes us think that he is quite satisfied with the job. Have you ever felt a longing for the bill desk, Roy?

Mr. Pitchforth, one of the well-liked members of the office force, resigned his position here and accepted a position with the O. S. K. Mr. Pitchforth was always very congenial and a willing worker, and is very much missed by us all.

Mr. Miller, the new claim clerk, is proving himself a very efficient worker. Mr. Miller doesn't say very much but works on very industriously. Mr. Miller is occupying the position just vacated by Mr. Bennett, who was transferred to the freight office.

Miss Grace Erickson, one of the bill clerks, is advancing rapidly in her work. Miss Nauff is filling the position just vacated by Miss Erickson.

Another addition to the office force is A. Tammen, who is assistant cashier. Mr. Tammen

"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 engineers, 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

CROPLEY PHILLIPS CO.,

Publishers

CHICAGO, ILLINOIS

This is for

YOU

All C. M. & St. P. Ry Employees

When you left your home this morning was everybody happy and cheerful? Didn't that fact make you glad that you are living and give you some of the good old "pep."

If you were killed or injured today and the pay-check stopped coming in—what would become of that happy home?

YOU KNOW—and because you do know, tear off the attached coupon and mail it to us **TODAY!**

MIDLAND CASUALTY COMPANY

Milwaukee, Wisconsin

SECOND FLOOR M. & M. BANK BLDG.

Chicago Branch Office, 400 Ins. Exchange Bldg.

GENTLEMEN—I want to be protected against above contingency and desire you to forward full particulars regarding your Accident and Health Insurance.

Name _____ Age _____

Address _____

Occupation _____

is the third party who has been on this desk in the last two months, and we hope he will stay so we can at least get acquainted. Mr. McIntee, cashier, only laughs when he is asked what is the reason for so many changes. Mr. Tammen was one of the checkers at the yard.

Roy Kidd was on the sick list the fore part of the week. We missed his humorous expressions and smiling countenance in the office.

Another addition to the list of employees is Cliff Lawson, the new office boy. Mr. Lawson is taking Mr. Coshey's place, who is doing the insurance work.

Mrs. A. H. Clarke, formerly head stenographer in our office, has accepted a position at the superintendent's office. Although we miss her very much we are more than pleased to see her advance in her work. We have a longing to see that winning smile, but we are thankful to know that she didn't leave our city.

Mr. Keck, the bookkeeper at Dock No. 2, has moved his desk to Dock No. 1.

Notes from Marion Roundhouse.

Ed. Griffiths.

The employees at Marion roundhouse bought \$3,050 worth of Liberty Bonds. Also donated \$300 to the Y. M. C. A. fund.

Boilermaker Fred Welter is off the list with an injured eye, but is doing fine and will soon be in the game again.

At last it has happened. Machinist Broussard laid off for three days—all at one time.

Engineer Charles Montgomery is talking of quitting the railroad business and going into business raising "Vinegar Bees." If any of you fellows on the west end want any "Vinegar Bees," just write to Engineer Charles Montgomery, Marion, Iowa.

Engineer "Jim" Anderson has lost his "jitney car"—the same old trouble, the passengers getting cold feet. A real engine has been put on the run.

Blacksmith Otto Bensch spent a few days in Chicago with Boilermaker Fred Welter while Fred was getting his "lamp" cleaned.

District Master Mechanic Kephf gave us a call the other day.

Marion roundhouse has at last got into line. We now have two lady clerks.

August Peters, the helper in the store department took a trip to Dubuque for one day. He showed up two days afterwards, and we wonder what happened to August.

Engineer "Mike" Curran has taken runs 21 and 22, between Cedar Rapids and Calmar. Mike says he likes to pull the "yellow" cars.

Machinist John O'Leary spent a few days at Dubuque visiting his father.

Machinist Helper Weare Lake has been furnishing us with some very interesting reading in the way of letters from his brother Ben, who is running an engine in France.

