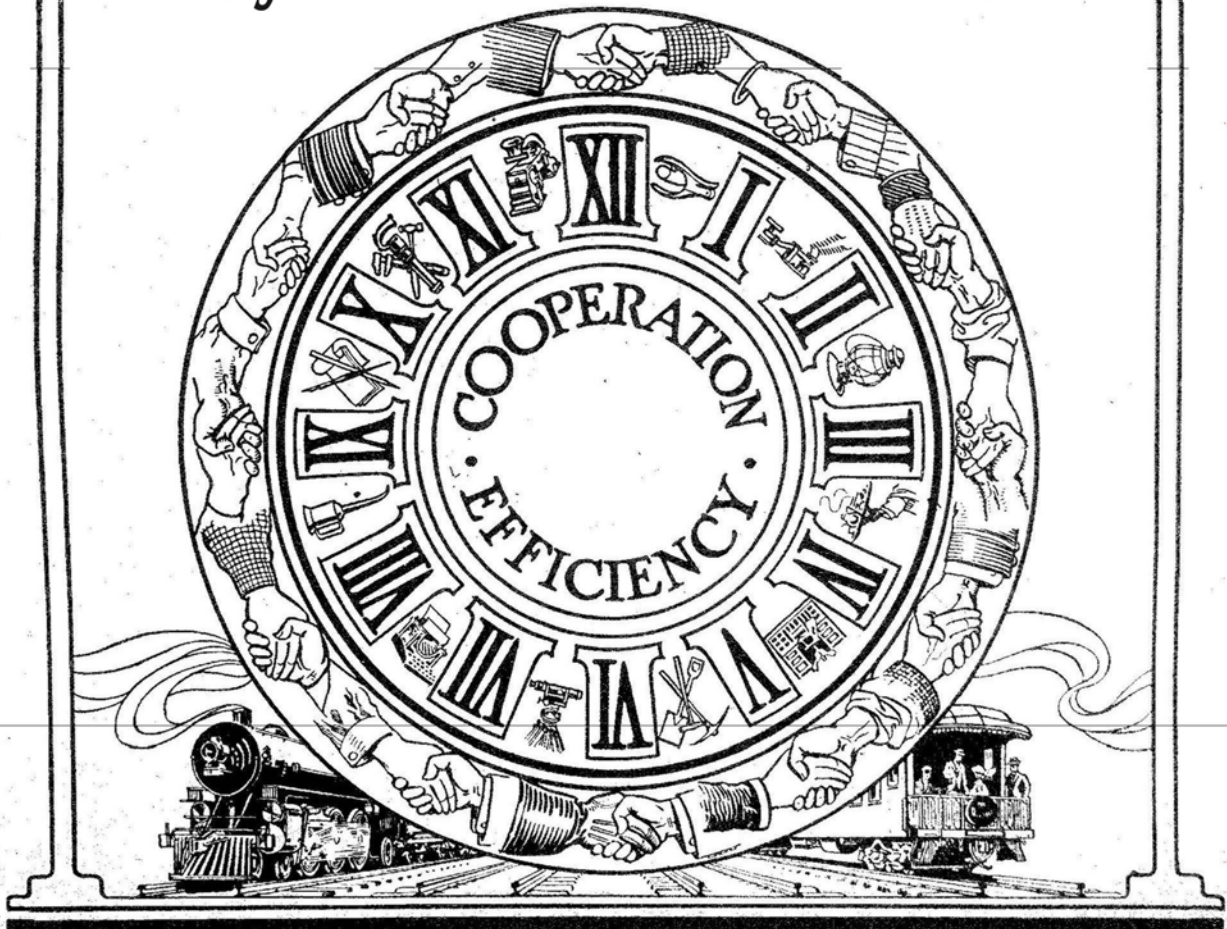


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

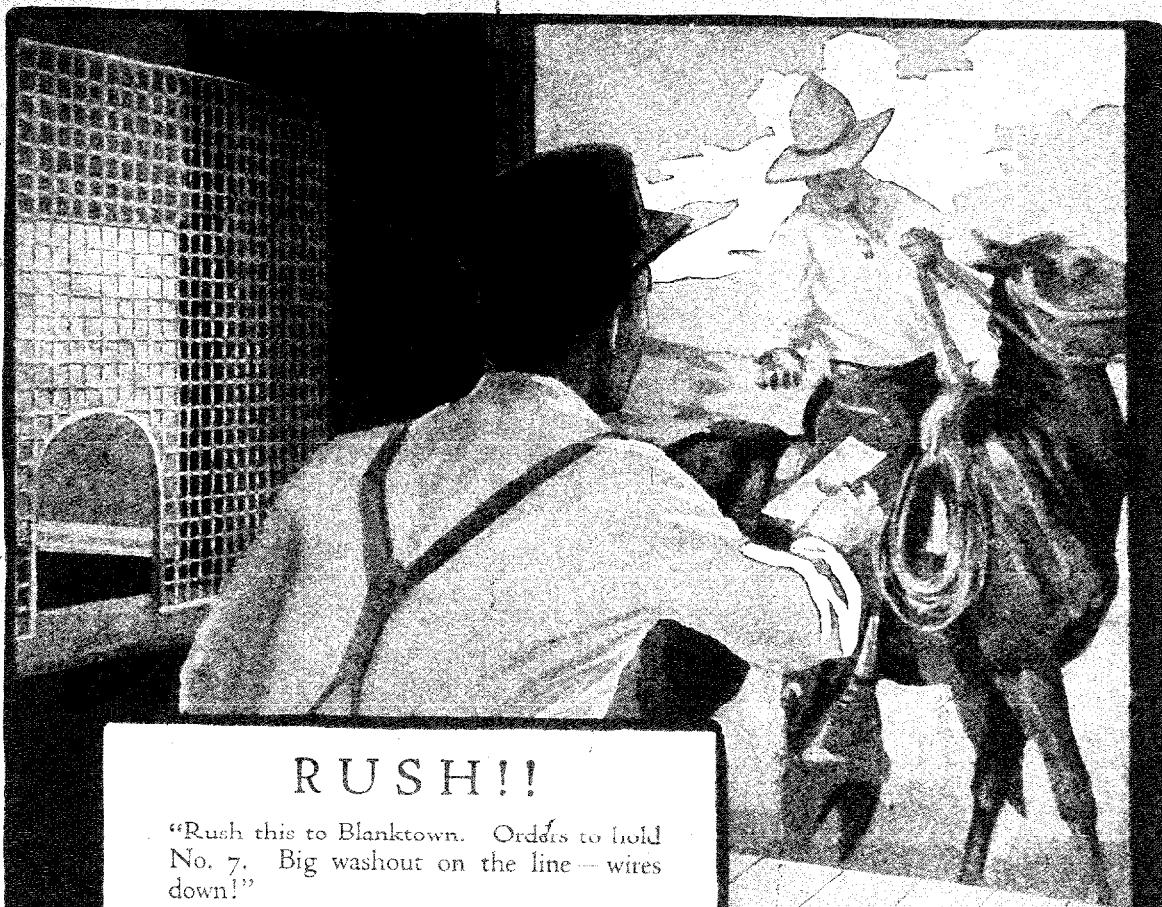
May

1917



VOLUME 5

No. 2



RUSH!!

"Rush this to Blanktown. Orders to hold No. 7. Big washout on the line — wires down!"

Railroad men have to think fast and act fast in such emergencies.

In any crisis the

Royal Standard Typewriter

will respond more smoothly than any other machine.

Rigid tests, competition and comparison prove the ROYAL to be the only typewriter that combines speed, easy touch and neat work, with lasting durability.

The ROYAL is a success—its typing will help you succeed and you will profit by owning one.

You can buy a ROYAL on easy terms.

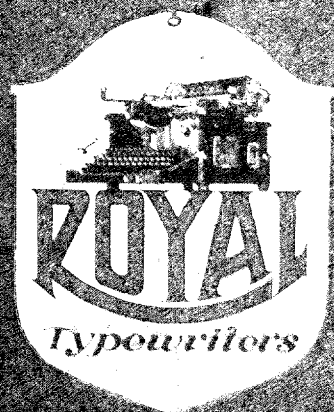
Write for descriptive literature.

ROYAL TYPEWRITER CO., Inc.

Royal Typewriter Building
364 Broadway, New York City

Branches and Agencies the World Over

"Compare the Work"



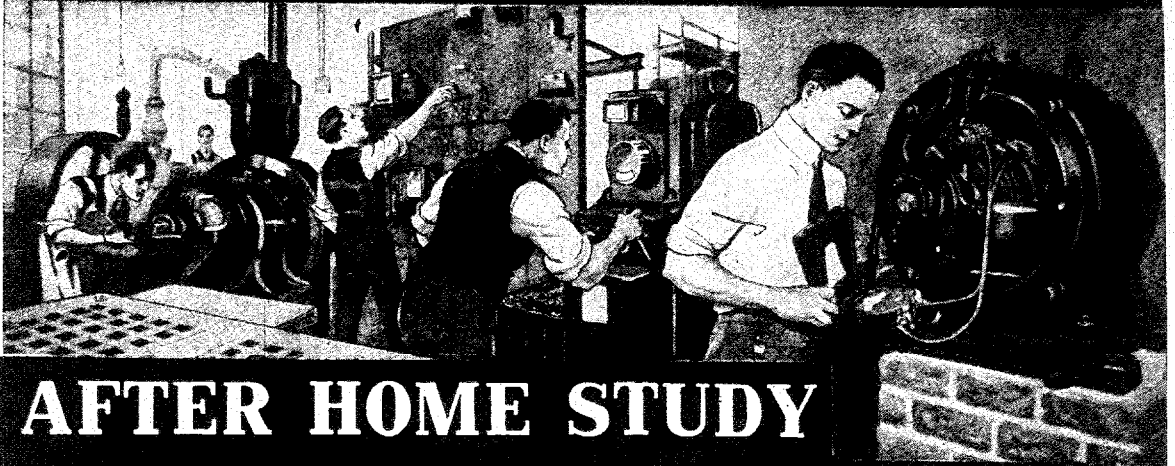
CONTENTS

	Author—	Page
President Wilson's Appeal to the People.....		5
Railroad Regulation	Guy E. Sampson.....	7
Efficiency	"O".....	8
New Annex to Grain Elevator at Milwaukee.....	L. D. Hadwen.....	9
Around the Horn.....	G. McEdwards.....	11
A Chance to Co-operate.....		13
Loss and Damage.....	W. H. Smith.....	16
The Man in the Shop.....	E. W. D.....	17
Safety First	A. W. Smullen.....	18
Our President	J. M. Fox.....	22
Some Snow on M. & P. Line in 1875.....		22
Who's Who in the Night Yards in Milwaukee.....	A. W. Haslam.....	22
At Home	Anna M. Scott.....	23
Right-of-Way for Cultivation.....		25
The Children's Page.....	Jennie B. Ginet.....	26
Special Commendation		27
On the Steel Trail.....		30

INDEX TO OUR ADVERTISERS

	Page		Page
Ayer & Lord Tie Co.....	61	Mayer Boot & Shoe Co.....	37
Bank of Fergus County.....	43	Mead Cycle Co.....	45
Barber, H. L. Pub.....	61	Merchants National Bank, St. Paul.....	50
Bates & Rogers Const. Co.....	64	Midland Casualty Co.....	51
Bird-Archer Co.....	57	Miles City National Bank.....	39
Birch Motor Co.....	47	Murphy Varnish Co.....	64
Boss Nut Co.....	62	National City Bank, Seattle.....	53
Buckeye Steel Castings Co.....	64	New England National Bank.....	47
Central Trust Co. of Illinois.....	52	Northwestern Motor Co.....	
Chicago Engineering Works.....	8		Inside Back Cover
Chicago Pneumatic Tool Co.....	63	Nuxated Iron Co.....	59
Church, Rollin S.....	47	Old National Bank, Spokane.....	44
Circus Liniment Co.....	60	P. & M. Co.....	54
Clark & Bro., W. A.....	53	Pacific Creosoting Co.....	56
Coleman, Watson E.....	61	Port Angeles Trust & Savings Bank.....	35
Commercial State Bank, Miles City.....	53	President Suspender Co.....	35
Continental Casualty Co.....	46	Pyle National Co.....	64
Cropley-Phillips Co.....	56	Roslyn Fuel Co.....	39
Dakota National Bank.....	47	Ross Gould List & Letter Co.....	61
Daly Bank & Trust Co.....	53	Royal Typewriter Co.....	1
Dearborn Chemical Co.....	64	Seattle National Bank.....	50
Fairmont Gas Eng. & R. M. C. Co.....		Sexton & Co., John.....	56
	Inside Front Cover	Spokane & Eastern Trust Co.....	39
First National Bank, Harlowton.....	45	Standard Accident Ins. Co.....	46
First National Bank, Lewistown.....	43	State National Bank, Miles City.....	45
Flint Varnish & Color Works.....	63	Stifel & Sons, J. L.....	4
Fox Typewriter Co.....	40	Travelers Insurance Co.....	14
Galeon Signal Oil Co.....	63	Tuller Hotel.....	63
Hammersmith, H.....	57	Union Savings Bank Trust Co.....	45
Hunt & Co., Robert W.....	64	Western Iron Stores Co.....	66
Kerite Insulated Wire Co.....	64	Wood, Guilford S.....	64
Larabee Bros., Bankers.....	57	Young Typewriter Co.....	39
Mass. Bonding & Ins. Co.....	51		

YOU CAN DO THIS



AFTER HOME STUDY

\$36⁰⁰ TO \$100⁰⁰ A WEEK

You can earn \$36 to \$100 a week and more as an Expert Electrician. If you have a common school education I can train you in a few months at home. Big lighting and power companies, municipalities, and manufacturers are always seeking trained men to handle their Electrical problems.

I Guarantee Satisfaction

Every student receives our Sealed Guarantee Bond, which guarantees to return every penny of his money if he is not entirely satisfied. No other school has made this wonderful offer, but I know the success I have brought to hundreds of my students, and I know what I can do for any ambitious young man who will give me a little of his spare time each day.

FREE ELECTRICAL OUTFIT

For the next 30 days I am giving each student an Outfit of Electrical Testing Instruments, Tools, Electrical materials, and Motor absolutely Free. My instruction is by practical methods and this outfit is used in working out the lessons. Practical training with the theory makes perfect. I am Chief Engineer of the Chicago Engineering Works, and I can give you the training that will land the big jobs and hold them.

If you are in real earnest I want to send you my new Book -- "How to Become an Electrical Expert." It's free. No matter how many other schools you write to I want you to have my book -- It's different because it's practical -- Write today.

CHIEF ENGINEER COOKE
CHICAGO ENGINEERING WORKS
 Dept. 34, 439 Cass Street, CHICAGO, ILL.

USE THIS FREE "OUTFIT" COUPON

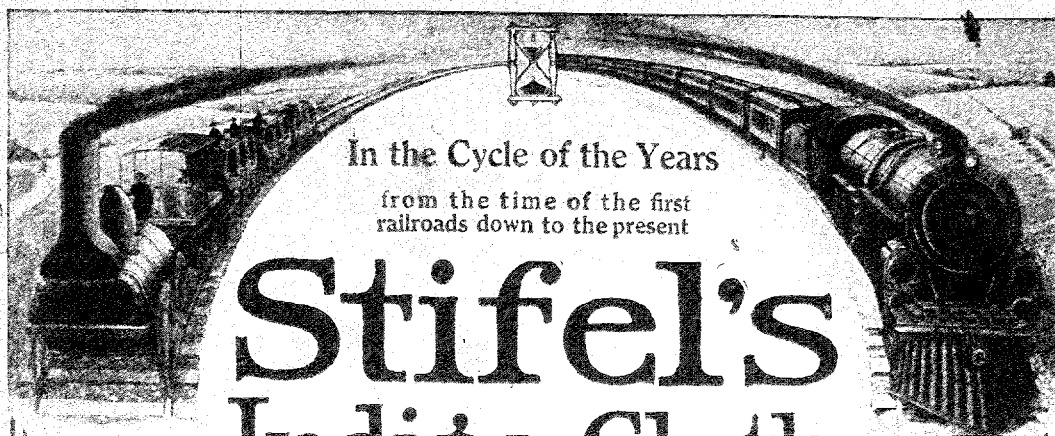
Dept. 34
CHIEF ENGINEER
 Chicago Engineering Works
 439 Cass St.
 Chicago, Illinois

Without obligation enjoy part kindly send at once, fully prepaid, particulars of your complete Practical Home Study Course in Electricity

Name

Address

Town State



In the Cycle of the Years

from the time of the first
railroads down to the present

Stifel's Indigo Cloth

has been the Standard Fabric For

Overalls, Jumpers, Uniforms, Etc.



IF time is the test of excellence,
Stifel's Indigo Cloth carries off the
fabric honors.

When a product gets closer to its patrons by
increasingly better service through the long
march of years, you can mark it a winner.

STIFEL'S INDIGO CLOTH

Standard for over 75 Years

is the typical American industrial cloth. It stands,
without phasing, the knocks and grime of labor
and the rigors of the tub.

Remember, it is the CLOTH in your garments
that gives the wear. You can ALWAYS be sure
your garments are made of STIFEL'S INDIGO
by looking for this little mark
on the back of the cloth.



REGISTERED

Cloth manufactured by

J. L. STIFEL & SONS

Indigo Dyers and Printers

WHEELING, W. VA.

NEW YORK.....260-262 Church Street
PHILADELPHIA.....324 Market Street
BOSTON.....31 Bedford Street
CHICAGO.....223 W. Jackson Boulevard
SAN FRANCISCO.....Postal Telegraph Building
ST. JOSEPH, MO.....Saxton Bank Building

BALTIMORE.....Coca Cola Building
ST. LOUIS.....928 Victoria Building
ST. PAUL.....238 Endicott Building
TORONTO.....14 Manchester Building
WINNIPEG.....400 Hammond Building
MONTREAL.....Room 500, 489 St. Paul Street

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.

E. G. ALDRICH,
Business Manager, Railway Exchange, Chicago

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

MAY, 1917

NUMBER 2

President Wilson's Appeal to the Country

Now that "A State of War" with Germany has been declared, Old Glory will soon be on the firing line. While just now, this seems a remote probability, within a few months, we shall realize more thoroughly its portent, and every man and woman must begin at once to help in the tremendous task of preparing the Nation to withstand the shock that is coming.

Far removed from the seaboard as our employes are, the imminent dangers we are in do not seem so apparent,—and we may never hear the shriek of shells over our section of the land,—but there are other ways for an enemy to work, and as railway employes, every man must be loyal to his company, keep his eyes open to protect the property wherever he may be, and whatever he is doing, he must bear in mind that to cripple the efficiency of the transportation is one of the weapons the enemy will use. **BE WATCHFUL.** Railroad men are all serving their country while they are safeguarding the railroad, and doing all they can to see that the prompt operation of trains is not impeded.

The thousand ways by which men and women everywhere can serve, are embodied in President Wilson's stirring "Appeal to the Country," and in line with his appeal to newspapers and peri-

odicals to give it wide publicity, The Magazine is doing its "bit" in complying. Read it, every employe, and start immediately, the work which each one will find cut out for him and for her—if he and she but will look about, right at home. Study the suggestions he gives and begin today, to **SERVE YOUR COUNTRY.**

The appeal is dated, Washington, April 15, and follows:

My Fellow Countrymen:

The entrance of our beloved country into the grim and terrible war for democracy and human rights which has shaken the world, creates so many problems of national life and action which call for immediate consideration and settlement that I hope you will permit me to address to you a few words of earnest counsel and appeal with regard to them.

We are rapidly putting our navy upon an effective war footing and are about to create and equip a great army, but these are the simplest parts of the great task to which we have addressed ourselves.

There is not a single selfish element, so far as I can see, in the cause we are fighting for. We are fighting for what we believe and wish to be the rights of mankind and for the future peace and security of the world.

To do this great thing worthily and successfully we must devote ourselves to the service without regard to profit or material advantage and with an energy and intelligence that will rise to the level of the enterprise itself.

We must realize to the full how great the task is and how many things, how many kinds and elements of capacity and service and self-sacrifice it involves.

These, then are the things we must do, and do well, besides fighting—the things without which mere fighting would be fruitless.

We must supply abundant food for ourselves and for our armies and our seamen not only, but also for a large part of the nations with whom we have now made common cause, in whose support and by whose sides we shall be fighting.

We must supply ships by the hundreds out of our shipyards to carry to the other side of the sea, submarines or no submarines, what will every-

day be needed there, and abundant materials out of our fields and our mines and our factories, with which not only to clothe and equip our own forces on land and sea, but also to clothe and support our people for whom the gallant fellows under arms can no longer work, to help clothe and equip the armies with which we are co-operating in Europe and to keep the looms and manufacturers there in raw material; coal to keep the fires going in ships at sea and in the furnaces of hundreds of factories across the sea; steel out of which to make arms and ammunition both here and there; rails for worn-out railways back of the fighting fronts; locomotives and rolling stock to take the place of those every day going to pieces; mules, horses, cattle for labor and for military service—everything with which the people of England and France and Italy and Russia have usually supplied themselves, but cannot now afford the men, the materials or the machinery to make.

It is evident to every thinking man that our industries, on the farms, in the shipyards, in the mines, in the factories, must be made more prolific and more efficient than ever, and that they must be more economically managed and better adapted to the particular requirements of our task than they have been and what I want to say is that the men and the women who devote their thought and their energy to these things will be serving the country and conducting the fight for peace and freedom just as truly and just as effectively as the men on the battlefield or in the trenches.

The industrial forces of the country, men and women alike, will be a great national, a great international service army—a notable and honored host engaged in the service of the nation and the world, the efficient friends and saviors of free men everywhere.

Thousands, nay, hundreds of thousands, of men, otherwise liable to military service, will of right and of necessity be excused from that service and assigned to the fundamental, sustaining work of the fields and factories and mines, and they will be as much part of the great patriotic forces of the nation as the men under fire.

I take the liberty, therefore, of addressing this word to the farmers of the country and to all who work on the farms:

The supreme need of our nation and of the nations with which we are co-operating is an abundance of supplies, and especially foodstuffs. The importance of an adequate food supply, especially for the present year, is superlative.

Without abundant food, alike for the armies and the peoples now at war, the whole great enterprise upon which we have embarked will break down and fail. The world's food reserves are low; not only during the present emergency, but for some time after peace shall have come, both our own people and a large proportion of the people of Europe must rely upon harvests in America.

Upon the farmers of this country, therefore, in large measure, rests the fate of the war and the fate of the nations. May the nation not count upon them to omit no step that will increase the production of their land or that will bring about the more effectual co-operation in the sale and distribution of their products?

The time is short. It is of the most imperative importance that everything possible be done, and done immediately, to make sure of large harvests. I call upon young men and old alike, and upon the able-bodied boys of the land, to accept and act upon this duty—to turn in hosts to the farms and make certain that no pains and no labor is lacking in this great matter.

I particularly appeal to the farmers of the South to plant abundant foodstuffs as well as cotton. They can show their patriotism in no better or more convincing way than by resisting the great temptation of the present price of cotton and helping upon a great scale to feed the nation and the peoples everywhere who are fighting for their liberties and for our own.

The variety of their crops will be the visible measure of their comprehension of their national duty.

The government of the United States and the governments of the several states stand ready to co-operate. They will do everything possible to assist farmers in securing an adequate supply of seed, an adequate force of laborers when they are most needed, at harvest time, and the means of expediting shipments of fertilizers and farm machinery, as well as of the crops themselves when harvested.

The course of trade shall be as unhampered as it is possible to make it, and there shall be no unwarranted manipulation of the nation's food supply by those who handle it on its way to the consumer.—This is our opportunity to demonstrate the efficiency of a great democracy and we shall not fall short of it.