The grease cup boy, Clark Church, has been seen out in the country several times in the evening. Perhaps Clark is thinking of getting a job on the farm.

Machinist Helper Fred Liddle spent a few days up in Michigan looking after his land interests. "Roundy" says that the prospects are good in his part of the country.

Assistant Superintendent of Motive Power J. J. Connor of Dubuque, paid us a visit after being laid up for several weeks with a sprained ankle. We were all glad to see him out again.

Machinist John Law will spend his annual vacation during the holidays at Cherokee, Iowa, visiting relatives.

Fireman Joe Rodowal has been the only one from Marion so far who has been drafted and has had to go. But we soon expect that we will lose several of the other "boys."

Roundhouse Foreman Graff spent a day in Rockford, Ill., visiting his brother in camp there.

Mike Abbinnati, the turntable man, is enjoying a visit in Chicago, looking at things.

News of I. & D. (East) Division.

Faye S. Erickson.

Mr. Herman F. Belitz, roundhouse foreman at North McGregor, spent Sunday with his folks in Minneapolis.

Floyd Scarff, caller at North McGregor roundhouse, has been confined to his home with a very sore foot, the result of stepping on a bolt on his way home to dinner.

Herman Roullmann, steamfitter helper of Milwaukee, was seriously injured at North McGregor by being pinched between two cars. He was immediately removed to the Clark Hospital at this point.

Fireman A. T. Rehm and wife returned from a short visit with the latter's folks at St. Paul.

Miss Josephine Budde has accepted the position as ticket agent at North McGregor passenger depot in place of Lloyd Schott, who resigned and is now switching.

Stanley Veit, fireman on the Elkader Branch, has enlisted in the Aviation Corps at Belleville, Ill., and is in the same company as his brother Ben Veit, engineer on the I. & D. Division.

We are very glad to report that the roundhouse office is complete—all but the furniture, which is conspicuous by its absence.

Mr. Belitz, with the aid of the pit men, is beginning to cover up some of the sand around the roundhouse with cinders. This not only covers up the "Desert of Sahara" appearance, but adds to the walking.

Mr. William C. Spafford, night foreman of the roundhouse at North McGregor, has assumed new duties, that of scrubbing out the office and keeping our "pine" top desk free from its usual litter of papers.

George D. Wells, stationary engineer at North McGregor roundhouse, has just returned from a visit with his son Dee, who is stationed at the U. S. navy training station at Great Lakes.

The call boy and dispatcher, viz., Ernie Donahue and M. H. Krohn, decided to open their hearts and help the pit gang unload 350 brick. Other duties claimed the call boy's attention, but "Dad" stood firm until the car was unloaded. It proved very exasperating to him to find there were 1,150 brick in the pile, but judging from his appearance when he emerged from the car, all observers would say there were 11,050.

Ernis Lang and Amos Schurtzman, locomotive firemen on the I. & D. Division, returned home on a furlough from Camp Dodge, where they are serving military duty in the Engineering Corps.

Mrs. Herman Belitz of Minneapolis, spent a few days with her husband, H. F. Belitz, roundhouse foreman at North McGregor, Iowa.

La Crosse Division Doin's.

Guy E. Sampson.

A card just received from our old pal, Harry Warner, now somewhere in France, states that he is switching in a small town "over there," and that another of our boys, George Anderson, went through the same town doing a job of braking. If sure does our hearts good to hear from the boys and to know that they are all heart and soul in the work assigned to them "over there." Anyone hearing from the boys and letting us know, we will do our best to get the news into our magazine.

Letters are received weekly from our old pals, Charles Peters, Jess Taylor, Duck McMahon and others from our division, and all report about the same.

Operators Tofsen and Brownelle of West Salem are in receipt of a check for \$25 from the chairman of the garden contest, also a letter stating to the two gentlemen that Mr. Earling took great pleasure in sending the prize, and that he wished to congratulate them on their successful venture in gardening.