This let me say to the middlemen of every sort, whether they are handling our foodstuffs or our raw materials of manufacture or the products of our mills and factories:

The eyes of the country will be especially upon you. This is your opportunity for signal service, efficient and disinterested. The country expects you, as it expects all others, to forego unusual profits to organize and expedite shipments of supplies of every kind, but especially of food, with an eye to the service you are rendering and in the spirit of those who enlist in the ranks, for their people, not for themselves.

I shall confidently expect you to deserve and win the confidence of people of every sort and station.

To the men who run the railways of the country, whether they be managers or operatives' employees, let me say that the railways are the arteries of the nation's life and that upon them rests the immense responsibility of seeing to it that those arteries suffer no obstruction of any kind, no inefficiency or slackened power.

To the merchant let me suggest the motto, "Small profits and quick service," and to the shipbuilder the thought that the life of the war depends upon him.

The food and the war supplies must be carried across the seas no matter how many ships are sent to the bottom. The places of those that go down must be supplied and supplied at once.

To the miner let me say that he stands where the farmer does; the work of the world waits on him. If he slackens or fails, armies and statesmen are helpless. He also is enlisted in the great service army.

The manufacturer does not need to be told, I hope, that the nation looks to him to speed and perfect every process; and I want only to remind his employees that their service is absolutely indispensable and is counted on by every man who loves the country and its liberties.

Let me suggest, also, that every one who creates or cultivates a garden helps, and helps greatly, to solve the problem of the feeding of the nations, and that every housewife who practices strict economy puts herself in the ranks of those who serve the nation.

This is the time for America to correct her unpardonable fault of wastefulness and extravagance.

Let every man and every woman assume the duty of careful, provident use and expenditure as a public duty, as a dictate of patriotism which no one can now expect ever to be excused or forgiven for ignoring.

In the hope that this statement of the needs of the nation and of the world in this hour of supreme crisis may stimulate those to whom it comes and remind all who need reminder of the solemn duties of a time such as the world has never seen before, I beg that all editors and publishers everywhere will give as prominent publication and as wide circulation as possible of this appeal.

I venture to suggest, also, to all advertising agencies that they would perhaps render a very substantial and timely service to the country if they would give it widespread repetition. And I hope that clergymen will not think the theme of it an unworthy or inappropriate subject of comment and homily from their pulpits.

The supreme test of the nation has come. We must all speak, act and serve together.

WOODROW WILSON.

Railroad Regulation as Viewed By An Employee

*Guy E. Sampson, Conductor,
LaCrosse Division.*

Having read our last Magazine from cover to cover, I could not help but take special interest in the articles on "The Adamson Law" and "Fair Play for the Railroads." Thinking perhaps the readers of our Magazine might have an idea that those articles were written by parties interested in railroad properties, it occurs to me they might like to know what just a common employe—one who never bought a share of railroad stock in his life—would have to say upon these subjects.

It is an undisputed fact that conflicting state regulation costs the railroads an enormous amount of money every year. With uniform state laws, or, better still, federal laws for the regulation of railroads, a great saving of money could be made, money needed to put the properties in better shape to meet the faster movement of trains. The eight hour law, or the twelve and one-half per hour freight train movement, which, by the way, includes all delays to trains, whether waiting for some fast passenger train to pass, or whether setting out or picking up cars—means that heavily loaded freight cars must be in condition to safely make passenger train time while moving; and that track conditions must be kept up to that state of perfection which will guarantee SAFETY at this speed. The motive power, also, must be kept up to a like state of perfection, reducing engine failures to a minimum. Slow orders on account of bad track will have to be a thing of the past,—therefore all track which has become soft from heavy rains or rough from frost conditions will have to be put in shape immediately, regardless of cost. Where, then, to obtain the funds to immediately put the roads in shape, is the question that confronts the railroads today. I think there can be no doubt about that, and the solution is an increase in the compensation allowed the railroads for the service demanded of them.

If anyone can explain why we send a telegraph message at two bits when we could send it by mail for two cents; or

why a man making an important trip will engage an automobile instead of a horse and buggy at a much lower cost, he will have explained fully why the railroads of this country need the long asked-for increase in rates,—i. e., in the interest of efficiency.

The operation of the eight-hour law means that the railroads must give the public a much faster freight train service,—and to do this, they will have to spend for improvements, maintenance of track and equipment, millions of dollars, for which the people will derive all the benefit, and for which it seems every fair-minded person must agree, the railroads should be compensated. Employes who have been in favor of the faster train movement are just as enthusiastic for better compensation for the railroads, but in order to bring about a successful termination of the question,—two very important things, as I view it, must be done. One is the work of the Interstate and State Commerce Commissions and the law-makers; while the other is to be the work of the railroad employes and officials. The work of the Interstate Commission, I believe, could be greatly aided if the conflicting state laws could be eliminated and uniform laws established; and then a fair compensation,—to insure a safe investment instead of a doubtful one, in railroad properties. Now for the part to be played by employes and officials: the spirit of co-operation must exist between them. All must work together in order to give the public the best possible service. Their individual agreements and schedules should be constructed on the lines of fairness to both sides, as well as to the public which buys what the railroads have to sell,—viz., transportation. Transportation is the only thing the railroads have to sell and it is up to the employes to see that that transportation is worth every cent it costs the people who buy it. The best grades of everything on the markets demand the highest prices, and now, as the public is demanding a faster and better grade of service, there seems to be no reason why, with the increase in prices of every other commodity, that the commodity which railroads have to sell, should not have an increase sufficient to permit them to continue in business.

In order to get the better service and allow the employes sufficient wages to meet living costs, the public should be willing to permit the compensation to the railroads to be increased, also; especially as it is in the interest of the better service they demand.

No man would run a factory very long if the income from it did not give a good living for himself and family after his employes had been paid; nor could he run that factory very long if the income did not furnish enough more money to keep the factory and the machinery in good repair. This is exactly where railroads stand today. The new demands for better service require improvements at tremendous advancements in costs; labor demands a higher wage, all of which must be met by the companies. A man running a factory often can, at a small expense, put in different machinery and manufacture a different article which has a higher market value. Not so with the railroad companies; their business of transportation is the only one they can use their properties for, and when the cost of operation goes up and the revenues remain unchanged, the natural result will be a poorer service, or they will be forced to close out. Considering all these things, I feel that the people of this country, as a whole, are willing to allow the railroads the increases needed to meet the increased expense.

If all railroad employes will do their utmost to help in putting the road employing them at the top of the list of good service carriers, I predict a satisfied public. And so let all railroad employes put their shoulders to the wheel, their hearts and minds into their work and help to justify the expectations of the public in granting the rate increase.

And now, to all co-workers and officials of the Milwaukee: Let's not go to sleep at the switch, but everyone get on the job and boost for uniform regulation, better service, a satisfied public and a rate compensation to the railroads which will guarantee a safe and settled financial condition.

Efficiency.
By "O."

This, my dear, is
The Train Dispatcher,
(T. D.),

Vide time card 23.

This young man is the dominant dyne—
The E. M. F. of the Division.

From 8:00 A. to 4:00 P.

On his clearheadedness and foresight

Depend many lives and much property.

See! He's all harnessed up—

Bridled, collared, surcungled, cruppered—

Variouly and ingeniously equipped

With buzzing telephonic and

Chattering telegraphic go-devils—

So that with ear and lip

And fingertip

He has the situation on the hip.

Spread before him the pike's history

On wide parchment

Lined and interlined

In red and black and blue.

And speckled o'er with hieroglyphs

Kenned only by Old Rails

And God!

Arranged with meticulous care

The tools he works with—

An inkwell, shining,

A mighty pen

And a virgin blotter.

His, my dear, the Moving Finger.

His the voice

That tells the boys

When, where and how to head in,

Pick up and set out,

Wheel 'em,

Beat 'er on the back

Or to linger.

No dunnage

Encumbers this lad's lid—

It's all net.

He's the guy that put the fish in

Efficiency; he's the tonnage

Kid.

Each blessed day he breakfasts

On ton miles,

And eats a trainmen's schedule,

Or a roundhouse foreman

For dinner.

He sees all, knows all.

In his bright dispatcher's lexicon

The dark and dreadful word

Lap

Ne'er has appeared;

But, whisper, one must confess

That he's reasonably stimulated by

The blue-pencilled "Why?"

That oft adorns a sheaf of

State papers.

Is he ambitious?

IS he?

My dear, his lightning rod's reared

And some day, merit, luck,

Circumstance or mebbe a woman

Will push the T. D.

Onward and upward

Into that happy, deeply upholstered

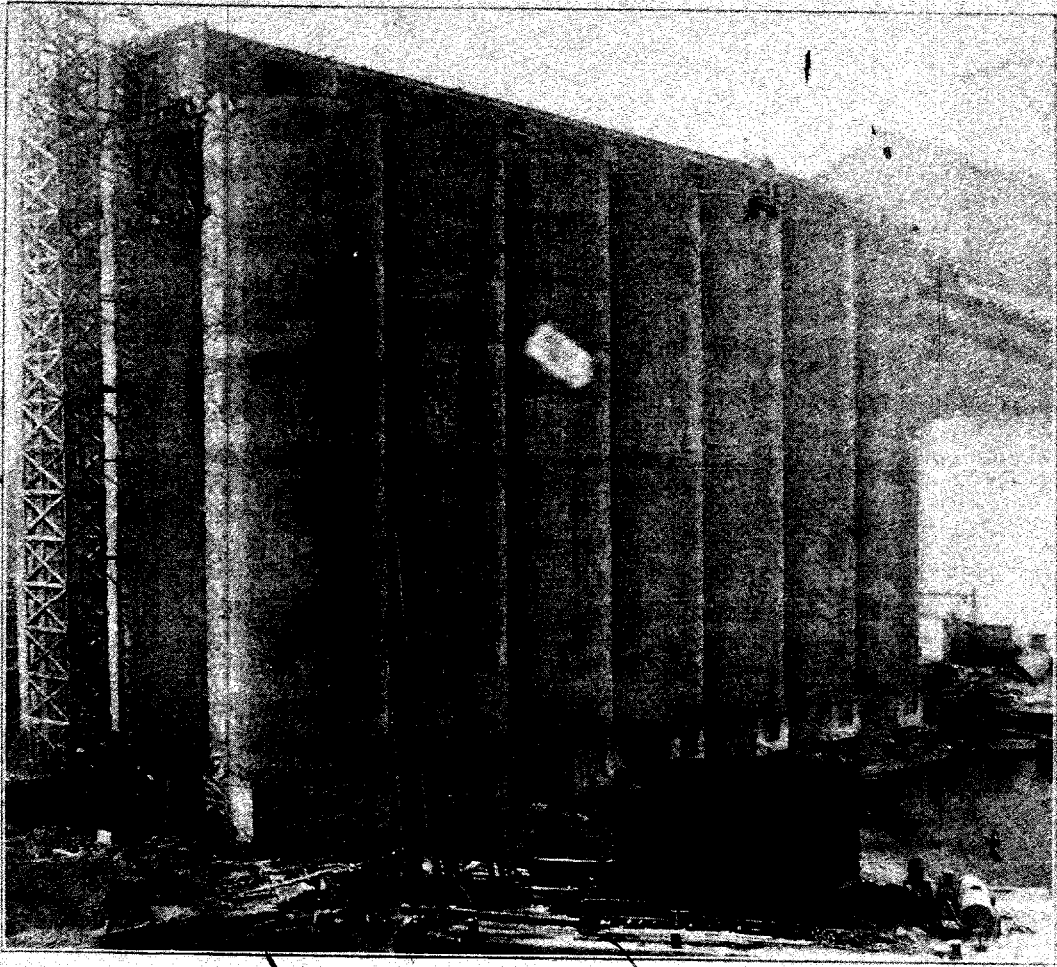
Kingdom of private cars.

Crop reports and loading reports,

Crinkly bonds and 20-cent Brevas,

Dodging the directors

And more work and longer hours.



The Annex to Elevator "E"

New Annex to Grain Elevator at Milwaukee

L. D. Hadwen, Engineer Masonry Construction.

Early last January, there was completed in Milwaukee, an extensive addition to the grain storage facilities of this company by the construction of twenty-one grain storage tanks adjacent to Elevator "E," which is located in the Muskego Yard, alongside of the South Menomonee Canal. The construction features of these tanks are of interest, as illustrating the rapidity with which large work can be carried out.

The annex provides for the storage of 600,000 bushels of grain and consists of three rows of immense concrete cylinders, seven in a row, arranged parallel to the water front. They are twenty-two and one-half feet inside diameter, and eighty-five feet from the top of the foundation to the top of the bin floor, and are constructed of reinforced concrete. These tanks and the interspaces between them all serve as receptacles for grain, so that when loaded they virtually form a solid block of grain and concrete 163 feet long by 70 feet wide, and 85 feet high. To provide for the immense weight of such a

structure in a marsh such as this portion of Milwaukee originally was, requires that the foundation shall be carried down to solid bottom by means of piles, so that, as a matter of fact, the structure extends almost as much below the ground level as it rises in the air. In this respect it is like the modern battleships, in that the visible portion of the structure only represents half its real bulk; and, moreover, like the battleship, an elevator has within it a multitude of complex machinery required for handling and blending the grain. To provide the necessary pile foundation, upwards of 2,200 foundation piles were necessary. Some idea of what this involves can be gained by picturing these piles laid, end for end, in a row; if this were done they would form a line twenty-seven miles long.

The building of these tanks was carried out partly by the railway company's forces and partly by contract under the supervision of the engineering department, Assistant Engineer Arthur Daniels being the engineering

department's representative on the ground in direct charge of the work done by the company's forces. Pile foundations were all driven by the engineering department and General Foremen Charles Woodruff and Messrs. Cisco, Golich, Lawrence and Witz, the four pile driver foremen under him, made a fine record in getting the piles down and the site in readiness so that the contractors for the superstructure, the Witherspoon-Englar Company, could have the elevator site by the date promised.

Preliminary work investigating the site was undertaken July 24th and by August 5th the driving of the 2,178 foundation piles, sixty to seventy feet long, was started, and the driving completed September 16th. To accomplish this it was necessary to operate two track pile drivers, both day and night, employing double shifts or four crews in all. It was a picturesque sight to watch the drivers at work during the night by aid of electric lights, which were installed to make this possible.

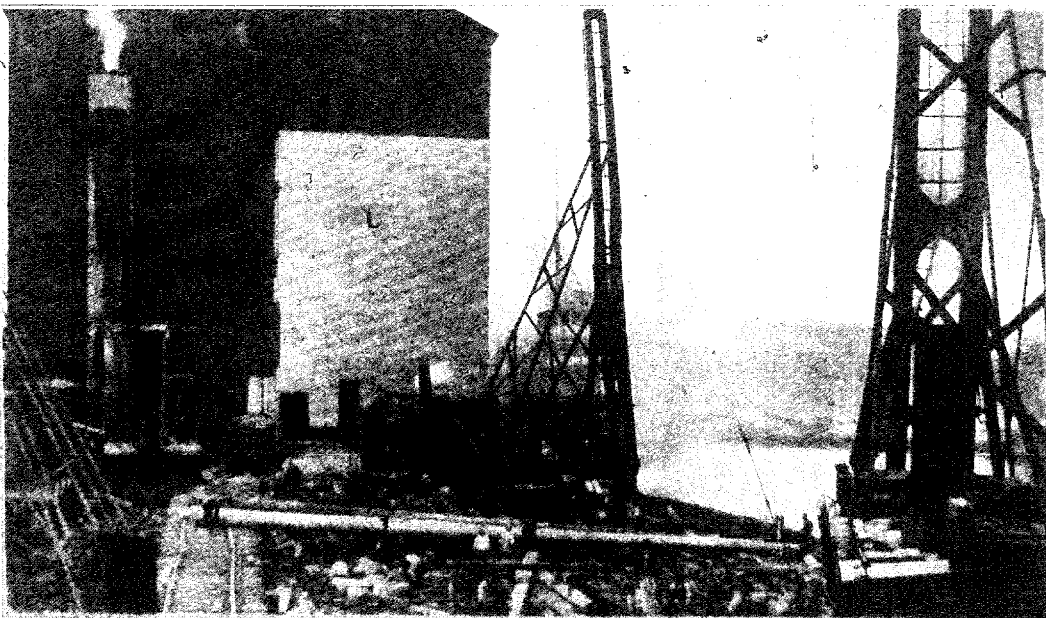
The first illustration shows the two pile drivers equipped with especially long leads to handle the seventy-foot piles at work; with the derrick car bringing the piles up from the yard to keep them supplied. These two track pile drivers, the X-230 and X-231, are modern drivers designed by the engineering department and built at Milwaukee Shops. The second illustration shows the condition of the work on December 29th, when the exterior portion was practically finished.

On the 29th of September, the site was turned over to the contractor, the piles having been all cut off at the required elevations and the excavation for the bottom concrete slab, which forms a solid floor over the entire foundation, being made. The contractors laid the tunnels which carry the belts under the tanks and the basement all completed

and started the concreting of the tanks proper on November 6th. These tanks are built with moving forms, which are carried by jacks working on vertical rods in the walls of the tanks, which permit the forms to be raised gradually as the concreting proceeds, so that under favorable circumstances as much as eight feet in height is added to the tanks in twenty-four hours. While some cold weather was experienced during November, the contractor had the tanks completed up to full height on November 22d. After this, the concrete cupola which extends the full length of the tanks and which carries belts for conveying the grain and distributing it to the various bins as desired, together with the hopper bottoms and various machinery had to be installed. This was all completed and the tanks ready for grain January 9th, the first grain being run into the tanks January 14th, or within five months of starting the improvement.

In conjunction with this new building an extensive remodeling of the old Elevator "E" had to be done and a new concrete dock built along the water front and the water front dredged out.

One of the problems in connection with this work was the assembling of the large amount of material promptly to maintain its progress, particularly as it was undertaken during a time of great car shortage. Such long piles as were necessary had to be secured either from Washington, Idaho or Louisiana, and our transportation officials followed the matter up so actively that in some cases within ten days piles loaded in Louisiana would be on the ground and driven. The needs of the concrete work, too, would often require twenty carloads of sand and gravel daily. In all, 300 carloads of sand and gravel, 40 cars of cement and 10 cars of reinforcing steel were used in this building.



Driving Foundations for Grain Tanks

Around the Horn

G. McEdward.

One of the important natural advantages of Chicago is the big woods which lie at her back door. Too few people take advantage of it, although those who have once gone are regular, annual frequenters. Leaving Chicago along about bed time, the Milwaukee drops you in the heart of the big woods by 10 o'clock the following morning. It is a night's sleep in a large and comfortable Milwaukee berth, breakfast in what is undoubtedly the best dining car service in the country, and the porter calls your station.

It had been our desire to see a little real wildness, to get away from the beaten paths and the railroads, to see the deer as they fed in the streams and catch the big game fish of the rivers of the North. We were successful in every thing but the fish. Our trip was at a time when Wisconsin had one of the hottest spells in its history, and the fish were not biting up to standard, but in every other respect our trip into the great forests of that beautiful "God's Great Out-of-Doors" was even more successful than we had anticipated.

We made in canoes the trip that is called "Around the Horn," from Minocqua to Mercer. It is a short journey straight through by rail, but a long, roundabout, wild, unfrequented journey by water.

At Minocqua we got our canoes from Mr. Wasserberger, who runs a boat shop. They were heavy wooden affairs. The canvas canoes usually seen around Chicago could not have stood the rough trip, although they would have been a blessing on the portages. Two of our four canoes had not arrived. The factory had been slow in sending them and we were forced to remain on Lake Kawaguesaga for a few days.

We did not regret the time spent there. Kawaguesaga is a beautiful lake, with many islands and bays. We decided to camp near the entrance to the Tomahawk, down which we were to go as soon as the other canoes arrived.

After an hour's paddling a high point covered with giant pines, "Sentinels of the Ages," was sighted. It was not far from the point where the river leaves the lake, and there was an empty cabin on the spot and a sign designating the place as Sandy Point. We pitched our tents, the big and the little one, a short distance from the cabin and made dinner from the supplies purchased at Minocqua. We did not intend to begin on our regular supplies until we had started down the river and were off the beaten path of civilization.

At Kawaguesaga it is possible to get a long way from civilization and still have many of the comforts of city life. Not so far away from us, up the point, was a farm house where we were able to get milk and vegetables. Water, also, was secured from the farmer's pump, except the water for cooking, which was taken from the lake.

Sandy Point has the finest bathing beach

of any place where we camped on our journey. But we struck the lake at a bad time for fishing. It was extremely hot, scorching, and the fish were biting less than at any other time of the year. We caught some bass but no big fish, except an 8-pound dog fish. None of us had ever tasted dog fish. The name didn't sound well, but we decided to try out our reflector and see how well it would bake a big fish.

The reflector did its part, but the dog fish was not every thing that could be asked. The flesh was dark and soft and there was a peculiar taste. There was considerable dog fish left over.

One pleasure that we had to forego on this northern trip was the evening camp fire. The mosquitoes thwarted us. They hummed and sang around us, miriads of them. We tried smudges and mosquito dope, but both failed miserably. We were driven to the tent when darkness fell, not only on the Kawaguesaga, but in every other place except one, that we stopped for a night's rest.

In a few days the other canoes arrived. It was Tuesday morning, at 7 o'clock, that our little fleet of four canoes, two persons to each canoe, left Sandy Point bound for Shishobogena Lake, where we intended to spend the next night.

There is a portage of about thirty feet from Kawaguesaga into the Tomahawk River. Rollers have been left, and the portage is only a matter of pulling the canoes over the sand. The river in the early morning was beautiful. We went along at a good rate, but watched with some anxiety the darkening sky.

About 11 o'clock the rain came down. We stopped a minute to put on our rain coats. There was no shelter of any kind along the banks, and we decided to push on. It was in this blinding rain that we reached the portage from the river into Shishobogena Lake. Our canoe got stuck on a log and one of the others came back to help us off. Two of the canoes kept on.

A little farther on we came to what we thought must be the portage. There was a white pole of birch marking the spot. Apparently the other canoes had continued down stream. We found the trail leading up from the river. At the top of the bluff it struck the road. Two of us started out to find the trail.

At the top of the bluff we turned to the left along the road. We came to a shack where, apparently, a farmer lived. A farm house nearby had been burned to the ground. There were horses in the barn, but no sign of a human being. After continuing along the road for a while we decided we had gone the wrong way, and turned back.

Within a few feet of the spot where we had first touched the road we found a note directing us to turn to the right. A party of four young men had passed through Kawaguesaga the day before and they knew we intended to follow the next day. They too, probably, had turned in the wrong direction.

Following the road to the right, we came to an excellent dairy farm, situated on Lake Shishibogena. All hands had been driven to the barn by the rain and we were able to hire a hayrack to take over our canoes. The portage is about a mile in length. It is the longest portage on the trip.

We decided that the other two would attempt a passage by Mud Creek, Mud Lake, and a Tamarack Swamp which connects the lake and the river. Later we learned that they had stopped at the portage, but when they found no trail they went on.

Immediately after breakfast we were on our way, guided by the map of the Trout Lake country issued by the Milwaukee. None of us had ever been over the journey before.

From Darrow's camp we paddled into the Lac du Flambeau Indian Reservation. The next lake was Gun Lock, thoroughly wild, with not a house of any sort visible. The trail to Fence Lake is at the northern end of the lake. Up some distance from the shore is the house of an Indian and his family. He pointed out the trail to Fence Lake,



An Empty Cabin and a Sign Designated the Place as Sandy Point

It was unfortunate for us that the other canoes carried all the food. Except for a bag of potatoes we had only such things as flour and beans, uncooked, and some dehydrated vegetables that took several hours to prepare. A fisherman told us that in the next lake, Gun Lock, we would find a good camping spot. When we found the spot we decided never again to take the word of a fisherman. It would have been impossible to raise a tent there.

We made a fire, using the dead branches which still hung to the trees. The wood was not very wet. We boiled potatoes, and those potatoes were about the finest delicacy that it has ever been my privilege to taste. But we decided never again to let all the real food go to the other canoes.

It was decided to go back to Shishibogena and watch for the arrival of the other half of the expedition. They came into the lake about 3 o'clock, three hours after we had arrived. It was still raining, a cold, unpleasant drizzle, and we decided to take advantage of Mrs. Darrow's camp, a group of log cabins which she maintained for fishermen.

We secured a cabin with four bedrooms, and beds. It was the first time in nearly a week that we had slept in a bed. The hardest storm of the trip took place between 9 and 10 o'clock that night, and we were able to laugh at the elements. We were under a wooden roof.

An hour's fishing the previous evening brought enough fish for breakfast. Shishibogena seemed to be the most fertile spot for fish that we encountered.

which leads up past his house and on for about half a mile. It is not a difficult passage, and was finished by dinner time. We had our dinner on the shore of Gun Lock Lake, but our canoe and duffle were on Fence Lake, ready for a start immediately after lunch.

When we pushed off the shores of Fence Lake it seemed as if we might be the first white men traversing the waters of an unexplored region. It is the largest lake on the trip. Not a soul was visible. After we had paddled some distance we noticed, on the eastern shore, a few cottages belonging to a camp. At the north end of the lake there is a cottage, owned by a man who spends nearly half of the year in that wild and lonely spot. Often he and his wife are the only persons on the lake.

Our camp was on Strawberry Point. Apparently every party that takes the Flambeau trip camps on this point, and every fishing party on the lake eats its lunch there. As a result, the point, seemingly in the deepest wilderness, was infested with flies, flies of the biting kind. The following day two of us paddled over to the island in Crawling Stone Lake, the next one after Fence. Here is a beautiful island, covered with immense pines.

The island is small, but it has one perfect camping spot. But a party of careless campers from Wausau had been there, and had left a frightful mess. It would have taken months of the work of nature to make it clean again, and it was spoiled as a camp-

ing spot for any other party during the remainder of the summer. With only a slight effort the island, the most beautiful camping region in many miles, could have been kept fresh and clean.

We had intended to remain in the Indian Reservation longer. We walked to the Indian village of Lac du Flambeau and secured a permit to camp from the head of the reservation. We were told that without a permit the Indian police would have placed us under arrest. But the flies drove us away. The second day, after arising at Fence Lake, we took up the voyage again.

About an hour was spent in the Indian village mailing postal cards and eating ice cream cones. Ice cream was a distinct luxury after a week in the wilderness. The village is situated between three lakes, Flambeau, Long and Pokegama. We did not touch Pokegama, but traversed the other two. Crawling Stone leads into Long Lake. We strike Lac du Flambeau just after the Indian village. The entrance to the Flambeau River is at the northwest end of Flambeau.

There is a dam separating the lake and the river, and that means a small portage. Just after we had finished pushing our last canoe over the sand to the other side of the dam, an Indian came along and, with a broad smile, shot the dam in his row boat.

It was about 10 o'clock in the morning when we left the Indian village, and we had the hardest day of our journey before us. We found that out later. The upper Flambeau River runs through a grass swamp and the channel winds and twists and swings back on itself interminably.

Incidentally, it was the hottest day of the trip, and the trees were scarcely ever closer to the channel of the river than a quarter of a mile. It was at the time of the terrible hot spell in Chicago, and, although we had no thermometer with us, we were surprised to find that the north woods could be as hot as they were that day.

We filled our water jars just before we left Lac du Flambeau. After lunch, eaten on an island in the swamp, the water supply was exhausted. We boiled some from the

river, but there was so much grass and sediment in it that, after boiling, it tasted like soup. Most of us drank direct from the river. The water was warm and tasted of straw.

It was late in the afternoon when we found a spot on which it was possible to pitch a tent. We were tired and hot and thirsty, for no amount of warm river water seemed to quench our thirst. But there was no water that night. We met two Indians, one of them a famous Carlisle football player, who left their boat at our camping spot and started back into the woods. They told us of a spring about two miles away through the woods, but there was no fixed trail from that spot, they said, and as it was almost dark then we decided it would not be best to risk it. We drank many cups of coffee and tea in an effort to get rid of our thirst.

Shortly after we left that spot, early the next morning, the river began to look more like something. There was less swamp, and occasionally we would be able to paddle along in the shade of overhanging trees. In a couple of hours we came to a ledge. The Indians had told us we would find water there. There was a pump which was more than welcome. For a half an hour we did almost nothing but drink, and did every pain and far with water.

Although the river was much more beautiful the second day, the banks were low, and there were few good spots to camp. It was hours after we had decided we had gone far enough for the day before we found a clear high spot. There was a cabin on that spot—and a pump. We had percolated ourselves only the smallest quantity possible of water during the day because of a fear of another night without drinking water. Consequently, the pump was mighty welcome.

The cabin was empty, although inhabited. It was spotlessly clean. We noticed that the door was not locked, although we did not go in. We saw by the addresses on some empty boxes from Montgomery Ward that the name of our friend was Joe Sisk. He had built bird houses in his front yard and had taken special pains, it seemed, to bear



The Tent Went Up and We Built a Fire

tify the spot. We hated to pitch our tent in Joe's yard without first getting his permission. There was no other available, however. One of the canoes went down the river for a mile or so, to see if another spot was available. Everything was low, and we decided to pitch camp, and square things with Joe later on.

Consequently the tent went up, and we built a fire beside the river and cooked our supper. We had that evening, miles from any center of civilization and in the very thick of the big woods, one of the luxuries of a big city. It was a plum pudding, canned and preserved in brandy. The pudding was not without merit.

Joe came home shortly after we had retired. We heard his boat scratch on the gravel of the river bank. One of the men went out to apologize for confiscating his front yard for our purposes. Joe welcomed us. He said he always left his door open, and occasionally came home late from a hunting trip to find strangers cooking their supper on his stove, or even asleep on the floor.

"It isn't like the city," said Joe, "out here, there's no place else to go, and a man would be a fool not to take advantage of a shelter like this."

In the morning we all talked to Joe, and we were for him strong. He made a map for us of the river farther down, showing some of the bad places. Joe has made a trail himself around two of the rapids, one on the Flambeau and the other on the Turtle River, up which we were to paddle.

There are two sets of rapids in the Flambeau just above the point where the Turtle joins it. We shot both rapids. But on the second set, which Joe told us we had better portage, we took out some of the perishable foods and carried them over the trail. Shooting the rapids was one of the finest joys of the entire trip.

The Turtle River is a beautiful stream, particularly between Turtle Lake and the mouth, where it joins the Flambeau. We had not been paddling long when we saw our first deer of the trip. It was just noon. The deer was in the river, and did not hear our approach until we were fairly close. Then he scampered back into the woods. Later we saw many deer along the banks.

We reached Turtle Lake in time for a late lunch, and decided we had gone far enough for the day. It was Sunday. Besides, we were so well satisfied that we decided to spend several days there. It was the most beautiful lake we had ever seen. It was surrounded by virgin forests, and there were several camping spots.

But we had not counted on the mosquitoes. Every other place where we had stopped the mosquitoes worked only at night. But along Turtle Lake they worked in day and night shifts—and then some. They bit constantly and consistently day and night. At night it was easy to get away from them, as the tent was mosquito proof, but we refused to spend the days inside.

Breakfast the following morning was served on the lake, in the canoes. The mosquitoes were too bad on land. The two cooks carried pancakes, syrup and coffee to a spot several hundred feet off shore. We decided that we would have to leave the next day, in spite of the wonderful beauty of the spot. Without mosquitoes it would be a marvelous camping place.

We got an early start next day, as we wanted to reach the end of the trip that night. Our goal was Echo Lake, on which the town of Mercer is situated. It was a long pull upstream, and in several places the water was so low that we had to get out and pull. In many other places there were rapids which would have been easy if we had been going down stream, but the water was too shallow to paddle up them.

During the forenoon, we passed a row-boat from which a couple of men were fishing. After passing the time of day we learned that they were all from Chicago, whereupon they told us that when they had left the city the White Sox were at the head of the league. When we left they had been down somewhere in the second section. We gave a fleeting cheer for the Sox.

About noon we reached the longest portage of the day. The portage was not difficult. Our supply of food was running low, and we accepted with gratitude four potatoes which had been dropped by some party which had made the portage some time before. We fried the potatoes and ate them with relish. Our own supply had been exhausted days before.

A short trail from this point leads through a most beautiful forest to a spring. We filled our water jars for the rest of our journey.

The last lap was a difficult one. In times of higher water it would have been much easier. We had to push our canoes up several spots which ordinarily would have been easily overcome. Along near the end, when it was getting late in the day, we came to two dams and several big rapids that we had not counted on. It meant portaging around the dams and pulling the canoes up the rapids. It was sunset by the time we reached Echo Lake, the end of the canoe trip.

Two members of the party went to Mercer to buy steak and potatoes and tomatoes and bread and cream and a few other things to eat, while the rest of us put up and got ready for supper. It was an enjoyable feast, as it had been many days since we had had fresh meat, milk, butter, and fruit, except for red raspberries, which were plentiful in the Turtle River region. Several times we had red raspberry short cake, a delightful culinary success in the heart of the big woods.

One night was spent on Echo Lake, and early in the morning we broke camp to get a train back to Kawaguesaga. We intended to spend the rest of our time on Sandy Point. Three days later, on Saturday aft-

noon, we broke camp, paddled back to the railroad, turned over our canoes, and took the evening train back to Chicago.

The Milwaukee diner has always furnished a fitting close to an interesting vacation. After a fine dinner of roast chicken, rich mashed potatoes, a delicacy we had not had on our trip, tomato salad, pie, and ice cream, we went to bed satisfied and well filled, to awake early Sunday morning just outside of the great city.



On the Way to the Evening Train

The Co-Ordination of the Railroads.

The following editorial from the New York Times is evidence that the action of the railroad companies, taken at a conference between their officials and the National Council of Defense, is appreciated in quarters where its significance is best understood. In national and public crises, our railroad companies have been prompt to see the public necessity and public weal and have never hesitated to make whatever sacrifices the exigencies of the situation demanded. The Times says:

In the rush of thick crowding events and the multifarious manifestations of patriotism, the action of the railroad companies at a conference of railroad presidents held last week has not been appreciated at anything like its real significance. In response to a call from Mr. Daniel Willard of the Council of National Defense, forty-five other railroad presidents met in Washington on April 11th.

Every railroad of importance in the United States had its representative, immediate or by proxy. Without discussion, the conference passed unanimously Mr. Willard's resolution for the appointment of a committee of five presidents with complete control during the war of the operations of all the railroads in the country. This committee of five will be in session at Washington while the war lasts. In these trained hands the whole American railway system of 250,000 miles or more will be operated as a single system, a unit; directed and operated intelligently, synthetically, and efficiently, to the best advantage of the United States.

The value, military and economic, of this co-ordination of railway transportation will be of the greatest. The generous American spirit which prompts it, a spirit that has moved great indus-

try after great industry to enlist in the mobilization of American resources, is priceless. Here the managers of some \$17,000,000,000 of railway property grant control of it to five men so that the government may have the best service in war.

Surely the display of a common patriotism, of a common devotion to the country, by the great industries and interests, must create new popular understandings and sympathy that will outlast the war. The railroads, for example, so ready to serve the country in war, may be allowed to serve it in peace and get a living wage for it. It is one of the benefits of war that, bringing together all classes and opinions, it teaches toleration and broadens knowledge.

Doing Our "Bit"

In the interest of conserving our National Food Supply and doing all things possible toward relieving the food shortage, President Earling has issued the following letter:

To Agents:—

The Chicago, Milwaukee & St. Paul Railway Company is desirous of doing everything possible to assist in relieving our present food shortage and reducing the cost of necessary commodities, and earnestly invites the sincere co-operation of its agents and employees.

First. In inducing people throughout your districts to start the cultivation of food products on any of the company's land which can possibly be given over to that purpose.

Second. To carefully watch waybills and where agricultural implements and farmer's supplies are past due to report the facts to division superintendents.

Third. Ascertain, if possible, what additional help the farmers in your vicinity are going to require between now and the end of harvesting and report everything to this office.

Fourth. Use your influence to start a club of boys and girls for garden work and the cultivation of food products.

Fifth. If you can possibly find time after your arduous duties to start a garden and produce a part of your consumption, it is hoped you will, and if the company can be of any assistance in procuring seed, will be glad to hear from you.

Please remember a sincere effort to reduce consumption and increase production will be the surest way to prevent increase in cost and suffering in this country.

Yours truly,

(Signed.)

A. J. EARLING

President.

LOSS AND DAMAGE.

W. H. Smith, Conductor, R. S. W. Div.

Along with other good things in our magazine we have read articles on loss and damage and are reminded of the big business of the claim department. I am quite sure the management of our road would be pleased to see that part of their business fall off. The next is to find a way to do this. I find for one thing our shippers have a tendency to poorer boxing and packing of their goods. Goods that were formerly shipped in wooden boxes now come in fiber or paper boxes, and the quality of the lumber in the wooden boxes is not as good as it used to be, which shows we must use more care in handling, both in stowing and in loading and unloading the freight. Here is where I say freight should be properly loaded at the freight houses to avoid handling it over and over again in the cars to find the freight when it has reached its destination. Plain, proper marking should be insisted upon by those accepting freight; and also, it should be properly boxed and crated to stand the trip by freight. The next move is up to the yard and road crews to use care in switching cars containing merchandise. The next move is to use care in loading and stowing the freight—and in unloading at a station look around in the car to see that boxes are not left in such a way as to fall and be broken open while en route to the next station. Any crew can cause more damage in a trip on a way freight run than their wages amount to, through rough handling—so be careful. A good saving could be made during the grain shipping season by careful inspection of cars to be loaded. A car with loose and working draft timbers should not be loaded, as it will surely leak all the way to market, and be followed up by a loss claim.

I would suggest the agent inspect the cars before loading, except at points where regular inspectors are employed. Don't leave it to the man doing the switching, as he puts the cars where the agent directs and does not always know what is to be loaded in the cars, while the shipper loads the car and gets the agent's acceptance when loaded, with the result of a claim against the com-

pany, the agent having accepted a shipment without knowing about the car, but nevertheless making the company liable for loss. The loading of stock should be looked after also. The car should be in proper condition; all calves should be penned off, and animals that should be tied up not allowed loose in the car; also cars should not be overloaded. I have had a shipper unload part of his car in order to have all cattle on their feet before I would couple onto car; in one case in particular he had four head left in the yard after his car was filled, which probably saved a claim. I don't want to insinuate that shippers are dishonest, but we are attending to our business when we watch these details.

President Earling Offers a Prize.

President Earling has given additional incentive to the people living along the Milwaukee System to get busy and join the food production league by personally donating \$1,500.00 to be distributed for prizes among amateur gardeners.

This will allow \$50.00 for each division on the Milwaukee System and \$100 for the two grand prizes; the idea being to give first prize for the largest yield per acre for any single commodity and second prize for the best all-around vegetable garden.

Professor P. G. Holden, the well-known agriculturist, has been asked to assist the Division Superintendents in arranging the details and to personally supervise the distribution of awards.

Now everybody **GET BUSY!**

Twin City Terminals. Idell N. Widholm.

Miss Maud Hurd, telephone operator at the St. Paul freight house for the past six or seven years, became the bride of Mr. Louis Frank Commans of Admiral, Sask., on February 13th. She was relieved by Miss Maurie McCahey.

The following verses accompanied the wedding gift of her fellow employees of the freight house:

The office force is lonely, just as lonely as can be.

We are sorry you have left us—yet we're happy, too, you see.

For Maud, now Louie's happy, and we are sure that he

Will well provide and care for you until Eternity.

We hope you won't forget us, but just for fear you may,

We'll remind you of a promise that we made to you one day.

So wait until next summer, when vacation time has come,

We'll all "pass" out to see you—(the company will look glum).

All these verses, all these lines, all these words just go to say

That we like you and we miss you, and we're sending you today

Just a token of remembrance, with our wish, sincere and true.

For a bright and happy future, from the boys and girls to you.

The Man in the Shop.

E. W. D.

Accompanied by a mighty chorus,
 I sing the song of an artisan,
 Son of Tubal Cain, a cunning worker in
 metals, the composer of
 The anvil chorus as rendered in Il Trovatore.
 He stands as if in meditation, with arms
 akimbo,
 As his thought charms bars and bolts into
 animate things.
 By some subtle alchemy of his brain his hand
 is made cunning,
 And he constructs an intricate machine
 That forges the metals into shape impossible
 for
 His own hand to fashion.
 He knows the nature of steam is to rend and
 escape,
 And he curbs it as the horseman his fright-
 ened steed,
 And makes it his servant.
 He contrives the sensitive dial that obeys the
 slightest smile of Iris, goddess of the rain-
 bow,
 And constructs the ponderous engine that
 moves
 The commerce of a nation;
 The sleeping giants of an age far remote
 Arose in their might and the
 Rockies and the Cascades stood towering
 above the clouds, proclaiming—
 "YARD LIMITS—STOP!"
 The Man in the Shop plucked the strong sin-
 ews from their breasts
 And spun them into spider webs of steel
 from which he fashioned
 Aerial spans above the roaring waters in the
 chasm below.
 He tunneled the mountains and brought them
 to a proper level,
 And the steel trail was no longer a dream.

He trapped the dashing current as in a
 squirrel cage,
 And the swiftly revolving wheel reeled and
 spun the lightning into
 Strands of energy.
 Because of his genius the creeping cattle
 train of '49
 Is but a memory, preserved in song and story.
 The seeming perfection of today is the
 prophecy of
 Better things tomorrow.
 To the Man in the Shop we dare not say—
 "IMPOSSIBLE!"
 We uncover in his presence and make our
 prettiest salaam!
 All hail, the Man with the Monkey Wrench!

Errata.

In publishing the names of the committee
 in charge of the arrangements for the Annual
 Meeting of the Veteran Employees Association,
 the names of W. S. B. Dixon and N. P.
 Thurber were accidentally omitted.

The name of A. B. Jones, agent Chippewa
 Falls, should have appeared on the V. E. A.
 membership list published last month.

Quite unintentionally the March Magazine
 made little Miss Dorothy Loser, younger
 daughter of Engineer Arthur Loser appear as
 Arthur, Jr., and the Editor humbly apolo-
 gizes to the young lady.

Q (The M. N. G. Get Together.

Freshmont Sampson desires to have the an-
 nouncement made to the M. N. G.s that upon
 the occasion of the Get Together this year,
 (the date for which has been set as Sunday,
 June 10th, and the place, Kilbourn), the M.
 N. G. Club will be hosts at the boat trip
 through the Dells. All of the correspondents
 are urged to make arrangements to be there
 for the good time which is provided. Corre-
 spondents may bring one guest.



Tacoma Freight Station Employees

Safety First

A. W. Smallen, General Chairman.

FROM THE BUREAU OF SAFETY.

A railroad employe is being injured somewhere in the United States every four minutes, and one killed every two hours and forty-one minutes. Two-thirds of these accidents are caused by carelessness on the part of the men themselves. **HELP STOP IT!**

Trespassing on Railroads.

More than one-half of the fatal railroad accidents are to persons trespassing on the railroad right-of-way. The interstate commerce commission reports that during the twenty-five years ended June 30, 1914, 113,570 trespassers were killed and 123,611 injured, a total of 237,181, an average of 9,487 each year, in the United States alone, while walking on railroad tracks or getting on or off moving cars or trains; 66 per cent, or 155,540, were more than 18 years of age, and most of them resided in the vicinity of the place of the accident and were earners of wages and providers for families, whose lives and earning ability, possessed a social and economic value.

Are You Going to Be One of the Killed or Wounded in the Battle of Accidents This Year?

Here's something that is worth thinking about. Figures are rarely interesting, but these are founded on facts—the record of one year's accidents in mechanical and industrial institutions. In 1910 the census showed that 10,658,881 men and women were working in manufacturing and other industrial plants of the United States. Our now familiar figures of 35,000 killed and 700,000 injured, if divided into this total number of workers, gives us a result which is awful, when you stop to think that every death or injury from accident is due to someone's carelessness. Figure it out yourself. Thirty-five thousand out of the ten million workers killed every year. That means one out of every 304 workers is going to be killed next year unless the army of working soldiers stops the Accident War. One workman is killed every fifteen minutes every day in the year.

Let's bring it closer home. You are a working soldier, as we say, in a plant that employs 600 others. If the deaths and injuries should be equally distributed two of you are going to be killed by an accident in the plant during the next year. You may be one of them. Figured out exactly from statistics, one of you is going to lose his life through his own carelessness. The other is going to lose his through the carelessness or thoughtlessness of a fellow workman.

Then take it on the basis of the injuries.

Seven hundred thousand workers out of this ten million are going to be seriously hurt next year unless the soldiers stop the Accident War. A workman is injured every sixteen seconds in our plants. You are still working in the plant of 600 employes, not being of the two who lost their lives. The same way of figuring will show you that one out of every fifteen of you is going to be injured during the next year; either hurt by a machine or through disease contracted from a fellow worker, or some other form of carelessness on the part of some one connected with the plant. And yet if all the working soldiers and generals were as careful as they could be, there wouldn't be any accidents.

Any War's Worst Results.

When a regular war is over, the world begins to realize for the first time the awful results—the widows, the orphans, the maimed, the crippled, the blind—and says "what an awful thing war is." But it isn't a bit different in the Accident War, excepting you don't get any medals for patriotism and bravery, and what would a medal be worth anyhow to a father who has lost his eyesight because he didn't wear glasses when working at a grinding wheel or an arm or a leg or both arms or both legs, in any of the accidents which may take place in railroad work unless extreme caution is exercised.

A Little Talk About Preparedness and an American Army.

Think of what would be possible in the way of a standing and reserve army for the U. S. A. if all those killed by accident could be saved every year and transferred to the regular army, and if all those seriously injured could be saved for a reserve army. Thirty-five thousand men killed every year, if their lives could be saved, would give us a standing army of 350,000 in ten years from this source alone. If all the injured by accidents could be saved the pain and loss by those accidents, and the period during which they are kept from their regular employment, by reason of those accidents, devoted to army training, we would create a reserve force of 700,000 men per year, or 7,000,000 at the end of ten years. Some army! Yes! But better still, since it can be done as easily to preserve their lives as workers and providers for their families, it is even more patriotic for every man to learn the A B C of Safety First and Always Be Careful, for "when a man loses a finger the U. S. A. loses a finger," and the same is true if he loses an eye, an arm, a leg or his life.

Putting Another Twist on It.

If all employers and employes will be as careful as they can be during the next year they can together save as many lives as were lost in the Revolutionary War. Everytime you exercise the care and caution which prevents an accident you save a life or an eye, leg or arm—either your own or someone else's. Every man who has met with, or is responsible for an accident has found out that it pays to be careful. He can look back and see how just a little care and thought on his part would have saved a life, an eye, leg or arm, and the consequent distress to a mother and children. But the fellow who heeds no rules and exercises no care, because he never had an accident, is the one who causes the most of them. He goes ahead performing his dangerous task daily. He finds he can turn work out faster by disregarding the safety guard his boss has provided to protect him. He says, "I have done this 9,999 times and never hurt myself or anyone else," and then the ten thousandth time his hand slips and an arm is lost, and with it an able-bodied bread-winner. The safety guard was put there to provide against accident that ten thousandth time, and there is little consolation in the thought "Why didn't I think!" or, "Why wasn't I careful!"