Speaking of efficiency, one of our way freight conductors sure has an eye for weights, both correct and incorrect. While unloading a shipment of marble he suggested to the agent that they re-weigh the shipment—result, C. & M. & St. P. Ry. Co. one dollar ahead. Such mistakes when noticed by trainmen especially, whose duties are to see to the loading and unloading and careful handling of freight, instead of comparing weights, is sure worthy of mention.

Charley Davis, engineer from Deer Lodge, Mont., was in LaCrosse a few hours one day the latter part of October, having brought the remains of his beloved mother to Fountain City for burial. Joe Daniels, another Milwaukee engineer out in the mountains, and a former Lax Division employe, accompanied the sorrowing party to their old Wisconsin home, which Mrs. Davis wished to be her last resting place. The many friends of both Charley and his mother were shocked to learn of her departure, and all sympathize with the bereaved ones.

The Silver Tongued Orator of Minnesota, Charles A. Towne, Former United States Senator

Late Member of Congress from New York—Nominated for Vice-President—Recommends Nuxated Iron to All Who Feel the Need of Renewed Energy—Says That Henceforth He Shall Not Be Without It

Probably no remedy has ever met with such phenomenal success as has Nuxated Iron—Over three million people annually are taking it in this country alone, to say nothing of the vast number who are using it in France, England, South America and other countries. It has been highly endorsed and used by Former United States Senators and Members of Congress; physicians who have been connected with well-known hospitals have prescribed and recommended it; Monsiegnur Nannini, a prominent Catholic Clergyman, recommends it to all members of the Catholic Church. Former Health Commissioner Wm. R. Kerr, of Chicago, says it ought to be used in every hospital and prescribed by every physician. Former First Assistant Post Master General of the United States, C. P. Grandfield, strongly endorses and recommends it to the tens of thousands of civil service employees who know his name and signature. Sarah Bernhardt—"the Divine Sarah," the world's most noted actress—has ordered a large quantity sent to the French soldiers to help give them strength, power and endurance.

The famous "Cyclone" Davis, Member of the 64th United States Congress, says the effect of Nuxated Iron on him was almost magical, that after taking it, nothing seemed to tire him out no matter how strenuous it might be. Dr. A. J. Newman, late Police Surgeon of the City of Chicago, and former House Surgeon Jefferson Park Hospital, Chicago, says Nuxated Iron has proven through his own tests of it to excel any preparation he has ever used for creating red blood, building up the nerves, strengthening the muscles and correcting digestive disorders.

Dr. Schuyler C. Jaques, Visiting Surgeon St. Elizabeth's Hospital, New York, says he has never before recommended any remedy to the public, but that in the case of Nuxated Iron he would feel he were remiss in his duty not to mention it. Dr. Ferdinand King, New York Physician and Medical Author, says that in his recent talks to physicians on the grave and serious consequences of iron deficiency in the blood of American women he has strongly emphasized the fact that doctors should prescribe more organic iron—Nuxated Iron—for their weak run-down, nervous, bag-gard-looking patients. Ty Cobb, the greatest baseball batter of all time, took it to help give him renewed energy and great staying power. No matter what anybody says you could not, at this day, get such prominent men to en-

What Senator Towne Says:

"As a member of Congress from New York, as a member of Congress and Senator from Minnesota, as participant in political campaigns and candidate for Vice-President, my nervous energy and reserve force were tremendously drawn upon. That I survived these trials and came into advanced middle life with the elasticity and strength of a boy is unquestionably due to the rigorous attention I have paid to the



Charles A. Towne

Minnesota's Man of Mark

Former United States Senator Charles A. Towne, graduated from the University of Michigan, twice elected member of the United States Congress, served in the United States Senate, nominated for Vice-President, takes Nuxated Iron; now recommends it to all who feel the need of renewed energy.

proper care of my body. Recently I have been taking Nuxated Iron and have found it of the greatest benefit as a tonic and regulative. Henceforth I shall not be without it. I am in a position to testify for the advantage of others, to the remarkable and immediate helpfulness of this remedy, and I unhesitatingly recommend Nuxated Iron to all who feel the need of renewed energy and the regularity of bodily functions."

dorse a remedy that has no value—doctors, lawyers, politicians, athletes—a great array.