There is never an eye lost or a leg or an arm or a finger or foot or, in fact, any life, but that could have been saved by someone being careful.

The annual election of the Twin City Car Department Safety First Committee was held Friday, February 23, 1917.

The following men were elected by their respective crews to serve on this committee during the year 1917:

John A. Skoglund, from passenger car repair shop; David Ritter, from paint shop; Andrew Hanson, from locomotive painters' crew; John Trueman, from freight painters' crew; August Warner, from locomotive carpenters' crew; Gust Wagner, from upholster shop; Frank M. Edgerton, from cabinet shop; Victor Johnson, from mill; Thomas Barton, from light repair shop; John O'Meara, from Burn's crew (freight yard); George Rook, from Kittell's crew (freight yard); Pete Muz, from Graven's crew (freight yard); Fred Sherin, from Swenson's crew (freight yard); Ole Reiten, from Hynick's crew (freight yard); Peter Hegre, from Hallberg's crew (freight yard); Carl Peterson, from shipping crew; Charles Peterson, from iron working crew; Hjalmer Hjulberg, from Hart's yard; Charles Gustafson, from Minneapolis coach yard; Henry Jensen, from St. Paul, Minn.

On March 23d, the regular "safety first" meeting was held at Dubuque in the district master mechanic's office at 3 p. m.

The following employes were present: J. W. Stapleton, A. W. Smullen, J. J. Connors, M. F. Smith, P. Renier, E. Z. Hermansader, J. E. Dexter, C. W. Oanglemeier, E. G. Kiesel, J. P. Whelan, Robert Beckler, J. Pfeiffer, T. Malloy, J. Kelley, Fred Bosch, J. J. Dugan, M. Whalen, A. E. Bock, Peter Hay, J. J. Malsmar, George Laskey, Frank Allard, John Kenney, J. A. Fish, J. G. Vance, G. W. Belknap, A. Graham, J. Morrissey, A. J. Booth, William A. McInosh, E. W. Young, M. Boleyn, John Muir.

The meeting was opened by Chairman Stapleton, and after the previous minutes had been read and accepted the members were informed that all matters brought up at the previous meeting for correction had been taken care of, with the exception of providing water for the trainmen at Dubuque Shops, sufficient clearance of our track and I. C. track at Dubuque, and the

close proximity of the bridge at Turkey River with the telegraph office.

The chairman advised that the first two items were under consideration and expected to be corrected shortly, but as yet no authority has been given for the improvement of the bridge. In fact, it was found to be a difficult proposition to figure out how the improvement was going to be made.

Mr. Renier stated that there had not been any serious accidents in his department since the last committee meeting was held.

Committeeman Allard reported that cabooses were being handled rather roughly in Dubuque Yard, so much so, that it caused oil to spill out of lamps while being switched.

He also stated that he did not think car inspectors were divided up properly at Dubuque, stating that the majority of trains arrived at night, when there wasn't enough inspectors, and suggested that the force be decreased in day time and correspondingly increased at night time. This would facilitate the prompt handling of trains at night.

Chairman Stapleton requested Mr. Smith and Mr. Kiesel to take up the matter of rough handling of cabooses with the parties at fault in their respective departments, and also asked Mr. Smith to try and keep B-4 engines on trains 91 and 64.

Mr. Connors and Mr. Hermansader reported that goggles were being worn and that the goggle question was not causing a great deal of trouble at the Dubuque Shops, as the employes show a willingness to wear them.

There being no further business the meeting adjourned.

Minutes of Locomotive Department at Minneapolis Shops Safety First Meeting Held Tuesday, April 3, 1917.

The meeting was called together at 2 p. m. by Mr. G. J. Messer as chairman. The following committeemen were present:

G. J. Messer	Mr. Steenberg
Ed Holm	Eric Berg
Ernest Anderson	C. H. Bradbury
Mr. Marchessault	H. C. Mayer
J. Turnbull	George Carr

Mr. Erickson and Mr. Wandberg were excused to attend to other duties. Mr. Osterwind was absence from the city.

UNFINISHED BUSINESS.

Mr. Mayer reported that the wall in the air room to which the hoist is anchored had been strengthened by anchoring it to a post, but that this wall was still in an unsafe condition, being gradually pulled in by the hoist and should be renewed. The chairman stated that as soon as weather conditions would permit, which would be soon, the wall would be renewed.

Mr. Bradbury reported that the congestion between pits on floor side of machine shop could still be improved by removing of material being stored in this space which should be otherwise taken care of. The chairman directed Mr. Anderson to see that the boxes of asbestos lagging were removed promptly when not in use. He also directed that he take out promptly the old branch pipes when new ones were applied to engines in shops.

Mr. Mayer spoke of the necessity of having the goggles used for grinding, etc., which are kept in the tool room and used by various employes, being placed in an antiseptic solution when not in use, to avoid the possibility of infection being transferred from one wearer to another. This is in line with suggestions of the general chairman. The chairman directed that the tool room foreman be instructed to carry this out, and Mr. Mayer mentioned that alcohol might be a suitable germicide.

The matter of special goggles for the use of those who ordinarily use spectacles was discussed and the consensus of opinion was that while the use of ordinary spectacles would afford about eighty per cent protection to their eyes in grinding tools, etc., that goggles with special lenses should be furnished for the few employes in the locomotive department that would require them. As Mr. Smullen had offered to send an oculist to Minneapolis Shops to examine the eyes of any

mechanic who found he could not do his work properly with the regular goggles, or that the regular goggles were injurious to his eyes, it was suggested that the matter be referred to Mr. Smullen and that he make arrangements along this line.

Mr. Bradbury, Mr. Steenberg and Mr. Mayer also stated that the employees were not complying with the instruction that goggles must be worn when working at emery wheels, etc.

Mr. Bradbury thought this condition might be at least partly improved by seeing that each mechanic who had any considerable amount of grinding or similar work to do, be furnished one pair of goggles for his individual use, and that such an employee would then be more likely to wear the goggles than if it was necessary for him to go to the tool room for them, or use the goggles which were also used by other employees.

It was directed that investigation be made of number of goggles required to furnish such individuals with one pair of goggles each, as Mr. Smullen had approved the furnishing of goggles in sufficient quantity to supply one pair to each man who does any considerable amount of grinding at emery wheels or other work endangering the eyes.

Mr. Berg reported that he had mentioned at previous meetings that there is only one entrance to the basement in the power house, and thought that an entrance should be provided at the opposite end to enable the men in case of accident to have more than one way of getting out. The chairman agreed to take this up with the master mechanic to see what action could be taken.

Mr. Berg also asked that provision be made for scaffold for his use in working on belts over the lathe in wheel shop, as in this particular place it was difficult and dangerous to work on the belts from a ladder, which at present is necessary. The chairman stated that as general foreman he would see that this scaffold was provided promptly.

NEW BUSINESS.

Mr. Turnbull mentioned the need of a guard for intermediate belt to fan in boiler shop. The chairman advised that the frame had been made and Mr. Carr advised that the material had been ordered and would be hurried to complete this application.

Mr. Berg stated that it might be advisable to furnish guards for the heavy motor belts in the machine shop. The chairman stated in this connection that it would be more advisable to keep the belts up in good condition to avoid the possibility of breakage than to induce letting the belts run after being worn to an unfit condition, which might more likely be allowed if guards were in use.

Mr. Anderson reported an exposed set-screw on pipe machine and suggested that same be countersunk or protected by a band. The chairman agreed to refer this to the tool room foreman for action.

Mr. Bradbury stated that while the shop engine always rang the bell when entering the shop, the bell was not always rung when backing out. The chairman stated that he would instruct the engineer to see that the bell is rung, as this could be easily done with the use of the automatic bell ringer now on same.

Mr. Mayer reported that conditions in his department except as previously spoken of were good.

Mr. Steenberg reported that a light of glass had recently fallen from the center skylight in machine shop and others appear to be broken, and in falling would be dangerous. The chairman agreed to refer this matter to the district carpenter to have the skylight put in good repair.

Many other suggestions were made and much business was transacted, the meeting being a very satisfactory one.

General Meeting "Safety First" and "Proper Handling of Freight," Milwaukee, April 3, 1917.

Mr. W. B. Hinrichs, superintendent terminals, presided.

The following officials attended: Messrs. M. J. Larson, A. G. M. Office; C. H. Dietrich, Asst.

Frt. Claims Agent; A. E. Halderman, Supt. Western Wg. & Insp. Bureau; E. G. Atkins, Supt. C. & M. Div.; J. A. MacDonald, Supt. Lax & Nor. Div.; A. W. Smullen, General Safety Chairman; A. J. Hasenbalg, Trainmaster, C. & M. Div.; J. F. Volz, Chief Disp., Nor. Div.; Henry Wicke, Inspector, Milwaukee.

Members of the Milwaukee Terminals Safety Committee present:

D. E. Rossiter	W. G. Breckenridge
W. O. Davies	W. G. Miller
E. F. Rummel	Charles Tuft
E. A. Brown	R. J. Voss
	J. B. Riley

George A. Steuer, Secretary.

The meeting was attended by approximately seventy employees.

Among reports offered were the following:

Mr. Breckenridge reported that the main line freight tracks in Muskego Yard from a point about five car lengths west of Sixteenth street viaduct up to the Harvester building were in a very unsafe condition and had narrow centers. This matter was referred to Roadmaster Anderson.

He also suggested that all the yards were very much in need of a general cleaning up, as draw bars and other scrap material and coal were scattered between tracks in almost every yard. This matter was also referred to Roadmaster Anderson and he was instructed to take care of it as soon as he was able to get the labor to do so.

Mr. Riley suggested that the matter of equipping the ice platform in the Soldiers' Home Yard with electric arc lights be hurried. These lights were ordered on Supt. Terminals Requisition No. Z-204 March 14, 1917, and we are in hopes of receiving authority to install them very shortly.

The chair then called upon Mr. A. W. Smullen, general chairman of the Safety First Committee. Mr. Smullen made a very eloquent plea to committee members and to every employe in the service of the C., M. & St. P. Ry., as an individual safety man, to do all in his power to eliminate dangerous conditions, and to report every case that came to his notice to the superintendent, and he felt sure that immediate steps would be taken to effect a remedy.

In giving statistics it showed a very decided increase for the year 1916 over previous years, and he again urged upon all those present to talk these matters over with their fellow employes—and spread the safety spirit all over the entire railroad, and in that way assist in making our road the safest in the country.

The discussion on the proper handling of freight was next taken up and the chairman called upon Mr. Dietrich of the freight claim department to open up the topic.

Mr. Dietrich gave a very pointed talk on the loss and damaged freight question. With the conditions that the railroads were forced to contend with during the past winter, such as severity of weather, shortage of equipment, embargoes, etc., the freight claims had increased to such proportions that it was absolutely necessary for every employe engaged directly or indirectly in the handling of freight to do everything possible, and to exert all his energies to overcome these adverse conditions. He urged the agents to personally supervise the loading of merchandise cars, and called upon the way freight conductor to put his shoulder to the wheel and make the best of things, when he found that a car was not loaded in station order, due to having been set back for a second day's loading.

He also suggested that the superintendents of the LaCrosse, Northern and Superior Divisions issue instructions to their agents not to accept perishable freight unless they were absolutely certain that same could be handled without liability of loss.

The chair then called upon Mr. M. J. Larson of Chicago, who made a few brief remarks regarding the safety first movement, and the necessity of all of the employes watching matters a little more closely and reporting dangerous and unsafe conditions as soon as they are found to the superintendent.

Regarding the reduction of the loss and damaged freight account, he stated that it was the wish of the management that each and every

employee do his share toward preventing uncalled for losses and meet the existing conditions to the best advantage. He convinced all of the gentlemen present that it was their duty as employees of the company to assist in every way possible to reduce the loss and damage freight account, and that economy must be practiced in every department.

Impromptu speeches were made by Messrs. J. A. MacDonald, E. G. Atkins, A. J. Hasenbalg, A. E. Halderman, J. F. Voltz and H. Wicke.

The question of proper handling of freight was now opened for general discussion and the chairman called for suggestions.

Mr. Wicke suggested that when a car was seriously damaged, that the weather might cause serious damage to the contents, that such a car be taken under cover, either in the erecting shop or the fruit house. Instructions were issued to all concerned to do this in the future.

Mr. Hasenbalg stated that merchandise cars set back for a second day's loading ought not to be switched over any of the humps, which would naturally cause the freight loaded on the first day to become badly mixed up and damaged. The yardmasters were instructed to exercise great care in switching merchandise cars that were only partly loaded.

Way Freight Conductor Bannon asked if it was not possible to arrange the loading of way cars in better station order. The agents were again requested to watch this matter closer, and where possible to see that way cars were loaded in station order.

Mr. Davies called attention to the great number of cars that were being cornered in the Terminals, the percentage being greater by far than in years gone by. Trainmaster Rossiter will issue bulletin to the yardmen to exercise more care in the future.

Mr. Davies also reported that not enough attention was being paid to bad order cars which were marked "defective safety appliances"—that in a great many instances these cars are switched into bad order trains and allowed to go forward. Violation of the law can result in a fine of \$100 in every instance. Instructions were again issued to yardmen to adhere to the carding of cars and prevent these violations and fine.

He stated that it was his opinion that it was a violation of the law to haul a defective safety appliance car from Muskego Yard to Fowler Yard via the cut-off, or to North Avenue or North Milwaukee, as the law reads the car must be moved to repair track by the most direct route. Adjourned.

Claim Prevention Bureau.

The general committee on prevention of loss and damage claims is again obliged to report in connection with loss and damage for February, 1917, an increase in this account over the same month last year.

Loss and damage for February, 1917, amounted to \$86,485.29. For February, 1916, this account amounted to \$84,221.02, which shows an increase of \$2,264.27. The ratio of loss and damage to freight revenue for February, 1917, was 1.96 per cent as compared to the ratio of 1.51 per cent for February, 1916, showing an increase of 0.45 per cent.

As indicated in our last monthly bulletin, the unfavorable conditions prevailing during the past winter will be reflected in our loss and damage account for several months, as the freight claim department is still working on a great number of claims covering business moving during the winter. During the months of April, May and June, however, we have no excuse so far as weather conditions are concerned for failure to handle our freight practically without loss or damage, and a united effort to accomplish this feat is desired.

The egg movement is now on in full force, and our shipments so far are reaching destination in fine condition. A remarkable demonstration of the benefits derived from using straw or hay cushions in the ends and center of carload shipments of eggs occurred on the Illinois Division last month, when a car was derailed and tipped over, yet due to the above mentioned pre-

vention methods, less than 100 dozen eggs were broken in this entire load.

A great number of suggestions have been received during March and the following are recommended by the committee: Agent, Jerome, Iowa, suggests that agents receiving over freight notify agent at correct destination, who in turn can advise consignee that freight will be received in a few days. This prevents consignee duplicating the order.

Agent, Fond du Lac, Wis., suggests that all heater cars be equipped with portable slatted floors.

Agent, Langworthy, Iowa, suggests on freight from mail order houses that destination only be shown on package omitting the post office address. This is being considered by the large mail order houses at the present time.

Space prevents our reproducing the many practical suggestions received, but every one of these letters are given careful consideration and the pointers contained in them are invariably made use of.

As long as our car shortage continues it will be necessary to load our merchandise cars as near capacity as possible, and the earnest cooperation of everyone handling these cars will be necessary in order to prevent loss and damage to this class of freight.

Our country will undoubtedly be at war before this bulletin is distributed and the employees and officers of this company will be given an opportunity to show their patriotism by meeting successfully the unusual transportation problems that will doubtless arise on that account, not the least of which will be the safe and prompt handling of supplies of all kinds for the army and navy, and the claim prevention bureau, with your assistance, will endeavor to do its part during this crisis.

C. H. Dietrich,

Ass't. Freight Claim Agent.

What Coal Costs.

The increased price of coal hits the railroads as well as individuals. Since the first of December last, an average of 240 locomotives were coaled daily at the Milwaukee Shops, taking an average of five tons each, equal to 1,200 tons per day. This, at the former price, costs about \$3,600 a day, but now more like \$70,000, and there was something like ten times this amount used on the system east of Moberidge, or \$86,000 a day, now \$70,000, about \$6,000,000 for the winter, enough to pay twelve Charlie Chaplins for a year. This bulk would fill 35,000 coal cars, making a string of cars 35 miles long, 700 trains of 50 cars each. This would make a 380 foot cube, or a volume equal to twice Marshall Field's Chicago store.



Just After a Blizzard at Elk River, Idaho

Our President.

A man of much energy, vigor and vim,
Let each one and all of us honor give him.
Beginning below, he went up to the top—
Efficient endeavor no hindrance could stop.
Right plans and right action his wish and his will,
To good work accomplish and duties fulfill.
Just and fair in his dealings with each and with
all.

Ever ready and willing to answer a call;
Attentive to business, alert, active, wise;
Resolved to do right and to do right he tries.
Long time he has been and long more may he be,
Inspiration for others to work hard as did he.
Never failing to do for, all the best that he can,
God guide him and keep him,—a grand and good
man.

—James Martin Fox.



Stuck in the Snow at Morrisonville

On the M. & P. Line in 1875.

The above photo, while somewhat faded, will give some idea of the snows of early years. This was taken March 24, 1875, by A. L. Dahl of De Forest, Wis. The three men standing on the snow bank are section men, names unknown. Those on the snow plow from left to right are: P. D. Moran, brakeman; Eugene Fraser, conductor; Ed Slater, engineer, and C. J. Phillips, news agent. Mr. Phillips is now agent at Camp Douglas and from him we got the photo, also the following story: The snow during that year was from 15 to 30 feet deep on the M. & P. line and a few days after this photo was taken their train became stalled at the same place the picture was taken, a point two miles north of Morrisonville on the line between Dane and Columbia counties. When it was found that the engineer could not take the train all passengers were taken on the engine to Portage. Mr. Phillips was left with the train alone. When the crew arrived at Portage and obtained help they started to return to their train, but had the misfortune to get off the track in a raging snow storm and it was six days before a crew got to Mr. Phillips. The only way he had of heating a coach after his supply of fire wood was gone, was by cutting up the snow fence along the track. The first two days he lived upon maple sugar and peanuts. Then a farmer living half a mile from the track, seeing smoke coming from the car, took a basket of food and went to see how many lives were aboard. He found Mr. Phillips, then only a boy, and each day after that brought a basket of food, as the boy could not be induced to leave the train long enough to go and eat. Every night he placed a red light on each end of the snowbound train, then made himself a bed, using seat cushions for both mattress and covering.

Who's Who in the Night Yards in Milwaukee.

A. W. Haslam.

A switcher when switching, must use a switch;
With three switches, this switcher can save a
switch.

But in saving this switch, he misses one switch;
The switch that he saved put's them all in the
ditch.

Now there's K. J. S., a dark German, tall,
Who is supposed to have the most brains of all.
When a wreck occurs he trots down the track,
With a lantern—a coal pick—a frog and a jack.
When he reaches the scene, he works with his
might,

And in less than five minutes, all switches are
white.

A high-ball from Tommie—74 on its way.
The brains of K. J. have sure saved delay.
Then there's little Johnnie, who builds up the
bungalow,

On the middle—the transfer—and sometimes on
two;

He bats them out, both early and late.
And often an engine has to shove through eight.
Next on the list, I mention to you,
Is a man who hauls our transfers through.
There's three e's to his name, and he has some
fame;

For they say that he don't either drink, smoke
or chew.

Next on the list is our friend, Louis B.,
A demon on signals, certainly is he.

Washouts, high balls and backup signs.
He gives with a vengeance at various times.

Now out at the cutoff J. C., you will find,
A very good scout, and good looking inclined;

He handles the engines to and from the shops.
On good authority I hear he has quit taking hops.

Next to my mind comes "Transfer Bill,"
From the car ferry—the dock and sometimes the
mill,

He hauls all the cars an "L2" will move.
For the saving of fuel he does not approve.

Away down at the bridge, you will find J. J.,
Just one of the boys, who helps make this road
pay.

He receives all the trains from Chicago afar,
And from all reports he sure does his jar.

Now there's one little spot I almost forgot;
It is handled by little H. B.

Five rings is its call, and the men they all bawl.
When they "Hugo," the switcher, don't see.

Last but not least, is pin-puller, C. M. B.,
An old army veteran and a BULL-FIGHTER
is he.

With ten men at his aid he puts them over.
And when they are done the outfit's in clover.

I. & D. Division Notes.

C. J. Gillette.

Conductor G. W. Bryan returned from an extended trip through the western coast states, March 12th. Mr. Bryan says that California weather certainly agreed with him.

Superintendent and Mrs. B. F. Van Vliet left February 26th for an extended trip in the West.

Conductor F. W. Hurlbut of the Running Water Line was a Mason City visitor March 10th.

Brakeman J. L. Cannou has taken a 60-day leave and left March 14th for Omaha.

G. P. Hodges was on the sick list a few days last week.

Ask H. L. Biggs for anything in the line of statistics. He is some authority on this.

Caller Frank Lenz at Mason City was on the sick list the past week.

Roy Lyman, yard clerk at Mason City, was called to Rockford, Ill., on account of the serious illness of his mother.

Operator W. C. Beach at Mason City was on the sick list March 11th and 12th.

Chief Dispatcher E. A. Meyer has been a busy man the past two weeks trying to make conductors out of some of our brakemen. He has had success, too.

E. D. Spicer has been appointed second trick operator at Sanborn.

F. K. Wood, expense clerk at Mason City, has resigned his position and expects to go to his home in Knoxville, Tenn., at once.

J. A. Purcell, superintendent's clerk, has been away on a two weeks' vacation. Wish we could afford the same, Joe.

At Home

Anna M. Scott, Editor



Section Foreman R. D. Gardner and Little Daughter Doris. Roy, Montana

The Women Are Mobilizing.

Wherever you go these days, you find women knitting, sewing, crocheting, taking lessons in First Aid and Home Nursing,—recruiting, everything,—for the Army and Navy. The mothers, wives, sisters and sweethearts are bravely doing their "bit" toward preparedness. American women are no whit less courageous than their sisters across the sea, and when the supreme test comes, they will be ready.

At the various Red Cross stations scattered throughout every city, throngs of women are busy all day long, in "shifts," making bandages, "comfort kits," etc., and getting hospital supplies in readiness to move on short notice. Women are enlisting in the Red Cross for service wherever they may be sent, and it is more than probable many of them will sooner or later be at the front alongside the brave women of the allied nations. It is, therefore, incumbent upon us all to study and help in every possible way. But for the great majority who will stay at home and wait, their service may come through being self-reliant in the home, and being prepared to meet emergencies as they may, and always do, arise, in home life. This is one of the things every woman can do, and for that alone, if no other emergency presents itself, the various Red Cross classes are valuable. Two years or more ago Red Cross Car No. 2, with Dr. Lipscomb in charge went over the System, teaching First Aid to the Injured, and from his instruction, the men of the shops, train and yard service, gained sufficient knowledge to very ably administer First Aid to their injured brothers. Possibly

some of them carried their knowledge home to Mother, so that if there should be injury, however slight or however serious to a member of the family, she could do the right thing for the sufferer, or at least know enough not to do the wrong thing,—but for those who did not have the benefit of Dr. Lipscomb thus at second hand, it has seemed to me, *At Home* cannot do better than to give from time to time, a general outline of the First Aid lectures given in Chicago under the direction of the American Red Cross. Permission has been given *The Magazine* to make use of the Red Cross textbook and drawings to help along the good work. Later, we may go further and give some Home Nursing lessons, under the instruction of the Red Cross and the company's hospital staffs.

In the first place, it is necessary to know exactly what First Aid is and what it is not. It is putting an injured person into a doctor's hands in the best possible condition for the work he has to do, and it is **not** the treatment of the injury, until the doctor arrives.

If, for instance, a member of your family, or a neighbor, meets with an accident at home and you are summoned—unless his injury is very apparently only a slight one, send for a doctor immediately and then go systematically about applying your knowledge of First Aid. It may be necessary only to keep people away so that the patient may have all the air he needs—loosening the clothing and putting him in as comfortable a position as possible. If that is all you can think of to do, do that, and by the time you have accomplished so much, perhaps your common sense and your First Aid instruction will suggest something else. If he is bleeding, the necessity of stopping the hemorrhage will at once suggest itself, and having learned how to do that should be easy. Observe carefully, and think what each of the symptoms your patient displays may mean, and as far as possible, with the knowledge you have, care for him so that the doctor may proceed from the point where you left off, and thus perhaps, save the patient's life, or a limb, or an eye.

And above all, do not get excited and think you **must** do something whether you can at the instant think of the right thing to do or not. Keep cool and observe,—then your First Aid knowledge will come to you and you will be able to proceed intelligently.

If the patient is seriously hurt, get him in a comfortable position on his back with the head low, unless his face is flushed, in which case the head should be raised by a pillow or a coat folded, if a pillow is not available. If his face is pale, the head must not be raised at all. The reason for this is ap-

parent—with the former, too much blood is rushing to the head; with the latter, the blood is leaving the brain and the head is left low in order that the brain may be sufficiently nourished.

The next and successive steps in First Aid will be outlined in future numbers of the Magazine. The Red Cross Society are organizing these classes all over the country, so that many of our women will have opportunity to acquire this valuable knowledge under the instructions of a doctor; and there is also an excellent little text-book published for the Red Cross on First Aid for Women, the price of which is only 30 cents, to be had nowadays at most book stores and news stands.

Socks for the Soldiers.

Various knitted or crocheted socks have been stipulated as being desirable and necessary for the army and navy boys, and all who wish to contribute these are asked particularly to knit socks, as these will be very much needed. Following are the directions for army socks: Amount of material, Spanish knitting yarn, 2 hanks; worsted knitting yarn, 1 hank; 4 steel knitting needles No. 15. Cast on 80 stitches (divided on 4 needles). Rib by knitting 2 and purling 2 until you have a top 4 to 5 inches long. Knit plain, making 1 stitch the steam stitch, until the sock is 7 inches long, then narrow on each side of seam stitch for the ankle. (This is done by knitting to within last 3 stitches of seam.) Slip 1 and knit 1, draw the slip stitch over the knitted 1, knit 1, knit 2 together, knit the rest plain. Repeat this 5 times, make 5 rounds between each narrowing. Knit plain for 3 inches, or until the whole leg measures 10½ inches.

Heel—Divide stitches, having 17 on each side of seam. Knit and purl until the heel measures 3 inches (always slip the first stitch whether it be knit or purl). Knit across, knit 20, knit 2 together, knit 1, turn, purl 5, purl 2 together, purl 1, turn, knit 5, knit 2 together, knit 1. Repeat the last 2 rows until you have seven stitches left.

Pick up side stitches, make 3 plain rounds, narrow.

First Pin of heel. Knit 1, knit 2 together, knit the rest plain.

Second Pin of heel. Knit to within last 3 stitches, slip 1, knit 1, pass slip stitch over the knit one, knit 1, make 2 plain rounds between each narrowing. There should be 6 narrowings.

Knit plain until you have 8 stitches, then divide stitches for the toe,—half on front pin, a fourth on each of 2 other pins; the front must lay flat on sole of foot.

Front Pin. Knit 1, knit 2 together, knit to within last 3 stitches, slip 1, knit 1, pass the slip stitch over the knit one and knit 1.

Second Pin. Knit 1, knit 2 together, knit rest plain.

Third Pin. Knit to within the last 3 stitches, slip 1, knit 1, pass the slip stitch over the knit one, make 2 plain rounds between each narrowing. Repeat until you have 24 stitches left, or until the foot measures 10 inches.

Bind off and sew up.

Sizes 10, 10½, and 11 are the ones most called for.

Other articles which are acceptable for the "boys" are mufflers, crocheted or knitted. These are straight crocheting or knitting—about 18 inches wide and 50 inches long. Two knitting needles are used,—bone, No. 5. This is lovely work for the little girls who want to do something for their country, too. They learn to knit or crochet, very quickly, and many a "comfy" scarf should find its way to the "boys" from the hands of the juniors. So everybody get busy and help those who are going out to fight for the things we hold most dear in this grand old United States of ours.

The Home Garden.

With war times, the housemother meets many perplexing problems. The important question with her is, how can I cut down expenses? Establishing a home garden is one way, and a very good one, for by so doing she not only has her table well supplied with vegetables, but being fresh, they are of better quality, go further and are more palatable in every way. A very small patch of ground, if properly prepared, will produce an amazing quantity of green food. Mothers should encourage the children to take an interest in the garden. Radishes, carrots, lettuce, beets, turnips, spinach, peas, beans and many other varieties of vegetables can be raised without expert knowledge of gardening; and with some little instruction as to planting and care, which can be procured through the daily papers, potatoes can be grown. Cauliflower, cabbage and tomatoes are easily raised, providing one has space enough for the plants. Our company's generous offer of the use of the right-of-way for garden purposes, will help many employees to cope with the cost of living through another winter. Write the representative of your district at Washington and he will send you seeds free of charge.

A Question Box.

Comencing this month, this department offers its assistance to its women readers in solving any vexed questions of "what to wear," how to make over, or in any other way possible to be of help, whereby the campaign of Economy and the reduction of waste may be helped along.

Queries of this character should be sent to Miss Ethel Kapy, care W. L. Richards, Superintendent, Kansas City, and must reach her before the 15th of the month in order to have replies in the next issue of the Magazine.

Mrs. X. Y. Z., Savanna—By far the most satisfactory wash dress for summer is one made of voile. Make the waist with drop shoulders forming a front yoke, the fronts gathered onto this, and if possible have all the seams hemstitched. Gather the sleeves into a high tight cuff. Make the skirt round, using two widths of the voile if it is 40 inches wide, and finish the bottom with a three inch hem and two three inch tucks, hemstitched to match the waist. Gather the top of

the skirt into a stiff banding and sew against the waist, opening the skirt at one side. An effective trimming is made by couching heavy white crocheted cotton with a color around the collar and cuffs and down the front. Fasten the front with crocheted buttons and loops.

Miss Look Nice, Milwaukee—White broadcloth spats can be washed with good success. Use a stiff brush and warm water with ivory soap or Lux powder. Hang them up to dry without wringing them. If they are dried in a dark place they keep white longer.

Miss Summer Girl, Dubuque—Make a summer Petticoat out of white pongee. This wears indefinitely and is heavy enough without being hot.

GOOD THINGS TO EAT.

Desserts of Rice—Rice if combined with milk and eggs makes a very nutritious dish as well as one easily digested.

Plain boiled rice, cooked either in water or in milk and served with a little stewed fruit, maple syrup, honey or other simple flavor, makes a more wholesome dessert for children than rich puddings or pies.

Baked Mush—In making mush the expert Mexican cook always adds a tablespoonful of butter or other fat to the boiling water. Allow three times as much water as meal, stir two cups of cornmeal into three pints of boiling water and cook thirty minutes. Prepare a good meat gravy well seasoned with chile and tomatoes, spread the bottom of a baking dish with cooked mush, cover with gravy and sprinkle with grated cheese, then add alternate layers of mush, gravy and cheese, and bake thirty minutes.

Household Hints.

A delicious and economical dessert is stewed figs and boiled rice served together.

When using fresh oranges or lemons pare the rind very thin, so as to get none of the thick white inner skin, and put it in a glass jar of granulated sugar. When the sugar has absorbed enough oil it is ready for use for flavoring cakes, puddings, sauces and lemonade, and it will keep indefinitely.

Pour boiling water on onions and let them stand about two minutes. Pour off the water and you can remove the skins easily without crying.

Stains on crockery may be removed quickly and easily by rubbing with fine ashes moistened with vinegar.

To remove grease from silk rub a lump of wet magnesia over the spot, allow it to dry and then brush off the powder.

After Study Hours.

—O—O—O
—a—a—a
—e—e—e
—a—a—a
—a—a—a
—a—a—a
O—O—O—O—O

Fill the blank spaces marked with a dash and you will have the names of seven C., M. & St. P. Stations.

For first answers by two girls under sixteen, sent to the editor, I will give each a pen and pencil drawing, original, in colors. Answers next month.

—E. W. D.

Right-of-Way For Agricultural Purposes.

The following circular letter has been issued by General Manager P. C. Hart, respecting the issuance of permits for cultivation of the company's right-of-way in garden plots and grain fields during the coming summer.

While this applies to all persons who seriously intend to grow their own "garden sass,"

preference will be given to employees making early application.

Superintendents:

This company is agreeable to permitting the use of its right-of-way, wherever you deem it practicable, by our employees, farmers or others for raising crops; and where such request is made of you, you may grant same by addressing a letter to the applicant in the following form:

Chicago, Milwaukee & St. Paul Railway Company.
Superintendent's Office.

To.....

Pursuant to authority given me by Chicago, Milwaukee & St. Paul Railway Company, you are hereby licensed to use from this date to the last day of November, 1917, under the terms and conditions hereinafter stated, the property hereinafter described for the purpose of raising such products of the farm and garden as can be raised and gathered in one season; but this license shall not in any court or place be construed as a license for you or any member of your family to stand, run, walk, loiter or be upon the tracks of said company at any point, nor a license for you or any member of your family to stand, run, walk or loiter along the said tracks at any point nearer than ten (10) feet from track, nor a license to any member of your family under the age of twelve (12) years, nor a license to make a passageway through or steps over right-of-way fences to reach the said property. The tracks may be crossed when reasonable enjoyment of this license cannot be had without crossing the tracks.

By accepting the right granted by this license the said railway company understands that it shall not be claimed in any court by the persons licensed:

1. That this license is equivalent to the removal of right of way fences.
2. That the said railway company in running its trains is bound to keep a lookout for the persons licensed.
3. That if your crops on said land shall be destroyed or damaged by fire due to want of ordinary care on the part of said railway company or its servants, you will not sue to recover your loss.

The land which you are licensed to use under the terms and conditions aforesaid for such purposes is described as follows:

.....
Superintendent.

No rental charge will be made for the use of the land. In each instance, prepare your letter in triplicate; mail original to the licensee, retain duplicate in your file and transmit the triplicate to Secretary E. W. Adams for record.

At end of each week, report to me the number of licenses issued.

P. C. HART,
General Manager.

East Prairie Du Chien Division Notes.

M. C. Murphy.

Baggageman E. Horr was absent from work account of being sick. He was relieved by Brakeman C. Baker.

Brakeman Clifford Pepper has returned to work after visiting friends at Minneapolis, Minn.

Mrs. C. Knight and son of Milwaukee, wife of Brakeman C. Knight, visited relatives at Waukesha.

Section Foreman H. Carroll, McFarland, was confined to his home account of illness.

Chief Clerk C. Micka, Waukesha freight house, has resigned his position and gone to his home at Janesville.

Mrs. K. Westphal, wife of Brakeman K. Westphal, Milwaukee, spent Sunday with relatives at Waukesha.

Engineer C. Pepper and wife, Milwaukee, were visitors at Waukesha.

Yardmaster J. J. O'Connell, Madison, laid off a few days account of illness. P. H. Hayes had charge of the yard during his absence.

The Children's Page

Jennie B. Ginet

May-Time.

Robins in the treetop,
Blossoms in the grass,
Green things a-growing
Everywhere you pass;
Sudden little breezes,
Showers of silver dew,
Black bough and bent twig
Budding out anew;
Pine tree and willow tree,
Fringed elm and larch,
Don't you think that May-time's
Pleasanter than March?

—Aldrich.

The Tales of Tippy, Nippy and Flippy, Three Frolicsome Chipmunks.

TALE No. II.

One morning early Big Boy sat straight up in bed, blinked his eyes at the ceiling and said:

"Well! That's a new kind of alarm clock!"

Then Little Boy sat up and stared.

Then Little Girl opened wide her eyes and looked up at the rafters.

"Why, it's Tippy!" said Little Girl.

And sure enough, there on the rafters was Tippy, jumping about quite gleefully.

"Ha ha!" said Father, looking up at Little Chipmunk. "Today we catch you. You hear that?"

But Little Chipmunk just blinked his eyes, as much as to say, "You are too lazy to catch me!" and then scampered off.

"Come on, Big Boy and Little Boy, we'll show him!" said Father, and then what a busy-ness there was that morning! Father and Big Boy and Little Boy made a trap for Little Chipmunk. The trap was made of a box and some little sticks. It was set up under a shady tree. The box was held up at one end by one of the sticks. To another stick was fastened a piece of apple, for Little Boy knew that chipmunks like apples. On the ground, under the box and sticks, Father placed a piece of window screen, to be used as a cover for the box, when it would be turned over.

You see, when a hungry little chipmunk would spy this piece of apple under the box, he would go in to eat it, but when he would bite the apple the sticks would fall and down would come the box over him.

How the sun shone and the beautiful lake glistened that day! Father said:

"We shall take a boat ride," but Big Boy and Little Boy and Little Girl said they could not go so far away from the trap.

So Father and I sailed on and on over the still, clear waters. We dreamed we were fairies on a fairy lake. But as the shadows lengthened we turned towards home. As we

came near the shore we dimly saw three figures, each standing upon a high rock, and each waving its arms about in a frantic way, and shouting something,—but we could not hear.

What could the matter be?

We saw that the house had not burned down, neither were there any lions or bears scampering around. But we knew that something startling had happened to cause Big Boy, Little Boy and Little Girl to act in this manner.

We hurried on, straining our ears to catch their words, and at last we heard Little Boy's voice, saying:

"The trap's down!"

"Oh, oh!" said Father and I, and then we laughed and laughed. But the three figures on the shore jumped and waved and shouted to us to hurry.

So we sped on faster and faster, just like the wind. We reached the shore, we flew to that trap. Yes, indeed, we heard something in that box. Father carefully lifted the box and the piece of screen, and turned them over,—but, what did we see? Not a little brown chipmunk at all, but a little gray mouse! And would you believe it, as we stood gazing with surprise, that little gray fellow squeezed himself through a tiny hole and scampered off!

"Well!" said Big Boy, Little Boy and Little Girl all in one breath, and in a very disappointed tone.

But just then, Big Boy remembered that he had learned, "If at first you don't succeed, try, try again." So he picked up that trap and marched off with it to another tree. And there he and Little Boy set it up again, as it was before. Then Big Boy said: "Now, I know we shall have Little Chipmunk by morning."

And true it was, for in the morning, when Father turned the box over again there was a little brown ball sitting in one corner, with a beautiful, bushy tail standing straight up behind it. It was Tippy!

Little Girl laughed with glee when she saw him.

"Do not be afraid, little Tippy," said she, "you are one of our family now, and we love you very much."

Big Boy and Little Boy made a fine cage for Tippy, and oh, how we did like to watch him jump, and climb, and play! And Tippy was so happy all those bright, sunny days!

Then one day came Nippy and Flippy, but I shall tell you about them another day.

—J. B. G.

Hearts, like doors, will open with ease

To very, very little keys;

And don't forget that two are these:

"I thank you, sir," and, "If you please."

Special Commendation

Iowa Division brakeman was given special commendation and credit for assisting a fireman who was taken suddenly ill to fire his engine to the terminal.

H. Goff is entitled to special commendation for discovery of a broken arch bar on car of gravel while passing Bardwell, Wis. He flagged train and notified the conductor, who had the car set out at that station.

Iowa Division Brakeman B. C. Sears has been given special commendation and credit in the roster for discovering broken truck and oil box on sleeping car in train No. 19, March 13th, while looking train over at Elgin.

W. H. Hecklin of Chaska, Minnesota, received a letter of thanks from Superintendent Mellin for flagging extra east on April 7th, account of broken rail. Six inches of the rail had been broken out and had Mr. Hecklin not seen the break, a serious wreck would undoubtedly have occurred.

Special commendation is due H. & D. Division Conductor G. F. Smith and Brakeman Charles Lehman; T. M. Division Foreman E. B. Johnson, Helpers E. E. Tennehill and J. C. Commiger, Engineer Dickey and Fireman Desper for their prompt and heroic work in extinguishing a fire they discovered in a car loaded with cotton at Mobridge, during the latter part of March.

S. B. Burton, Mobridge, has received special commendation for prompt action in getting water onto a fire in the roof and hayrack of a car loaded with cattle, preventing serious damage to car and contents.

Illinois Division Brakeman C. James has received special commendation and credit in the roster for attention to duty and discovery of an obstruction on the track near Bensenville, March 11th.

Mr. James also received commendation for discovery of a loose wheel on car in extra east, March 25th. This being the second instance in which Mr. James showed care and attention to his work, proves his interest in the company's welfare.

C. & M. Division Conductor C. Alsip has received special commendation for discovery of a hot box on train No. 18, March 12th, as train was passing. He notified the towerman in time to stop the train at the advance signal.

Engineer John Maitland, St. Paul, has received a letter of commendation for discovery of a broken flange in the vicinity of the roundhouse at St. Paul. He promptly reported the matter to the roundhouse foreman and a general alarm was sent out. It was found that the broken wheel was in Omaha car 28954, standing in our yard.

Engineer J. B. Lawson and Fireman R. H. Sandell, Conductor Pat Cully and crew should receive special commendation for their splendid efforts and good work in opening the North Line from Aberdeen to Edgley during the last big snow storm. They had a 10-wheel engine, No. 2109, and got stuck in the snow two miles north of Frederick in a drift 900 feet long and 10 feet deep, and were in this drift for 17 hours. However, Engineer Lawson and his crew managed to keep the engine alive and at daylight shoveled snow and worked themselves out and went through to Edgley.

On train extra east on the afternoon of March 12th, on sidetrack at Beebe, to let No. 6 by, Brakeman I. G. Bush discovered sand board down under P. S. car 101186, containing lumber for Council Bluffs, in looking over train at Beebe. Brakeman Bush should be commended for his watchfulness.

On February 18th, Engineer C. F. Walters, pulling train No. 64, in looking back discovered fire flying from the train about three-fourths of a mile east of Sumter, and stopped the train. It was discovered that a Bettendorf truck side was broken down under Milwaukee car No. 204361. Walters' attention to duty undoubtedly prevented a serious accident.

Peter Baskell, section foreman, Rutledge, Iowa, is in receipt of a letter expressing appreciation and commendation for the interest displayed by him in observing a brake beam down and dragging under OSL 10312 in Train No. 69, when passing Rutledge, April 15th, and causing train to be stopped and brake beam secured, so as to prevent a possible derailment.

An entry has been placed to the credit of Brakeman Ralph Wolfe, Kansas City Division, for the interest displayed in the company's welfare in firing engine on extra east, April 11th, on account of the regular fireman being sick.

Brakeman Earl Dooley, Kansas City Division, has received a commendatory entry in the service roster for his watchfulness in observing something wrong under train 2nd-61 at Seymour, March 28th, causing train to stop, and investigation which followed disclosing broken wheel under MKT 12538. His action prevented a derailment, which might have proven very serious.

Kansas City Division Switchman Leo Wells has had commendatory entry placed to his credit for observing brake beam down under StP. 62488 in train 2nd-72 at Rutledge, April 8, 1917, and for the prompt action taken by him in stopping the train.

Northern Division Conductor Tom Monogue has received special commendation for discovery of a broken rail about three miles east of Oshkosh, just after No. 6 passed over it.

Superintendent Sawyer reports the following: On March 23d, a car was blown off the siding at Grand Junction by an unusually high wind, running out on the main line, nearly a half a mile. Seeing this, A. A. Albright, a farmer living near Post Falls, Idaho, stopped the car and notified the agent, so that he could arrange to protect approaching trains. Mr. Sawyer expressed the thanks of the management in an appropriate letter to Mr. Albright.

The following letter to R. A. Porter, agent at Sauk City, from Dr. J. C. Lalor is expressive:

"Forsyth, Mont., April 8, 1917.

"Dear Friend,

"Just wanted to drop you a line to thank you for prompt attention in shipping the car. Everything came through O. K. and not a thing broken or damaged.

"This is a fine country and I feel fine out here. I have five horses, two mules and bought a Waterloo tractor. Tomorrow we will start field work. All kinds of prairie chickens here. We all took an auto ride today to the Bad Lands and took pictures. I could sell my land today for just twice what I paid for it, but am going to try a crop of wheat and flax to see what I can make.

"Hope you and family are well.

"Yours,

"Dr. J. C. Lalor."

More Fodder: The following reached our files this month:

M. S., Spokane, Wawh.

Duer Sir: Please I have ship my motor car to Tacoma shop. Since January 4th & never get back yet? Please note to Tacoma shop wen this car he go sent back

Yours truly

Sect. No. 1.

Jack Trippear says that he and one other Jap are the only two in town who have motorcycles alike.

Tommy knew.

Teacher—"Tommy, do you know 'How Doth the Little Busy Bee'?"

Tommy—"No; I only know he doth it!"

Write it on your heart that every day is the best day of the year.

Northern Division.

H. Munroe.

Mrs. John Ehr spent a week visiting relatives at Merrill, Wis.

E. J. Scofield, claim agent on the Northern Division for several years, is not traveling at present. He is now working in the office of the claim department at Milwaukee.

Operator M. Barnish of Horicon went to Beaver Dam to meet his wife, who had been visiting at Pardeeville.

Mrs. George Grapler, wife of Conductor Grapler, of Berlin, and Mrs. William Buchda, wife of section foreman from Picketts, were among those who had to stay at Horicon over night March 16th, account of heavy storm tying up the north trains.

William Yerk of Brandon has accepted the position of carpenter foreman on the Northern Division, made vacant by the death of Foreman Voss in December.

George Day, brakeman on the Oshkosh way freight, had the misfortune to fall off the caboose and has had to have his right arm amputated. At present he is out of danger and is walking around in the hospital.

Conductor Harry Luker is acting as yardmaster at Horicon for a few days, relieving William O'Rourke, who is on the sick list.

Conductor J. E. Nanscorn is not working, as he is suffering with a sprained ankle.

A. J. Richardson of Milwaukee bumped C. E. Mudway off the Jitney a few days ago. Engineer Mudway had been on the Jitney ever since it was put on, about two years ago. He is now running the Portage passenger in J. W. Pluck's place.

It was alarming the number of trainmen who were suddenly taken sick March 16th and 17th, but we are glad to see they were nearly all back at work about the 19th, after all fear of the strike was settled.

Quite a lot of excitement took place in Horicon Yards the night of February 25th. A car of cheese, which had been set out on No. 92, took fire from the heater, which must have exploded. Curly Greenland, the wide-awake operator, saw the fire and immediately yelled "fire," and aroused the warehouse men and some trainmen, who organized a fire brigade and with a hose which they found at Bodden's lumber yard they succeeded in putting out the fire.

T. J. Newton has returned from the border, but is taking a vacation before starting to work again.

Engineer George Dunkan is back on the Hartford switch run, having been off about six months account of a broken wrist.

Mr. and Mrs. Henry Reif were away about a month, taking an extended trip through the western states.

They have put on a new way freight between Horicon and Portage. Conductor Kreps has been assigned to it.

Agent J. F. Leasch has been appointed agent at Markesan, transferred from Schleisingsville. E. J. Brown has been appointed to succeed J. F. Leasch.

Operator J. F. Robertson spent a couple days at his home at Rio.

Brakeman Brown has returned from the east, where he has been switching in Buffalo Yards.

A number of new bird houses have been put up along at the different stations again this spring, making a good improvement to the station grounds.

Roadmaster F. W. Sawtelle of Horicon has made application for position as Lieutenant in the C. M. & St. P. military company being organized from Milwaukee employees.