Dr. E. Sauer, a Boston Physician who has studied both in this country and great European Medical Institutions, said: "Nuxated Iron is a wonderful remedy. 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 full of vigor, vim and vitality; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking iron—Nuxated Iron had filled him with renewed life. At 30 he was in bad health; at 46 he was careworn and nearly all in—now, at 50, after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth. If people would only take Nuxated Iron when they feel weak and run-down instead of dosing themselves with habit-forming drugs, stimulants, and alcoholic beverages, I am convinced that in this way they could ward off disease, preventing it becoming organic in thousands of cases, and thereby the lives of thousands might be saved who now die every

year from pneumonia, grippé, kidney, liver, heart trouble and other dangerous maladies. The real true cause which started their disease was nothing more or less than a weakened condition brought on by a lack of iron in the blood. Thousands of people suffer from iron deficiency and do not know it."

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 Nuxated Iron three times per day after meals, for two weeks. Then test your strength again and see how much you have gained.

NOTE—Nuxated Iron, which has been used by Former United States Senator Towne with such surprising results, and 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 everywhere. 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 sixty 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.

POLARIZED MERCURY BOILER CHEMICALS

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

The Bird-Archer Co.
122 South Michigan Ave. CHICAGO

ROSLYN The Standard Coking Bituminous COAL

THE ROSLYN FUEL CO.
818-821 White Bldg.
SEATTLE, WASH.
MINERS AND SHIPPERS

PATENTS

That Protect and Pay

Books and Advice FREE

Send Sketch or Model for Search. Highest References. Best Results. Promptness Assured.

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

If You Want Good Printing Call On

G. B. WILLIAMS CO.

G. B. WILLIAMS, President

LITHOGRAPHERS, PRINTERS
PUBLISHERS, DESIGNERS
ENGRAVERS & BOOKBINDERS

Day and Night Pressrooms

Phones { Superior 7041 La Salle and Ohio Sts.
Auto 32-294 CHICAGO

WE PRINT THIS MAGAZINE

205

Sted sure touched a spot in all the old Lax Division boys' hearts when he spoke of their old-time co-worker. That's right; we want to make the magazine more and more appreciated by the employees, and that's the way to do it.

It was sure a good photo of Miss Sandvig, and she surely had a right to say that she had a very enjoyable time, as we all did, but we can't see why H(ot) F(oot) Love wants to say he is not jealous, for that is only proof that he is.

See by the November issue that "Peggy" has been in Seattle, and was seen by one, I. A. B., before the deer (dear) season had opened up. Well, we also got a fine photo of the little lady at Deer Lodge one morning in August, and would have sent her a copy if she had not dropped out of sight so suddenly that we were unable to locate her.

Conductor M. J. Kelly was called to his old home at Kilbourn City, on account of the death of his brother James, which occurred November 5th. Deceased had been an invalid for several years, and while he is mourned by all who knew him, death came as a relief to the sufferer. All join in sympathy with the bereaved ones.

A certain fair correspondent from one of our largest terminals, who, by the way, has to wait for her train home at Portage each Sunday night, had the misfortune to have her hat lifted from the seat in which she had left it while she visited the adjoining lunch room. After becoming quite excited over her loss, the operator, in a gentle way, notified our correspondent that he had placed her hat in a safe place to save some less honest person from making away with it. The operator says that the fair correspondent now wears a hat that she can easily keep locked up in her traveling bag while waiting around depots where operators are apt to not be watching passengers wearing apparel for them.

Conductor Bert Carleton has resumed work, after a couple of months' vacation spent on the Pacific Coast.

Nothing doin', Billy! Who ever heard of anyone kidnapping an "Old Guy." One of our years, or one with your "gray hair," needs no one to keep the pretty young ladies from stealing us, and you know it, too.