Engineer A. B. Clark has been off since in January, but is back at work.

Mr. Grogan of Minneapolis is out over the road every day now he is with the claim department, taking E. J. Scofield's place, who is now in the office of W. A. Hinsley, Milwaukee.

Would greatly appreciate it if some one would kindly send some news items occasionally.

The force at Hartford have had a flag pole and flag erected at the freight depot there, which would be a very good example for others to follow.

Notes from Trans-Missouri Division.

E. J. McAvoy.

Well, here we are again. Can't get rid of us with a club, and can't discourage us by not sending us any news items.

Conductor Lee Hildebrand is a proud father of a baby boy. Both mother and son are getting along nicely.

P. H. Pfeifer, formerly roundhouse foreman at Marmarth round house, has been transferred to Moberg to succeed F. H. Schneider, Frank having resigned the foremanship.

Chas. C. Clothier of Vermillion, South Dakota, visited with his parents of Moberg during Easter week.

M. L. Griffin, clerk in the superintendent's office at Moberg, returned from Chicago, where he has been spending the last three weeks attending his brother, who has been seriously ill.

Chas. Ritter, carpenter of the bridge and building department, has been in the Moberg hospital for the past three weeks.

Night Hostler Oscar Taylor has been promoted to night foreman. Vice Acting Foreman W. E. McCann has been transferred to assistant day foreman.

Agent and Mrs. Carl Solke of Moberg spent a few days in Aberdeen visiting Carl's brother, Robert Solke, claim agent.

Engineer Harry Conger has returned to his run on Nos. 3 and 6 on the Trans-Missouri Division, after having been on the sick list for the past three weeks.

Engineer T. E. McComb has returned from Omaha, where he underwent a successful operation.

Traveling Engineer Adna Fisher of Marmarth was in Moberg for a few days on official business.

Conductor Downs of the Isabel run has taken a thirty-day leave of absence.

Engineer Arthur Distach is moving his family here from Green Bay, Wis., intending to now make Moberg his future home.

Roundhouse Foreman J. A. Cooley of McLaughlin was a business visitor in Moberg during the past month.

Engineer Buress has taken a sixty-day leave of absence and visiting at his former home in Virginia.

Day Hostler A. Bolanger of Moberg roundhouse is spending a short vacation on business in Baker, Mont.

Fireman Jos. F. Linda has taken a sixty-day leave of absence and is visiting friends and relatives in Wisconsin.

Loraine Wright, formerly telephone operator, City of Moberg, has accepted a position in relay office at Moberg.

Fire broke out in the cupola of the McIntosh coal dock and although the united efforts of the employees and the volunteer fire department of McIntosh were given, the coal dock was totally destroyed.

W. J. Fitzgerald, clerk in the superintendent's office at Moberg is getting very popular among the bowling fraternity. Understand he can roll them some (not cigarettes). Well, he surely should, as he is built for speed.

The dance given by the Brotherhood of Railroad Trainmen at Moberg during the past month was the biggest affair of the season. Over three hundred couples attended. The hall was artistically decorated with the national colors. The committee spared no expense or time to make the evening very enjoyable.

A very sad accident occurred during the past month at McLaughlin, in which George Nesbit and H. Hill lost their lives. Both men were well known on this division, having worked here for some time. The sympathy of the entire division is expressed to the bereaved ones.

The correspondent spent a few days in Chicago on business matters. Had a splendid time.

News is rather scarce around this neck of the woods. Suppose it is on account of everybody working and attending to their own business these days.

William Donahue, machinist at the Moberg roundhouse, has been confined to his home with a bad case of tonsillitis.

H. Worley, engineer, has been on the sick list during the past month.

Ed. Pierson, assistant cashier at Mobridge Station, has been called to Winthrop, Minn., on account of sickness in the family.

Temporary train dispatcher's office has been established at McIntosh, on account of snow storms and heavy traffic. Mr. W. H. Wilkson has been appointed chief dispatcher to handle the west end of the Trans-Missouri.

C. A. Olson and A. H. Brown have been appointed train dispatchers on the east end of the Trans-Missouri Division to succeed R. Doud and Harold Winship, who have been transferred to McIntosh.



The above picture will give the readers of this Magazine an idea of the amount of snow that we have had on this division during the past month. The picture was taken on the Standing Rock line, in North Dakota, one-half mile east of the Brisbane gravel pit. The snow in this cut, where the rotary was "stalled," is from 15 to 20 feet deep.

Miss Bessie Nash of Aberdeen has accepted position in the superintendent's office at Mobridge.

William Walker, carpenter in Asa Berfield's crew, has returned from a six weeks' visit in Chicago.

The railroads of the west are going to a good deal of trouble to clear the snow off of their tracks. Why not hire Billy Sunday to deliver one of his well-known melting sermons to them there drifts? Or get a political spellbinder to let loose some hot air?

Herewith enclosed a picture of a bridge crew under the foremanship of John J. Krueger, who has been on the rock pile in the Standing Rock line for the past month. Don't be frightened, they can't get away; they are all chained.

W. Boyle, night car clerk at Mobridge, has been on the sick list for the past two weeks.

Mrs. James Walters left for a two weeks' visit with relatives in Boscobel, Wis.

News items on the T-M Division are very scarce this month, and this is to ask our gentle readers of this division to send any items of interest to their correspondent, which will greatly be appreciated. Don't take it for granted that the "other fellow" will send enough as the more we get the merrier.

Illinois Division News Items.

W. C. Head.

Engineer John Price was an Elgin visitor February 23d. He seemed to be all toned up for some reason or other, but I understand he was married recently.

Operator E. J. McCarty, first trick, Spaulding, layed up with the rheumatism for last month, Operator Marshall relieving him.

Brakeman Gordon Burt injured by flying splinter from pole while polling a car at Elgin, relieved by Brakeman Charles Slocum.

W. G. Westphal, third trick operator, Elgin, relieved for two days by Operator R. E. Aldrich.

Rex B. Hayes, second trick operator, Fox River Tower, announced the birth of an eight and three-quarters pound baby girl, March 2d.

Operator H. Treman Hampshire off on a leave of absence, being relieved by R. E. Aldrich.

Engineer J. Lynch deserves special commendation for the manner in which he handles No. 24 into Elgin. On February 6th a little girl was bound she was going to get across ahead of his engine, but as usual Lynch had his eye open for passengers crossing at the depot, and stopped his engine just where the girl stood.

Two special trains were operated, Chicago to Kansas City, February 24th and 25th, running as second No. 25. These trains were chartered for members of the National Educational Association, to attend the convention at Kansas City.

Account broken supply wire, all the automatic signals between Kirkland and Elgin were out of order for some time.

No. 70, March 16th, tipped over a car of eggs, the wheels standing in the air. The car was transferred and it was found that less than a half case of eggs were broken. This was no doubt due to the car being packed as per instructions.

Engineer Ed Holden carrying a cane account of sprained ankle.

M. F. Coyle on the sick list March 16th.

Kansas City Terminals.

E. K.

Walter Hutton, formerly at Baltimore avenue station, is now delivery clerk at Liberty street station.

Harry Zane, revising clerk, Liberty street station, has entered General Agent Adsit's office as freight solicitor.

Howard Richards, assistant chief clerk, has left the company to engage in the tire business. Everyone wishes him the greatest success.

Mrs. H. J. Vail, wife of the chief clerk in the superintendent's office, has been in the hospital for the last four weeks, undergoing a serious operation. We are all glad to hear she is quickly recovering.

J. E. Hogan and wife recently spent the weekend in Chillicothe, Mo., with Mrs. Hogan's mother and father.

Mrs. Ida Hood, mother of check clerk, is visiting friends in Braymer, Mo.

Clifford Merchant, carsmith, advises us that he expects to visit the Windy City in the near future.

A. J. Jones and wife recently spent three hours at Elmira.

Mrs. W. Holseaw, wife of engineer on the Kansas City Division, is visiting at Gault, Mo.

Mrs. S. R. Owen, mother of Cashier Owen, is visiting friends in Ottumwa, Iowa.

Charlie Skaggs was hunting at Elmira again the other day, but no visible report of his luck has been forthcoming.

G. F. Baumgartner and wife, conductor on the Northern Montana Division, were in Kansas City the latter part of January.

Miss Lena Snider is visiting friends at Dawn, Mo.

L. R. Rigley, leverman, made a recent trip to Chillicothe, Mo.

Mrs. E. Jones, wife of Kansas City Division engineer, is visiting in Chillicothe, Mo. Mrs. Claude Jones is also in Chillicothe.

River Division Items:

H. D. Witte.

We are informed that A. M. Brown, city ticket agent at Winona, who is spending a few months at Colorado Springs on account of ill health, is very much improved.

L. T. Johnston, T. M., and W. M. Blase, traveling engineer, were callers at Wabasha April 10th.

J. Ostorn, C. C., made a business trip to the Twin Cities April 13th.

Miss Gladys Moore, daughter of Paul Moore, chief clerk to the chief carpenter, who has been seriously ill with typhoid fever at Colorado Springs, Colo., is very much improved at this writing.

G. F. Poeschl, second operator at Wabasha, spent a few days at Durand, Wis.

James Dolan, who was section foreman for many years at Wabasha, now retired, was brought down from Minneapolis and taken to the St. Elizabeth Hospital at Wabasha for treatment.

On The Steel Trail

Puget Sound Pioneers Attention!

Annual meeting of the Puget Sound Pioneers will be held with the Veteran Employees' Association in Minneapolis, August 14th and August 15th. Everybody Come.

Items from the S. C. & D. Division.

Blanche Manley.

W. H. Penfield, assistant to the vice-president, made an inspection trip over the division early in March. Assistant Superintendent Richards accompanied him to Manila.

The S. C. & D. Division had a rousing Safety First meeting at Sioux City on March 14th. Attendance of about 130, and all kinds of enthusiasm. Messrs. Wilkinson and Larson of Chicago were the principal speakers; others were given special invitations but failed to show up. Expect to have another one soon, with even a larger attendance, and hope all invited will be able to attend.

Mrs. Phil Zimmerman and daughter Sylvia, family of Engineer Zimmerman, have been visiting in Des Moines.

Engineer C. P. Leach is in Seattle on account of the sickness of his father.

Conductor J. T. Blackney and wife visited in Watertown, S. D., recently.

Conductor F. W. Weed went to Hot Springs to escape inflammatory rheumatism, but got afraid of the strike and came home in a hurry. Guess he hurried so fast to get home, he left the rheumatism behind, because we have heard no complaints since.

David Thompson, son of Engineer Thompson, was home from Ames, where he has been attending school, for a visit.

Engineer James Keiss is in Butte, Mont.

Conductor P. D. Moran and wife are spending a month at Hot Springs, Ark.

Engineer D. P. Mohan is expecting to leave any time for the south, where he will remain for some time endeavoring to regain his health.

Elsie Brevik, Roadmaster Carlson's clerk, went to Cincinnati on the 14th of April to spend ten days. Want to give exact dates this time, as she said once before she was going and then fooled us.

Archer Richards, son of our assistant superintendent, made quite a long stay at Savanna around Easter. Can't imagine what the attraction was, but perhaps some of you who live down there can tell us.

Switch Foreman Mike Lynch is back on the job again after having been confined to his home for quite a time, where he was suffering from blood poison caused by a piece of coal falling and striking him on the head, cutting his scalp badly.

General Baggage Agent Carrick spent just one day in our town recently. We take it from that he didn't like us.

J. G. Love from Chicago was in to see us a spell back.

Mrs. R. C. Fallon and son have returned from Boone, where they were called on account of the sickness of Mrs. Fallon's brother.

A little bird told us that L. W. Draeger, brakeman, had gone and got married, but we have had no substantial proof as yet. Well, here's luck to you.

Conductor J. E. Crews is in Omaha and St. Joseph for a while.

Superintendent L. B. Beardsley has returned to the old place after an extended trip in the south. He evidently found that "Fountain of Youth," as he is at least ten years younger than when leaving. A fine coat of tan, too! Presume he got that fishing, although we have heard no fish stories as yet.

Brakeman Zane Jenkin has been called to the colors, having gone to Clarinda, Iowa, to join his company of the Iowa National Guard.

Grosius Lippert, former car checker, has left the good old Milwaukee to take employment on the C. & N. W., and that, too, as Agent Huribut says, after he raised him from a calf.

Chicago Terminals Notes.

Catherine M. Bartel.

Our popular engineer, Phebe Hudson, has recently purchased a summer home at Papoose Lake. Phebe is working very steadily, and expects to spend all summer at his summer home. We also hear that he is branching out in the real estate business.

Spouse Helen Murphy is happy, now that the baseball season is open and Cubs here, too. Have you gotten your season ticket over around the first base, Helen?

Assistant General Agent McClurkan was at Galewood a few days looking after embargoes. Mac is a regular hustler and got some of them moving.

Second Trick Operator Chas. Sturgis was off a few days on account of sickness, Extra Operator Earl relieving him.

Mr. F. H. Cornish, an old-time clerk at Division Street Station, who has been off duty for three weeks on account of a serious operation, is again on the job. The boys are all glad to see his smiling face and hope he will continue to improve.

Mr. Jos. V. Ericsson, stenographer at Division Street Station, took a trip to Rock Island and spent a few days with his grandparents down on the farm. He says the visit made him feel like, "I want to go back," etc.

The Galewood Station in-freight bowling team had a match game with Division Street Local Office on March 27th, and were defeated by a very close margin, owing to the lack of practice and being the first time that they bowled together. They made a remarkable showing against the pick of Division Street Bowlers, Walter Franz, captain of the in-freight bowlers, and H. Gripke, captain of the Division Street bowlers, would like to arrange with any team on the line for a match game the coming season.

Mrs. W. H. Giddings, wife of Switchman Giddings, visited at Milwaukee recently.

Floyd Madden and Geo. Nelson, two of the patriots from Superintendent Rupp's office, bade goodby to the old crowd, Saturday, April 14th, and departed for Springfield, where they joined the Sixth Illinois Infantry. It is expected that the two Stahls will depart for the trenches within a few days. Elmer Schildein's chair will be vacant just as soon as Colonel Moriarity's Regiment is called to the front.

Henry Sittler, formerly employed at Galewood, is now working as a statistician in Superintendent Rupp's office.

Yard Clerk J. L. Norton spent a few days with relatives at Janesville, Wis., recently.

Announcement has been made of the marriage of Robert Bass to Miss Sophie E. Bredal, which took place on April 11th. Much interest is attached to the occasion inasmuch as both Mr. and Mrs. Bass are employed in the local office at Chicago, and their many friends wish them happiness and success.

Richard Hodgins, who is one of our veteran employes, was just recently confined to the house, but has returned to work. We are glad to see that he has again regained his health.

A grand entertainment will be held on the Viaduct at Galewood, May 20th, at which pictures will be taken of the several artists who will pose as amateur movie actors and actresses. The pictures will be screened at the various popular theatres of Chicago and surrounding cities.

1. Demonstrating Effect of High Wind.....
2. Expert Marathon..... Helen Murphy
3. Dodging the Cracks in the Sidewalk..... Clara Anderson
4. At 6:30 P. M. Looking for 7:00 o'Clock..... Louis Plump
5. All Day Act in "They Are Busy"..... Esther Earl
6. Three Belles Looking for 5:00 and Saturday Afternoon.....
7. Slack Wire Act..... Anna Esbensen, Anne Fisher, Mavourneen O'Neil, Esther Johnson

Electricity in the Railroad Man's Home

HOW ELECTRICITY STARTS YOUR AUTOMOBILE

Explaining How a Small Electric Generator is Changed Into a Motor to Crank the Engine.

Nearly every late model car is equipped with an electric self-starter—but very few people understand how this little electric device works. They press a button, or a lever, and the motor spins until the car starts and they are satisfied with the results without investigating the cause.

A typical starting device for automobiles is the new Genemotor for Ford Cars, which includes a generator-motor for starting the car and a complete lighting system from the same source. A description of how this novel device operates will be typical, as they all work on the selfsame principle.

The mechanism of the system consists of a single electrical unit, wound for 12 volts, which operates as a generator or a motor as the case may be, and the necessary accessories for attaching to and operating on the Ford car. In addition a six-cell 42-ampere-hour battery is included. The outfit thus combines the functions of a generator, which furnishes the primary current required for starting the car and operating the head, side and tail lights, as well as those of a motor for spinning the engine.

Any electrical generator can be used as an electric motor by passing current through it. When the car is running the tiny generator is busy producing current which is stored in the battery carried on the running board. When the battery is fully charged the generator is automatically cut out and runs idle until more current is needed for the battery. When the car is to be started current is drawn from the battery and sent through the field and armature of the generator, thus changing it into a motor which spins the engine.

The generator-motor is fully enclosed, about 10 ins. long over all, 7 ins. diameter and weighs about 52 lbs. It is supported rigidly on the right-hand side of a Ford engine, viewed from the front, by a pressed steel bracket secured at three points. As a

motor, it will develop a torque of about 45 ft.-lb.; and the torque developed at the engine shaft by means of the selected gear ratio has been found amply adequate to start a Ford car under very severe conditions of tight adjustments in the engine and cold weather. The storage battery is carried on the right-hand running-board of the car, and is employed to accumulate current while the car is in motion for supplying the starting and lighting system when the car is at rest.

When the car has attained a speed of about 11 miles per hour, the Genemotor, acting as a generator, develops an electromotive force sufficiently high to overcome the normal voltage of the battery and permit charging to take place. At this point, the reverse current relay operates, closing the circuit between the generator and battery, and charging begins at a low rate, the current gradually increasing as the speed of the car increases to a maximum of slightly over 10 amperes.

The main switch and reverse current relay are mounted in an enclosed metallic case on top of the Genemotor and are readily accessible. The switch, which controls the motor, is closed through a cam actuated by a push rod extending through the dashboard of the car and terminating in a knob conveniently located near the steering wheel column. The reverse current relay prevents current feeding back to the generator when the latter is operating at low speed or when the engine is not running.

The lighting switch, mounted on the dashboard at the right hand side of the spark coil as one sits in the car, enables the side lights and tail light, head lights, and tail light, or all, to be thrown on or off. It is applicable either to the straight dash or the new cowl hood on Ford cars.

The Genemotor is equally as simple and efficient in operation as it is in design, and has successfully responded to every test known for judging a self-starter. Any woman or child can manipulate it. The motor starts instantly when the switch rod is pushed forward to make the switch contact, and the switch automatically opens when the push rod is released. Having ample power, it spins the Ford engine at high speed, assuring certainty of starting under very severe conditions.

8. Hengland and the U. S. A. at War with Germany.....John Tipping
9. Sketch, "The Fat Head".....Willie Murbach
(This act will be staged at 2:30 P. M., showing him in action going for his regular.)
10. Looking for a Switch (Hair).....Jas. Burke
11. Dodging the Squirrels (No Makeup).....Frank Dudley
12. Representing Rip Van Winkle.....Lousy Mahon
(Without a Makeup.)
13. Free Lunch.....Chas. Homan
14. Going for a High One.....Mike, "the Messenger"
15. Getting a Check of the Alley and Looking for Fawther.....John C. Logan
16. Looking for Logan.....J. Grunau
17. All the Latest Steps in Dancing.....Ray Farmer
(Makeup necessary.)
18. Never Again.....Otto Schultze
19. How to Get Off a Street Car at Full Speed.....Chas. Sturgis
20. In "Western".....Anna Merzlake
21. Always on Time.....Marie Anticevitch

Council Bluffs, Iowa, Notes.

Helga Schmidt-Hackstock.

Machinist Lawrence Gallagher is laid up at the present time with a very badly injured finger, hurt while performing his duties. It is very painful, but we hope there will soon be an improvement.

Car Repairer Chris Anderson and wife left April 17th for a three weeks' visit in Oakland and San Francisco. They will visit with a son-in-law and their grandchildren.

Martin Rooney of the roundhouse force, has just returned to work after his annual layoff. Roundhouse Foreman Chas. E. Horsley attended the funeral of M. Rooney of Dubuque and visited his parents in Freeport.

Lawrence M. Gallagher says Friday the 13th is a hoodoo,—that is the day the finger got mashed.

Most all the men working around the shops here are putting in gardens in their spare time with a hope of helping to solve the H. C. of I. problem. Here is hoping they succeed.

Tommy Glynn has made up with us again, so it will be O. K. to say this. He says Dining Car Conductor C. Waldorf McKenna is ill with throat trouble and would appreciate a little personal mention. Here is hoping that "Waldorf" soon recovers. That is quite an aristocratic name.

Miss Margaret Schmidt, daughter of Car Foreman Schmidt, and Master Marion Hackstock, son of the correspondent, spent Friday the 13th visiting friends at Manila.

On April 4th and 5th Assistant Superintendent of Motive Power J. J. Connors was here to attend the committee meeting of the South Omaha Joint Car Inspection Association in Superintendent of Motive Power Fuller's office, in the Union Pacific headquarters at Omaha.

On April 11th District Master Mechanic M. F. Smith and Car Foreman M. P. Schmidt attended the annual meeting of the Joint Inspection Association at South Omaha.

Mr. and Mrs. J. Horsley of Waterloo have been spending several days visiting the family of R. H. F. C. E. Horsely. They attended the Steteb-Caddock wrestling match and Mr. Horsley is very much elated because Caddock won out.

Business car Walworth reached here on No. 19 and left on No. 12 of the 13th, bearing a number of the higher officials.

Car Repairer William Gundlock is suffering with rheumatism and has not been able to work for some time.

Machinist Kemplin has accepted a position in the Council Bluffs roundhouse, the vacancy left by Machinist Gallagher, who is off.

Kenneth Harmon, who was formerly employed as a freeman on the Iowa Division, died on April 3rd, following a long illness with throat trouble. He is survived by his mother.

John Harrod of the roundhouse force, suffered an injured rib. He is improved.

Chris Johnson, engine inspector, has been off for some time. Maybe planting potatoes.

Engineers William Howe and Ben Stapleton have taken Nos. 9 and 10.

Engineer Mel Foster has returned to work on Nos. 33 and 34 after being off on account of ill-

ness. He was relieved while off by Engineer Hulbert.

Very pleased to learn that Engineer A. W. Morgan is improved after his operation.

Harry Kamis of the car cleaning force has an injured thumb.

Hiram Paulsen of the car cleaning department has gone to Portland to look into the farm situation.

Coach Foreman Charles Egholm has returned from his Montana claim, to be with us again for a few months.

Car Repairer Andrew Thompson and wife have purchased a home which they will occupy as soon as it is remodeled.

There has been considerable concern over the condition of the Missouri River at this time. The old Union Pacific bridge, which has been carrying temporary supports preparatory to its dismantling, has been washed into the river and considerable damage has been done to the approaches that lead to the new structure, which have not been totally completed. As yet traffic has not been impeded.

Kansas City Terminals.

Engineer Fred Heath of Cedar Rapids, Iowa, who has been running on the cutoff and Marion line, has transferred to the West Kansas City Division, moving his family to Kansas City. He, like several others, has come to the conclusion that Kansas City is a good place to live in.

The sympathy of all is extended to Frank Reed, chief yard clerk, whose father died the early part of April. Frank Reed himself has been off sick. Al Ira, yard clerk, filling the vacancy.

J. V. Toumey, second trick operator, has been on a vacation for the past three weeks, relieved by Operator F. A. McCarthy, third trick operator. Operator Helen Cockreal taking third trick.

We understand Operator John Nolan, Jr., has joined the navy as a wireless operator.

We are all sorry to hear of the death of Engineer Myron Coad, who was a pioneer engineer on the Kansas City Division. James Lord, roundhouse foreman, was among those who attended his funeral at Chillicothe, Mo.

James D. McCarthy, who formerly worked extra as operator at Coburg, has resigned and gone on a farm.

It is rumored around Coburg that Yard Clerk Jim Leach has offered his services to his country as a soldier.

Car Repairer E. Schneider visited and took dinner with section foreman at Elmira, Monday.

E. W. Lollis, our new trainmaster on this division, was in Kansas City Wednesday and Thursday and made the acquaintance of several of the employees.

Night Call Boy Guy McDerris has resigned and returned to his old home at Springfield, Mo. He was relieved by Frank Yerbrough.

Mrs. F. A. McCarthy is visiting relatives in Laredo and Sturges this week.

Mrs. Herbert Stickney, wife of Brakeman Stickney, who has been visiting in Laredo for the past two weeks, has returned home.

Switchman W. M. Jones is enjoying a much needed rest and vacation.

John Mayfield and James Fugate, night car inspectors, were obliged to dismantle their wireless station on account of the trouble with Germany.

We are all glad to see F. P. Monigal, who has been sick for several weeks, back on the job and working again.

In the Kansas City Terminals we feel very proud of our representation in the Third Regiment of the Missouri National Guard.

Joseph Lieberman, lieutenant, chief night yard clerk, was in Arizona, eighty miles from a railroad, when the call came. However, Joe was a passenger in the first automobile that could be found and is now "somewhere in the U. S." with his men protecting the company's interests.

Edward Keefner, chief revising clerk at the local office, served at the Mexican border first as a private, then as a corporal, and is now serving as a sergeant. If he is as good a soldier as he is a revising clerk he will soon be a lieutenant.

Clifford Marchant of the car department is serving as a corporal.

C. V. Hill, switchman and William and Walter Bateman, yard clerks, are three more sergeants, all in line for higher commissions.

Milwaukee Terminal Notes. O'Malley.

"When your heart is feeling heavy, and your brain is rather sad,
Don't think about your sorrows, but of all the fun you've had."

The above applies to Mr. E. M. May, and his bowling team from the auditor's office in Chicago. On February 23d the writer was very agreeably surprised by a challenge from Mr. May to any team from the Milwaukee boys. Through the kind assistance of Mr. W. L. Hebard, chief clerk to Superintendent Hinrichs, a match game was arranged with a team from Mr. W. G. Miller's office, under the able captaincy of Mr. B. E. Meixner.

The Chicago party, about 25 strong, arrived at 12:20 p. m., and after a visit to the local freight office to inspect Mr. Miller's "Pride of the Road" record office, the bowlers and their respective rooters (about 65 strong) proceeded to the trenches at the Plankinton-Arcade and immediately the slaughter began.

No national, state or local tournament ever pulled off netted more enthusiasm than was seen at the Arcade. Such rooters as Chief Clerk Ross, Cashier Bellows, Don Strathearn, George Callahan and the rest of the loyal Milwaukee boys can only be found mingling with a real live bunch such as this one was. Some of the Chicago boys were accompanied by their wives, who also showed CLASS in their rooting, and we dare say their efforts alone should have won the game for the Chicago aggregation, but the pin shooters were off.

While the Milwaukee boys defeated the Chicago auditors by 25 pins on the total count, they had to go some to carry off this honor. Chief Clerk Carney from Chicago rolled an excellent game. Edward May, the star bowler, allowed the Milwaukee boys to get his: "Nanny"

and was up in the air throughout the three games. "KINDLY NOTE THE THIRD GAME SCORE":

Milwaukee Local Ent.	1st.	2nd.	3rd.
Coerper	120	150	150
Gash	208	183	146
Hiltel	137	156	154
Tabbert	130	...	...
Peterleus	168	173	151
Raasch	...	140	170
Totals	758	822	771
Total Pins—2,351.			

Chicago Auditors	1st.	2nd.	3rd.
Mueller	158	155	171
Carney	179	170	190
Collins	182	156	178
Miller	123	150	...
May	143	155	111
Anderson	...	...	145
Totals	785	786	795
Total Pins—2,366.			

A return match at Chicago will no doubt be pulled off in the near future.

We are sorry to report that our old friend John Carr, one of the real old-timers, has made his last switch. John was well acquainted with the link and pin days. In losing him the company loses a good switchman, the B. of R. T. a good member, and all the boys in the Terminal a good friend.

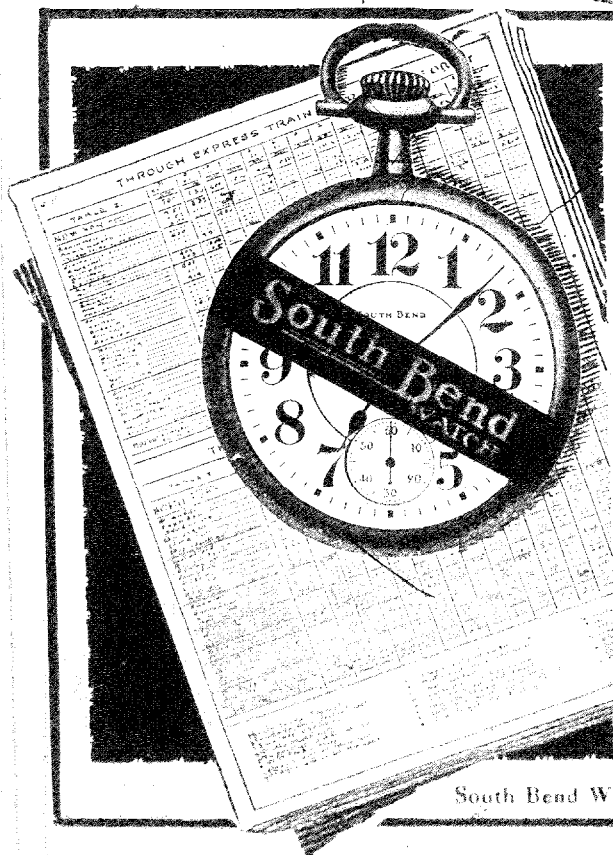
Yard Foreman O. V. Anspach has been off a few days attending to committee work in Chicago.

Several of our boys have been more or less injured lately, but at this writing are back at the old stands.

Yardman T. J. Heaton has changed from Burnham to transfer crew.

H. P. Gallagher of Chicago Terminals spent a few days recently in Milwaukee.

Our colossal friend, J. W. (Herman) Regan, all smiles. Don't know where she lives, or what the exact date is, but we are informed that orange blossoms and white yells are to be among the decorations.



The Watch that backs the time- table

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

These dependable watches are guaranteed to meet every requirement of the road you work for now, or any road to which you may transfer during the next five years. South Bend Studebaker Watches are the only watches so guaranteed.

Your jeweler will tell you of many other reasons why the Studebaker is the watch you should own. Identify it by its Purple Ribbon. Send for interesting booklet, "The Making of a Marvelous Mechanism."

South Bend Watches

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

Our sportsmen are now busy discussing fishing tackle and camping plans. We can look forward to some vacations and the resulting stories of those big ones that got away.

We have not heard anything from the pride of Fowler street freight office bowling team lately. Would like to see a return match.

Back pay due on account of application of Adamson law was paid on the 14th—everybody happy, and Easter hats a little late.

We are sorry to report the death of our old friend, Yerdman J. W. Taylor. Almeunier and Mrs. J. W. Gormley are other deaths since last issue. We extend the sympathies of all friends to the bereaved relatives.

Well, folks of the M. N. G. Club, here's to a good time at Kilbourn. Let's all attend and make it a rousing meeting. We need some more members and we shall bring our goat along, who will probably starve unless furnished a few candidates for food. When we do meet, let us all be prepared to say something about the outing for 1918.

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

Nora B. Still.

Operator A. B. Edison, while stepping out of his car at Loweth, fell and broke his leg, April 12th. He was put on No. 15 for the hospital at Three Forks, and the bird-trick job at Loweth behaved itself in a very quiet and lady-like manner. Owing to the shortage of operators, the Union Depot was dark from 2 until 8 a. m. Operator Grogan came up and worked couple of shifts and went back to Three Forks. "Jim" Corbett ("Soldier Jim") came up and worked a couple more shifts, and went back to Three Forks. A. J. Ingalls is coming up and I'll let you know next time how long he stayed and where he went to.

R. M. ("Maggie") Magett tried it once more and got to the top of the hill and got back O. K. He is training for the army (the part furthest from all the shotguns) and at the rate he is losing weight will be O. K. year 1920, if nothing happens before then.

Operator H. C. Breckenridge on third at Harlowton, ties himself right up in a knot when all the telephones ring at the same time.

The Jap gang again at Loweth digging everything and everybody out of the drifts. They pulled off two perfectly good snow blockades between middle of March and middle of April, and all our passenger trains stood right still and waited. So far no letters of thanks have been received for the entertainment afforded the passengers. Joe Rawls arrived long toward afternoon with a napkin tied around his head, on first section of No. 33, and that was about all there was doing for the rest of the day. The telegraph office at Loweth is not only an eating house, but is also railroad bunk house and steam laundry.

We are sorry to learn this morning of the illness and death of John, the young son of Superintendent Murphy, in Deer Lodge. The boy has been quite sick for some time and Mr. Murphy has been at his bedside for ten days past. Funeral services were held in Deer Lodge Thursday, April 19th. The sympathy of the entire Rocky Mountain Division go to Superintendent and Mrs. Murphy in their loss. Flowers were sent by the trainmen, dispatchers and superintendent's office force and operators.

Agent Myers, from Grace, was sick for some weeks in the Three Forks hospital, but is again out and back to work.

It that sub-station person over at East Portal, who says "us poor ships don't know what snow is," could have seen all us folks struggling through it the last few weeks, he would "guess" maybe he would have an idea. Anyway, his name starts with S and he's the chief over there.

I suppose friend "Guy Line" will tell you what all happened over at Deer Lodge when that "hard-boiled" bunch of linemen talked it over with Mr. Goodnow, Mr. Foster, Mr. Barrett and others. I wasn't there. I bet I know who the sailor is this same "guy line" is hollering about, too.

Engineer Barnes said: "A fair passenger on his motor car one day very glibly explained to an-

other F. P. the reason the snow was piled so high along the tracks going through Loweth was so the 'motorman' could steer around the awful curves better." Well, that's one reason, another is so the curves can curve and another—

Engineers Langman and McKenna have indulged in new Tri-plex articulated compound cars—anyway they are big enough to be rated at 2,500 tons per each.

Operator Haggerty at Harlowton has been off for ten days owing to the illness and death of his mother, in Ohio. He has the sympathy of the division in his trouble. He was relieved while away by Operator Weatherly from Selkirk, who was relieved in turn by Nels Rabben and George See.

The agency at Martinsdale awaiting consignment is being kept on the map by our own little Jimmy Campbell, from Cardinal, Montana. Staying in one place is lots better than meeting yourself coming to work on a "come to me, go from me" speeder like Jimmy has been riding.

Nels Rabben working at Cardinal, relieved by H. C. Breckenridge, who was bumped by Operator Edison at Loweth.

The operators' bunk car, a perfectly lovely bunk car, too; lots nicer than the one I live in; burned up in the middle of the night when all the folks were gone. Another was promptly switched out from some unknown place and now everyone is happy again, which means Mr. Edison, after he gets enough snow swept off his stove and table o' mornings to get something to eat.

We had a really truly helper with Mr. Crockett on days and M. F. Elliott nights and they went an' took it away. But—it snowed a lot more and right back comes the cute little helper which Maggie calls a half unit, and Dollymeyer on nights and Dave Haffner on days, until they got bumped.

I was going to tell Andy Jorgenson he had "cold feet" but the joke was on me, so I kept real still and Maggie didn't find it out yet—I don't think, still I am not sure.

Mr. Peck says he just hates Airdales—the idea, the nice little things, they remind one of all the unpleasant things that ever happened in a lifetime and look like a cross between a nightmare and a grizzly bear. He didn't pay for the ad so I had it taken out of the magazine.

Mr. Sampson, you must be a nice man to say such nice things and some time after having properly notified your wife so she can get all the things home from the neighbors they have borrowed and hide all the things she don't want me to see—I'll come along and visit you—all. But not for thirty days, you never would be able to stand all the racket that long.

Our Mrs. Kendall made a dying visit THRU the city of Loweth, and although she didn't say anything the look she gave the drifts was plenty. What we say is plenty, too, but having to stay right here plum in the middle of it don't do a bit of good to say things.

The Mussellshell Division Correspondent sure has a lot of nerve. The idea, if you have any news send it to Loweth, not to Melstone.

I can't imagine why the folks west of us should doubt any of the statements we have made so far—but, not being, exactly George Washington, perhaps if properly approached with a real worth-while lie we might be able to fix it up so the editor would let it in.

One of the motors hauling six miles of freight cars, "empty boxes going west," tried to go across country March 20th and landed alongside the track just inside the right of way, "somewhere around Sixteen." A derrick from Deer Lodge and one from the east picked the powerful electric locomotive right up and set it down in the track and told it to stay there, and it stayed. 33 and 34 were transferred but Nos. 15 and 16 were delayed only a short time, and everything cleared up in short order.

My goodness, it's hard to stick to the truth when one gets the habit of—

Thank you, Mr. Scantlan—I should call that heaping coals of fire—sending pretty pictures of the South Sea Islands when I get stuck in the snow going and coming to work and it takes \$7 of Kogas Japs to keep the trail blazed so I can locate my bungalow at all.

I forgot to thank all the folks east and west of me for all the notes last month but one look

at this one and you can imagine what I would have sent if it had not been for their kind and welcome assistance, which will be rewarded—hereafter possibly—even a little bit of news helps to make a great big (good for nothing) write-up—the editor looks all worn out. I'm short a "mill" and the editor is mad and I'm done. I'm going to buy one if somebody don't hurry up and give me one. Nobody can stand this. Anyway, the sun is coming out. I've got to go and look at it!

Around the Railway Exchange.

McE.

History has been a-making since last this magazine flashed out. One of the greatest state documents in history—the President's message to Congress on that never-to-be-forgotten day, April 2—formally inaugurated a new era. The immediate effect of the President's speech around the Railway Exchange was to quicken all pulses and unify hitherto clashing elements. Former pro-Germans have lined up with our Uncle Sam in a highly loyal manner. We feel safe in making this prophesy: When the war ends this little round globe of ours will be girdled with democracies, for "This is the twilight of the kings."

Frank Kirkland looked up from his typewriter a few days ago, swung around on his swivel chair and hailed T. W. Burtness, secretary to the president. "Say, Burtness," called Frank, "can you imagine our mutual friend, Bill (Kane) telling an untruth?" Burtness hesitated, saw that your correspondent was pinning on his coat, so replied pretty much as follows:

"Frank, it is only too true. Listen! The other day a smooth-tongued insurance agent blew into the office and tackled Bill. He handed him the old line of bunk, you know. Bill was busy, and his 'I'm afraid not' was growing weaker and weaker. The s. t. i. a. had Bill groggy. Suddenly an idea hit Bill. His face glowed and his eyes sparkled, although his body shook as though stricken with palsy. 'Do you know, friend,' said Bill to the s. t. i. a., 'that you have wasted a lot of valuable time? The doctors have given me only four months to live, and I'm just getting these papers in shape before I shake hands with the Grim Reaper?' The agent folded up his books and was gone." "Is that so," whispered Frank, wiping away the tears that fell ever and anon, "who would have believed it?"

Miss Ella Vandenberg is chuck full of patriotism these days. Don't believe it? Then read: "It is my unceasing prayer that those patriotic young gallants (?) (note the question mark) who enlisted in the army of matrimony to evade national service, hiding behind a woman's skirts, will never rise to the command of their own households. I'm glad I don't know any of them." Of such stuff is Miss Van and other of our young stenogs made. All glory to them.

Please, Mrs. Kendall, allow me to suggest that I. G. Hipsley may be a tontorial artist in disguise. He did a little job for me that puts him in the front rank of the profession. No, there was no charge.

Henry Daniels returned to "the front" the other day after a long absence "somewhere in the east." "Don't take shelter behind the cry of universal and compulsory military service. That's coming and won't be hastened by your hanging back," said he to a group of friends on the day of his return.

Scott Bellows of C. N. Souther's office is no longer a stranger to scarlet fever. In fact, they have been well acquainted for several weeks past. His baby also has been quite ill. Both are up, Scott being back in harness.

Frank Lowry was stopped in the hall by a preacher, who long has been his friend, and who has quite frequently been granted transportation. The sky pilot recognized Frank and reached out his hand in greeting. "You are," the minister began. "Traveling on the King's business," finished Frank with a smile. "Yes, sir, I'm sure Mr. Kane will take care of you. Come this way." Frank's preacher friend was, it is needless to say, well taken care of.

Bert Tansley of Mr. Souther's office took the Leonard Mitchell fight special to the Brewery City, April 15, and brought it safely home. Bert has a host of friends, and some of them are the best known sport writers in Chicago.

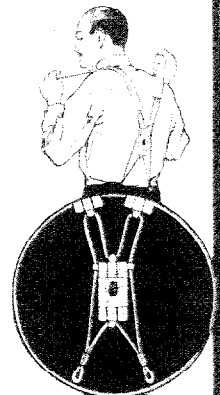
No grip on shoulders —no pull on buttons

President Suspenders for comfort

Why keep hitching up your trousers? There's no comfort in a belt. The "give and take" feature of Presidents make them as easy on your shoulders as the seam in your shirt. Great for wear. If your pair is not satisfactory in every way, mail them to us and we will repair, replace or (if requested) refund your money.



Look for the President buckle and guarantee on every pair. Accept no others. All dealers.
PRESIDENT SUSPENDER CO.
SHIRLEY, MASS.



"WHERE RAIL AND SAIL MEET"

PORT ANGELES TRUST AND SAVINGS BANK PORT ANGELES, WASHINGTON

State, County and City Depository

Transacts a general banking business. Have our Trust Department manage your Western property; correspondence invited.



Our Bank cordially invites more "MILWAUKEE" employees to send us their Savings Accounts—large or small, either will receive superior service; 4% interest, compounded twice yearly.



SEND FOR OUR FREE BOOKLET
"BANKING BY MAIL"

"I shall be glad to report, sir, as colonel of the pie wagon." This from Harry Fowler. Fowler has other likes, very pronounced ones, viz: fishing and hunting. Joe Caldwell says he is one of the best sportsmen he ever traveled with.

Tom Nugent of Mr. Gillick's force left the last of the month to take a position with the Union Petroleum Company as assistant to traffic manager. The boys of the Exchange wish you well in your new position, Tom. They know you will make good.

George J. Consigny, veteran of a hundred battles in the Civil War, and for many years insurance inspector, is perhaps making his last fight in Washington Boulevard Hospital. His condition is said to be extremely critical. Mr. Consigny has been ill for a long time.

A. C. Saida, in the April magazine, suggested a way to cut the high cost of living. "Save your pie crusts and refill 'em," was his contribution to the battle being waged by housewives. Please give this the "once over," Saida. I've tried it and failed.

(1) Is it necessary to make pie crusts for refilling of mixture flour and cement. (2) Should shortening or flour be stirred up first, and when should sugar be added? (3) What kind of filling do you advise? (4) How long should pie crust last, using only ordinary care? We have been able to refill pie crusts only six times and feel that the saving is not worth the effort. The bottom of crust was worn out with the sixth filling, and contents badly burned. My baby likes 'em, though. Think he likes 'em better than the dewy made pies. Of course, he eats sparingly of the crusts, you know. Please advise for next publication, as I have had many inquiries on the necessary ingredients for crusts.

Ever hear of the ride of Paul Revere? Sure! Then you know Granger Smith of Mr. Whipple's office? Granger lives in Elgin, with Frank Kirkland et al. On the anniversary of that "famous day and year," Granger mounted his trusty steed and galloped through the streets of Elgin, sounding the alarm, tooting automobile honks, pulling deep-throated bells, etc., etc. According to Frank Kirkland, it was the most realistic exhibition he had seen since that glorious ride in 1775.

Jimmy Wisner of the telegraph office is anxious to "take on" Frank Gotch, one-time champion of the wrestling game. Jimmy has won favorable mention in the Chicago newspapers and it is only the question of a few weeks before he is fit to tackle anything and anyone.

News From Butte, Mont.

"Spike."

C. H. Mitchell, D. F. & P. A., has moved his family from Great Falls to this city.

F. A. Swanson, formerly rate clerk in city office, has been transferred to Great Falls.

R. M. Fields, day ticket agent in the passenger station, is now the father of a charming little girl. Congratulations and best wishes from the boys.

George Ferris, our night depot tender, tried to join the aviation corps, but owing to a slight impediment in his eyesight, was forced to abandon his ambition of killing off a few hundred of the Kaiser's subjects.

We had a fine imitation of A-No. 1 tramp when the king of the wheat pit (Walter Lense) took a Steve Brodie on an oil burning engine, running light from Butte to Deer Lodge.

Jimmy Bolton, otherwise known as Beau Brummel, par excellence, says as how he allows he would like to be riding on a load of Iowa corn instead of studying nature around Butte.

H. B. Ewer, chief clerk in Mr. Mitchell's office, says he would like to get a photograph of a car under load from an industry located on the N. P. to a competitive point with the N. P. He thinks it would take a very lengthy time exposure and the writer would hate to hold his breath waiting for the exposure.

E. Nyberg, our congenial O. S. & D. clerk, was asked to check the team track one morning, when the regular yard clerk was ill. He was told to "grab" the seals on all of the loads found on the "team." About a half hour later he returned to the freight office with an armful of seals. You sure followed instructions, old man. The next

thing he will be doing will be to have a flat car spotted on the platform to load bulk eggs, or asking the yard to give him the seal record on an "end door tank car."

Iowa Division West.

Ruby Eckman.

Engineer D. A. Lanning who has recently taken the switch engine at Council Bluffs has moved to that place.

Fireman O. G. Emerick and wife, who have been making their home in Manila for a few months, while Mr. Emerick was on the Soo City time freight run, have returned to Perry, where Mr. Emerick has again taken a pool job on the Western Division.

Harry Emberling, who has been a train caller and yard clerk at Perry for three or four years, has taken a leave of absence and enlisted in the navy.

Engineer Anfin Anfinson and wife have gone to Montana, where they expect to spend the coming six or seven months on a sheep ranch. Engineer Peter Anfinson's wife and son accompanied them part way on their journey west.

Engineer Ned Stapleton, who has been sick for about two months, was able to resume work about the fore part of April.

Brakeman W. J. Hewitt had the misfortune to fall and hurt his head very badly the latter part of March, necessitating a three weeks' lay-off.

On March 13th, at the family home in Bethlehem, Pa., a seven-pound son was born to Mr. and Mrs. P. Wilson. Mrs. Wilson will be remembered as Miss Gladys Burnett, formerly a clerk in the office of Trainmaster Anderson at Perry. Mr. Wilson was also an employee of the Milwaukee in the engineering department when the new terminal was built at Perry.

Engineer Frank Stapleton and wife welcomed a baby girl into their family circle on March 22d.

The inauguration of the new express trains 9 and 10 between Chicago and Omaha have made a number of changes in both the train and engine service. Four of the crews who have been doing extra passenger work on the west end of the Iowa Division have been given regular positions.

Agent O. P. M. Huffman, of Woodward station made a business trip to Mitchell, South Dakota, the latter part of March.

Miss Marjorie Brubaker spent the Easter vacation with her father, who was at that time on the Freeport passenger run.

Operator L. E. Mouser's wife and children spent the Easter vacation visiting at the home of Agent Mouser at Fayette.

Train Dispatcher F. E. Jackson and wife were called to Minneapolis the latter part of March by the death of Mrs. Jackson's father. C. L. Kinner, night operator in the dispatcher's office, relieved Mr. Jackson.

Ben Dvorak, who has been working as an extra operator for the Milwaukee, has taken a leave of absence and has joined the navy.

Engineer Lloyd Leonard, who was off duty about a month on account of sickness, was able to resume work the fore part of April.