A bouncing baby boy arrived at the home of Mr. and Mrs. Harry Taylor October 20th, and judging from the way Harry has been investing in dainty little articles of clothing, they intend to keep him regardless of the high cost of living.

Peter McCabe, veteran engineer, of Portage, died at his home in that city October 24th. Mr. McCabe entered the employ of the Milwaukee in the early 60's, and has been an engineer on this division since long before many of us younger employees can remember. The sympathy of all employees is extended to the bereaved family.

Having received a letter from our former secretary, Miss McShane, of Austin, Minn., in which she advises that since her wedding a few weeks ago, she has left our ranks. The president of the M. N. G. Club at once appointed Mrs. Nora B. Sill of Loweth, Mont., to the position of secretary of the club, and feel safe to say that we will have her with us when we meet again for our club's meeting.

Hurrah for Sted, old boy! Back on the job, we see, and we hope to see some good live reports from his section; also hope to meet him and hear another of his talks when the M. N. G. meet, for Sted should be a live member of the Pen-Pushers' Club.

Conductor Charles Stowers is busy piloting the Western Union gang, of which our old friend Seaverson of Winona, is foreman, while they are making general repairs on our division.

Mr. Ward, former agent at Mauston, is now at Astigo on the east division, and Cecil Upham, son of Agent Wm. Upham, of West Salem, is acting agent at Mauston. On account of the heavy shipments of potatoes, with the other heavy business both shipped in and out at Mauston, it makes it a place where a young man full of vim and vigor is needed, and Cecil sure has them.

Section Foreman G. Butterfield of Oakdale, has had a siege of illness, which has kept him from his duties for several weeks, but we are glad to report that he is improving and will soon be out with the boys.

Kansas City Division.
Billie.

C. A. Peterson, clerk in the trainmaster's office, returned November 8th from St. Paul, where he spent a week visiting his father, Major A. C. Peterson, who expects to leave very soon with the Russian Railway Regiment. Major Peterson was formerly trainmaster of this division.

Miss Nell Pansler spent Sunday, November 11th, in Des Moines.

John Wells, who held third trick on the Ottumwa switch crew, has been assigned to night yardmaster. F. C. Bell has returned to his run in the ring.

J. O. Parker has taken third trick on the lead at Ottumwa Junction yards, and thinks he will qualify for yardmaster.

The following new operators have entered the service: Vernon Campbell, J. A. Kelly, G. M. Frogge and L. L. Lauber.

On November 9th occurred the death of C. F. Cochran in a hospital in Muscatine. Mr. Cochran entered service June 8, 1891, and was for many years agent at Seymour and Gladwin, being agent at the latter station at the time of his death.

Bill Meany, chief clerk, car department, Wabash Railroad, at Detroit, is visiting friends in Ottumwa. Mr. Meany was formerly car clerk at Ottumwa freight house.

Cunningham's extra gang has completed the work on the East Division and the camp has been moved to Gault.

Harold Heffernon and Cliff Riley are the new callers at the Junction, and they are "Johnny on the Spot" all the time.

D. R. Davis, formerly roundhouse foreman at Dubuque, has been appointed roundhouse foreman at Ottumwa Junction. H. Collins is transferred to Savanna.

John Sowders, for the past nine years chief clerk to the superintendent, Ottumwa Junction, has accepted a position in the general manager's office, Chicago, and left November 15th to assume his new duties. M. F. Washburn succeeds Mr. Sowders as chief clerk. A. C. Daacke is now assistant chief clerk. Oscar Root has been advanced to the accounting desk, and Miss Chloe Sowders has been made timekeeper.

Operator L. H. Wilson has gone to Rock Island for a few days.

Howard Russell, night clerk at Ottumwa Junction yards, has left and joined the light artillery at Rockford, Ill. George Parish has been assigned to night clerk.

S. A. Allen, agent Rutledge, has gone to Wyconda, Mo., where he was called by the illness of his father.

Chicago Terminal Notes.

Catherine M. Bartel.

Mrs. J. J. Norris and daughter, Ethel, wife and daughter of Switchman Norris, have returned to Marion, Iowa.

Mrs. W. E. Wall, wife of Engineer Wall, visited her husband at Camp Grant recently.

Fireman V. Hamilton was called to St. Peter, Minn., November 16th, on account of a death in the family.

Switchman Thos. Gallagher, wife and son, spent Sunday at Camp Grant.

Ben Perlick, chief clerk for the car and freight efficiency bureau, is on the sick list, having been operated on for appendicitis. Ben is getting along nicely and will soon be back on his old job.

Harry Meek, formerly chief clerk for Assistant Superintendent Bush, is now chief clerk for the car order and car distribution bureau, with headquarters at Galewood.

Embargo Clerk H. Doornbosch, wife and son, Robert, visited at Allegan, Mich., recently.

Mrs. James N. Cowder, wife of Foreman Cowder, visited relatives at Toledo, Ohio.

Bennett G. Dolen and Robert Blakesley have been appointed assistant trainmasters in the Chicago terminals.

E. P. Woda, formerly operator at Pacific Junction, is now enjoying the distinction of being chief clerk to Assistant Superintendent Bush.

Operator Montez is now employed in the capacity of train auditor. Monty look well in his new uniform.

The Christmas contributions for Company "D" amounted to \$298.65, and will no doubt go a long ways towards making our boys happy "Somewhere in France."

The Bolt Can't "Bolt"

It's there to stay when the "BOSS" Lock Nut catches hold. No chance of the bolt getting away and causing life or property loss.

When you order a locking device

Write It Right--

Put it down this way

"BOSS" LOCK NUTS

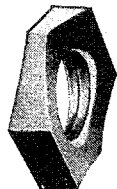
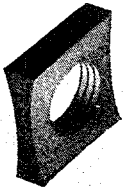
More than one hundred Railways, Private Car Lines and Industrial Corporations now use millions of "BOSS" Lock Nuts annually.

Write for New Catalog and learn why

BOSS NUT COMPANY

Railway Exchange Bldg.

CHICAGO, ILL.



Be Certain it is
"National Waste"
 and avoid troubles
NATIONAL WASTE COMPANY
 Chicago : Philadelphia

First National Bank

Harlowton, Mont.

Capital \$50,000.00

Total Resources \$390,000.00

Five percent interest on time Certificates
 of Deposit.

Your business appreciated be it ever so small

The State National Bank

Miles City, Montana

U. S. Depository

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

Interests: { 4% in Savings Department
 5% on Time Certificates

FIRST NATIONAL BANK OF LEWISTOWN, MONTANA

RESOURCES
\$3,000,000.00

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

WE SOLICIT ACCOUNTS OF THE RAILROAD MEN

New England National Bank

THE Bank

OF

KANSAS CITY, MISSOURI

First National Bank of Roundup

ROUNDUP MONTANA

"The busy bank of the Musselshell Valley"

Safety Deposit Boxes For Rent
 Railway Pay Checks Cashed Without Discount
 Interest Paid on Time Deposits

A. A. MORRIS
 President

H. P. LAMBERT
 Cashier

H. R. Wells, Pres. Robt. Yokley, Vice Pres.
 L. K. Hills, Cashier

THE MILES CITY NATIONAL BANK

MILES CITY, MONTANA

Capital and Surplus, \$125,000.00

We especially solicit the accounts of
 Milwaukee System Men and all the
 members of their Families.

4% Interest on Savings Accounts.
 5% Interest on Time Certificates.

UNION SAVINGS & TRUST COMPANY

Hoge Building

Seattle, Washington

Capital and Surplus - \$ 800,000

Total Assets over - \$5,100,000

JAMES D. HOGE
 President

N. B. SOLNER
 Vice President and Trust Officer

We solicit your Northwest business
 We pay interest on saving accounts

Meet Me at the
TULLER

For Value, Service,
Home Comforts



New Hotel Tuller

DETROIT, MICH.

Center of business on Grand Circus Park. Take Woodward car, get off at Adams Avenue.

Absolutely Fireproof

	Single	Double
200 Rooms, Private Bath,	\$1.50	\$3.00 up
200 " " "	2.00	4.00 up
100 " " "	2.50	4.50 up
100 " " "	3.50 to 5.00	5.00 up

TOTAL, 600 OUTSIDE ROOMS

All Absolutely Quiet

Two Floors—Agents' Sample Rooms

New Unique Cafe and Cabaret Excellente

GET PURE WATER The Artesian Way



Chicago Pneumatic Water Lift Pump at Work

By installing the Chicago Pneumatic Water Lift Pump operated by "Chicago Pneumatic" Simplate Valve Compressors.

No pulling of wells. No trouble from sand or gravel. Purity of water assured.

A guarantee as long as the life of the pipes in the well.

Write for Bulletin 251

Chicago Pneumatic Tool Co.

1028 Fisher Bldg. 52 Vanderbilt Ave.
CHICAGO NEW YORK

Branches Everywhere

"FLINT" Railway Varnishes, Paints and Enamels

are backed by experience, expert knowledge and a purpose to produce nothing but highest quality materials.

Flint Varnish and Color Works

FLINT, MICHIGAN

"The Name Guarantees the Quality"

Galena Oils

Have No Equal in
Quality, Efficiency and Economy

Sole Manufacturers of

Celebrated Galena Coach, Engine and Car Oils

Lubrication on a guaranteed Basis

Electric Railway Lubrication a Specialty

Perfection Valve and Signal Oil

Galena Railway Safety Oil, made especially for use in headlights, marker and classification lamps.

Galena Long-Time Burner Oil, for use in switch and semaphore lamps, and all lamps for long-time burning, avoiding smoked and cracked chimneys and crusted wicks.

Tests and Correspondence Solicited

Galena Signal Oil Co.

Franklin, Pennsylvania

Shop Foreman

Are you interested in improving your shop conditions and reducing your maintenance and labor costs? If so write

Ayer & Lord Tie Company
Railway Exchange, Chicago
for their booklet "FLOORS"

KERITE



**For Signal Service,
Car Wiring, Lighting
and Power Service.**

**KERITE INSULATED
WIRE & CABLE COMPANY**
NEW YORK CHICAGO

Cast Steel

**Buckeye Truck Frames, Truck Bolsters,
Key Connected Yokes and Journal
Boxes, "Major" Top Lift and
Side Lift Couplers**

The Buckeye Steel Castings Co.

Works and Main Office: COLUMBUS, OHIO

New York Office— Chicago Office—
1274 No. 50 Church St. 619 Railway Exchange Bldg.
St. Paul, Minn., Office—706 Pioneer Bldg.

Dearborn Boiler Feed Water Treatment

For Prevention of

**FOAMING, PRIMING, SCALE FORM-
ATION, PITTING AND CORROSION**

Waters analyzed and treatment prepared to handle
conditions on each division or district.

Dearborn Chemical Company,
General Offices and Laboratory, McCormick Building, Chicago

GUILFORD S. WOOD

Mechanical Rubber Goods
Inlaid Linoleum Upholsterers' Leather
Rolled Steel Tie Plates for
Domestic Use

WOOD'S

Flexible Nipple End Air Brake Hose Protector
Great Northern Building
CHICAGO

ROBERT W. HUNT JNO. J. CONE JAS. C. HALLSTED
D. W. MCNAUGHER

Robert W. Hunt & Co. **ENGINEERS**

Bureau of Inspection, Tests and Consultation
Inspection of All Rail and Structural Material
Cement, Chemical and Physical Laboratories

GENERAL OFFICES

2200 Insurance Exchange CHICAGO

The Varnish That Lasts Longest

Made by
Murphy Varnish Company

Bates & Rogers Construction Company

*Civil Engineers
and Contractors*

7941—Telephone Harrison—7942

885 Old Colony CHICAGO