John Gill, concrete fireman, working at Atkins, fell from a car and had one foot run over and badly smashed the fore part of April. He was taken to the hospital at Cedar Rapids.

Switchman Scott Carhill resumed work the fore part of April. He has been off duty since October 24th on account of an injured knee.

George Tomer, who has been employed at the Perry roundhouse for some time, has resigned and has joined the Atlanta, Ga., baseball team.

Marlow Stotts, the night clerk at the roundhouse, who has always taken an active interest in the boy scout movement since it was started in Perry, has recently received an appointment as Lieutenant Commander of the Junior Naval and Marine Scouts, an organization for young boys between the ages of 12 and 18.

March 27th, Brakeman L. Loyd Kennison, who has been in the employe of the company for about five years, met with a peculiarly sad death. He was walking over the top of his train, when in some manner he fell and broke his neck, causing instant death. He was found by a train

which followed his train from Slater. His funeral was held at Perry and was the most largely attended funeral of any railroad man that has ever been held in the city. Lloyd had nothing but credit marks on his record while in the service and was a faithful worker.

Engineer Henry Clarke and family, who have been spending the winter in California, have returned home and Mr. Clark resumed his run on trains 4 and 37 between Perry and Marion.

Engineers J. F. Donahue and George Donahue, who spent several weeks in California and New Mexico, are home again and have resumed work. Engineer J. M. Foster spent the first two weeks of April at Excelsior Springs, Mo. Engineer L. A. Hurlburt was on his run on 33 and 36, between Omaha and Manilla.

Engineer Wallace Rawson was off a couple weeks on account of sickness. During the time he was off his wife's mother, Mrs. Spacker, who had made her home with them for a long time, died, and the remains were taken to the old family burying ground at Fayette.

Peter Reel, Sr., the father of Conductors Joe, Dan and Peter Reel, and Car Inspector John Reel, celebrated his 81st birthday the fore part of March. Mr. Reel, Sr., was one of the first section foremen who ever worked for the Milwaukee at Perry.

Assistant Roundhouse Foreman Levi Swanson fell from an engine the latter part of March and received some severe injuries to his back.

Conductor John Gray has been off duty for about a month on account of an attack of neuritis. He has purchased a half interest in a moving picture show in Perry and will devote his time to that until he is able to resume work on the road.

Machinist Earl Hopp of the Perry roundhouse force spent a week the fore part of April visiting with his parents in Dubuque.

Handy Man Vern Mills of the Perry roundhouse visited a week in April with his parents at Iowa City.

Water Supply Man Lon Springer spent a couple weeks the latter part of March in Cornell, Ill.

He was called there by the serious illness of his father. The father passed away while Lon was at home.

Conductor Elmer Millard and wife spent a couple weeks in March at Excelsior Springs.

Brakeman E. A. Rowe was off duty about three weeks on account of sickness.

Ledely Lee, son of Car Inspector William Lee, has joined the United States navy and has been sent to the Great Lakes training station.

On Easter Sunday, a fine baby boy was born to Conductor and Mrs. C. F. Wightman, at their home in Perry.

On April 18th, Conductor E. J. Lavell of the Middle Division and Gertrude Beeber of Ferguson were united in marriage at Toledo, Iowa. They returned at once to Perry, where the groom had a home all furnished.

Machinist John Elsie had the misfortune to drop a heavy piece of iron on his foot, injuring it very badly.

April 14th, Agent A. C. Hutton, while pulling a truck load of express and baggage from one train to another, was struck by a passenger train. He had one shoulder broken and his hip injured quite badly.

April 15th, a fine baby boy was born to C. E. Marshall and wife at Perry. Mr. Marshall is tin-smith at the Perry roundhouse.

Pend Oreille Line Notes.

"Gertie."

When we accepted the position as correspondent, V. B. R. informed us that in order to fill our column we would have to compose it without any outside assistance. We assured him that we were of the opinion that our feminine charms would have a tendency to muster in a galaxy of assistants, but up to the present time we must admit that as a prophet V. B. R. is in a class by himself.

Hurrah for Old Glory!

The stars and stripes were raised over the Spirit Lake Shops Friday, April the 12th. The

Relief For Sensitive Feet

Mayor Honorbilt Cushion Shoes relieve tender, sensitive, tired feet. They give solid comfort and complete satisfaction. Warm in winter, cool in summer.

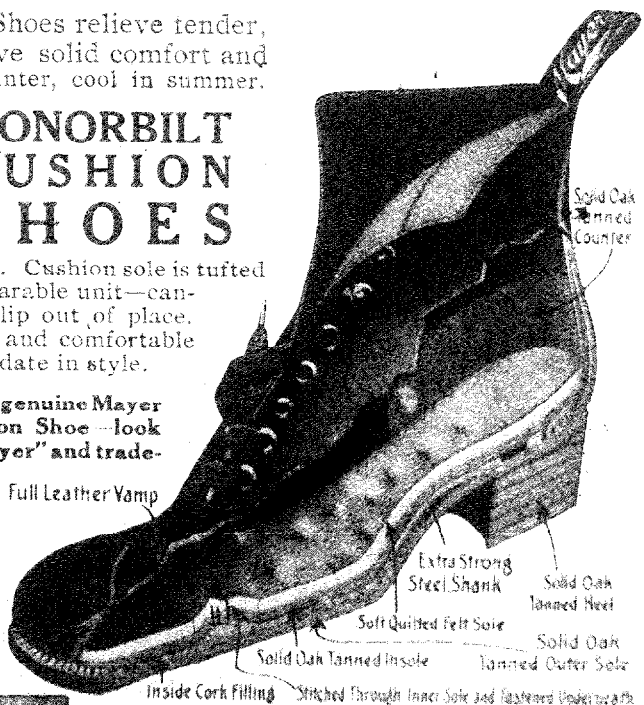
Mayer
HONORBILT
CUSHION
SHOES

Note the substantial construction. Cushion sole is tufted to leather insole, making one inseparable unit—cannot work up in ridges, crease or slip out of place. Patent applied for. Most practical and comfortable cushion shoe made and right up to date in style.

CAUTION Be sure to get the genuine Mayer Honorbilt Cushion Shoe—look for the name "Mayer" and trademark stamped in the sole.

We also make Honorbilt shoes for men, women and children; Martha Washington Comfort Shoes and Dry-Sox wet weather shoes. If your dealer does not carry them, write us and we will see that you are supplied.

F. MAYER BOOT & SHOE CO.
MILWAUKEE, WISCONSIN



flag, 14 feet by 8 feet, was purchased by popular subscription among the Milwaukee shop employees. Mr. Hamilton, district master mechanic, and Thomas McFarlane, traveling engineer, were present at the flag raising, and Mr. Hamilton gave a very appropriate talk on patriotism. In his opening remarks he made special mention of the fact that Spirit Lake Shops was the first point in his district to apply for authority to raise "Old Glory" on the company's premises, a fact of which we are all justly proud, and as the pioneers of the movement in this district we feel it is our privilege to counsel the other shop and roundhouse points to "get busy."

The Panhandle Lumber Company commenced the season's sawing on April 17th, and as the sales office reports a goodly number of orders on hand we look forward to some very good business from this concern.

Applications are being received by the Spirit Lake Navigation Company for reservations of cottages and tents for the summer outing.

The second annual ball given by the local machinists' union on Easter Monday was a grand success. Over one hundred couple attended. An orchestra from Spokane furnished music, par excellence. Special commendation must be given the committee in charge, composed of M. A. Walsh, P. P. Dolan and J. A. Frazier, for the manner in which they handled the dance, and for the elaborate decorations and delectable punch (unsticked). We had the honor of leading the grand march in company with "Cupid" Walsh, and also the pleasure of a dance with each of the machinists, to say nothing of a dreamy moonlight waltz with the boss, P. T. O'Neill. The boss also endeavored to teach us the intricacies of the fox-trot later on in the evening, but owing to the fact that this was our first attempt at dancing, and P. T.'s corns were bothering him a little bit more than usual, we were obliged to "sit out" the encore. But we had a "glee-orous" time, nevertheless.

V. Z. McMullen, boilermaker at Spirit Lake Shops, returned from a thirty-day leave of absence this month. During his lay-off he visited with relatives in Altoona, Pa.

Harry Sparshott, store clerk, has resigned from the services of the company to go into business for himself at Coeur d'Alene, Idaho. Harry was storekeeper under the former regime, and has been with the company since 1906. We wish him all kinds of good luck, and hope that success and prosperity will follow him in his future undertakings.

Ivan Johnstead, formerly roundhouse clerk at Oshello, has accepted the position caused by the resignation of Mr. Sparshott.

Chris Gesek, boilermaker at Spirit Lake Shops, won the middleweight wrestling championship of the Northwest, by defeating Ted Thye of Spokane on April 12th. The match was staged at the Auditorium Theatre in Spokane, and a fair sized crowd attended. After one hour and seventeen minutes of wrestling, Thye suffered a dislocation of the shoulder blade, when Gesek threw him over his head to the mat, at which time the referee awarded the decision to "Chr.s." (Note: The above was handed to us by V. B. R. Thanks.)

If King Midas were among us at this time we wager that his wish would be that everything he touched would turn to potatoes, flour or sugar.

Will all employees on the Pend Oreille Line, who are desirous of contributing to this column, please mail articles to Miss Gertrude Palmer, care P. T. O'Neill, Spirit Lake, Idaho. The articles should reach us on or before the 15th of each month, and anything in the line of news will be greatly appreciated.

Wooden Shoe Doings.—Superior Division.

With the return of spring young men's thoughts lightly turn to wondering how the ore season will be. Well, the prospects are great and with the "ifs" and the "buts" gradually being eliminated by the building of new cars and assigning more engines to this division we stand an excellent chance of having a banner year.

The death of August Wohlfield, Sunday, April 15th, removes from the list one of the oldest employees at Green Bay Shops. We extend our sincere sympathy to the family and friends of the deceased.

Engineer C. A. Morgan has taken Nos. 2 and 3 on the west end, Engineer M. R. Dwyer, the east end and Engineer E. Holland the Houghton run.

We have four way freights on the east end now. Conductors Rawley and Conductor Jansen, with Engineers O'Connor and Ihrig between Milwaukee and Plymouth, while Conductors Melville and Stein with Engineers Rasmussen and Dickey operate between Plymouth and Green Bay.

The other day we saw a robin and the next day "Dick" Ainsworth went to work. These two events are considered around here as pretty good evidence of the return of spring and fine weather. Of the two, we would be more likely to rely on Engineer Ainsworth's reappearance.

On March 15th, occurred the marriage of Conductor Herb Little and Mrs. L. Jones of Channing, Mich. They will make their home at Escanaba, and the best wishes of the division are extended to them.

Brakeman Si Butler, who was injured at Elkhart Lake, is improving, but not able to return to work at this writing. However, we hope it won't be long before Si will again be able to ride the hurricane deck of a 40-footer and set a brake that will take three men and a boy to let off.

The death of Mrs. S. Austin of Iron Mountain was a surprise and shock to all the men in train service on the division. Mrs. Austin for many years kept the Felch Hotel, and no one went hungry or without a place to sleep if it was within her power to prevent it. In fact, she treated all the men more as a mother would her boys and her absence will be noticed and regretted for a long time by all those who have occasion to tie up at Iron Mountain. The division extends its deepest sympathy to the husband, son and friends of the departed.

Tacoma Items.

F. J. J. Kratschmer.

Dick Campbell is the proudest boy around the flats these days. The stork dropped in at his home on March 27th, and left a chubby little seven-pound boy. (Well, Dick, we realize that times are hard now, so we will let you off with a Gato.)

George Chilla says that the store room is getting to be a regular "Russia." George says that everything he hears, and every order that he gets is "RUSH! RUSH! RUSH!"

Miller says: "It makes no difference how a stenographer writes his shorthand, so long as he can read it after he gets it down." More truth than poetry in that.

Charley Eppert has been having some very serious trouble with his eyes of late, and has completely lost the sight of his left eye. His physicians are now working hard to save the other one.

A. C. Beinert, chief timekeeper, went east the first of April to consult some specialists in Milwaukee concerning his eyes.

Frank Converse, our office boy, has resigned to take up a course of studies with the Beutel Business College. Frank says he is going to take "everything." Coincident with this, Mr. Fred Beutel has accepted a position as clerk in the store department.

M. A. Lane is now dishing out the shop orders. Yes, we have been forced to gaze into his "map" ever since the "days of Looney."

Andrew Van Haltren is now doing the work of office boy. His dad is chief steamfitter in the shops.

Joe Molitor and wife took a trip east last month. We understand that Joe went back there to show off his wife to his friends and relatives.

The office force of the store department "surprised" P. A. Manley on the night of April 11th, the occasion being his birthday and wedding anniversary. The boys dropped in on P. A. just after he had succeeded in scraping the father off half his face. Earl Broadwell missed connections, and landed way out in Puyallup, but we think he found the girl alright.

A giant flagpole, one hundred feet in length, has been donated to the Milwaukee by the Northern Coast Timber Co., of Tacoma, and at the present writing our old friend, Harvey Sayder,

is trying to find a suitable place around the shops where we can plant same.

Will some one please tell Lane what kind of windows they have in the roof gardens back east.

Our old friend, Jimmy Ziegler, of Miles City store, has been "caught with the goods." Jimmy recently requested transportation for himself to Chicago, and for himself and wife returning. What further proof need we have?

Messrs. L. W. Smith and F. F. Seeburger of the signal department have returned from the convention of the National Railway Appliance Association, held in Chicago, March 19th to 23d.

The mechanical department is boasting a "pug" in their messenger boy, Virgil Brummer. Virgil is pretty handy with the "mits," and has been "taking on" quite a few of the shop boys during noon hour.

A rumor is afloat that the Milwaukee is figuring on electrifying the terminals at Tacoma, and that a large sub-station is to be built on the flats just east of the shops. This is a very welcome piece of news, and would make Tacoma one of the largest electrified terminals in the world.

L. W. Smith has purchased some marine view lots in the North End, and is contemplating building on same.

H. W. Martin and Miss Gertrude Konkle were married on March 22d. The newly-weds spent a short honeymoon in Seattle, and are now at home to their friends at 717 East 24th street.

Notes from the West H. & D. Division.

H. Murphy.

E. W. Lellis, former chief dispatcher of the Middle H. & D. Division, and until recently trainmaster on the S. C. & D. Division, was appointed trainmaster on the Kansas City Division at Ottumwa, effective April 1st. The boys on the entire H. & D. Division extend their best wishes and hope him all success.

Miss Pearl Paulson is the new stenographer in the superintendent's office, and from the neat little letters to be seen of late we would say she is some "steno."

Miss Irene Johnson has accepted a position in the freight house office as stenographer in place of Miss Lucille Combs, who has resigned.

West H. & D. Division Engineer B. F. Slater has returned from an extended trip through the west, visiting friends in San Diego, San Francisco, Los Angeles and other points. He reports a splendid trip.

Frank Kelley, our handsome caller at Aberdeen roundhouse, has been laid up with a slight attack of tonsillitis, but is now back on the job.

Former night clerk at Aberdeen roundhouse, Robert Holtzman, recently returned from Mexico and will soon return to work in the capacity of clerk. Bob is not only a good clerk, but some little soldier, from the latest war gossip.

Herman J. Hein of the B. & E. Department advises he will not make any more trips to Woonsocket now—he married the girl—so why should he? Congratulations from all, Herman.

H. F. Gibson, chief dispatcher of the West H. & D. Division, commonly known as "Gib," has been a real busy man for the past several months but looks none the worse for his experiences, and he still wears that smile that won't come off.

La Crosse Division Doin's.

Guy E. Sampson.

Well, to begin with, we will state that the last snow storm was by no means the least. While our main line was not troubled much, the Viroqua line was completely snowed under and it took the combined efforts of three engine crews, two train crews, Yardmaster Shutter, Roadmaster P. H. Madden and Trainmaster B. H. McNaney, who all labored faithfully day and night, with the help of a crew of shovelers and a gigantic snow plow, until a path was made through the drifts. The curious onlookers at Westby will not soon forget the deluge of snow that buried them as they stood waiting to see what the snow plow would do to the big banks of snow. P. H. M. compares the snow on the branch the latter part of March to the big snows on the H. & D. way back in the 50's, while B. H. M. declares the southwestern never had so much snow



TYPEWRITERS

ALL MAKES

\$10 to \$50

We Save You Money

These machines are factory rebuilt by the famous "Young Process". This means that every machine is as good as new—so good that we GUARANTEE them. Sold for low cash, instalments or rented. Send NOW for free Catalog and Details.

Young Typewriter Co., Dept. 135, Chicago

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.

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

ROSLYN

The Standard Coking Bituminous

COAL

THE ROSLYN FUEL CO.

818-821 White Bldg.

SEATTLE, WASH.

MINERS AND SHIPPERS

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

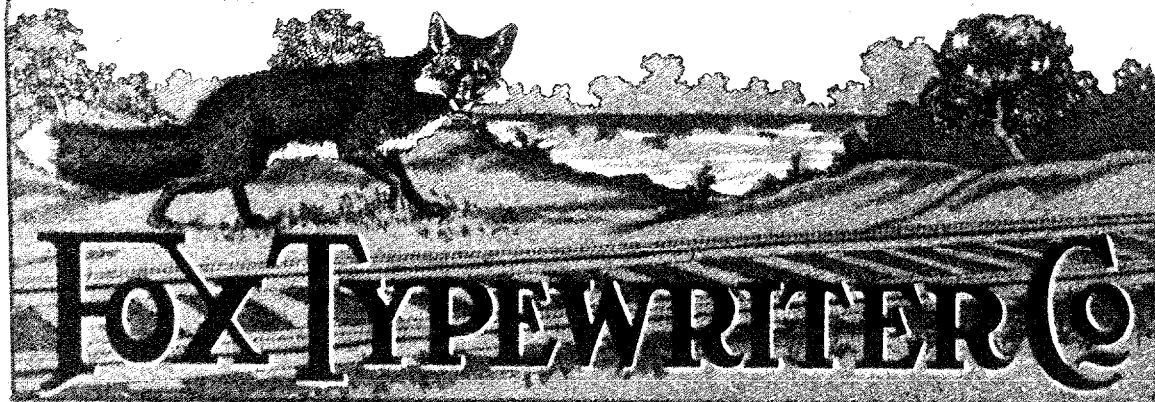
The FOX Typewriter has every feature found in any Standard Typewriter ever advertised in The Milwaukee Employees' Magazine and a number of exclusive features of its own.

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 Employees' Magazine*, and inclose any amount of cash you can spare. Shipment of typewriters will be made same day order is received.



TYPEWRITERS

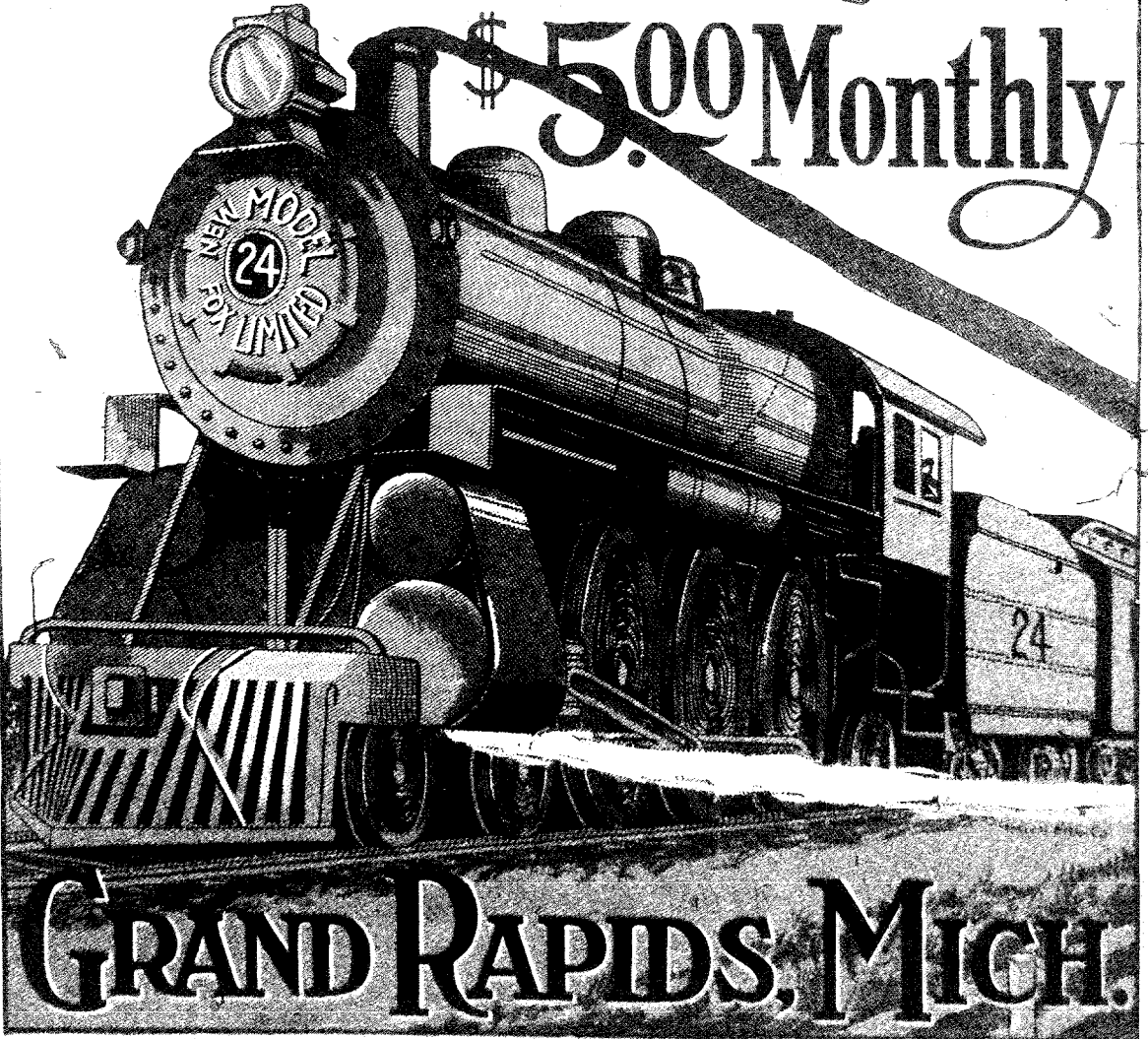
GUARANTEED 3 YEARS

\$100

*Highest Quality
in the World*



\$5.00 Monthly



GRAND RAPIDS, MICH.

any one winter as we had in that one week. We have been promised some photos of the big snow banks for the magazine.

Material has been distributed and this spring will find new 15-pound steel on the branch, which will overcome the trouble of having to use the smallest engines on account of light steel.

Operator S. A. Hunter of Portage, who has been in the chief dispatcher's office handling the second trick, is back on his old job.

Conductor L. D. Daniels, who has been doing extra passenger work all winter, is now back on the La Crosse lay-over way freight.

The coal shed proposition has been a great source of trouble to our operating officials the past few months. It is hoped by all concerned that the near future will see this trouble overcome by the erection of new modern coaling stations on our division.

Brother Wilcox and the rest of Agent Gibbons' force have moved into their new depot at New Lisbon, and it is sure a home to be proud of.

Engineer John Wind, of Milwaukee, was in La Crosse April 4th to attend the funeral of his father, who passed away after several months' illness. Mr. Wind was 65 years of age, was born in Austria, coming to this country when a young man. The sympathy of co-workers is extended to the bereaved ones.

Conductor William Shaffer and wife visited their daughter and family of Adams, Wis., the first of April.

All employees are delighted to see Passenger Conductor Forkinbridge back on his run after his serious illness.

Conductor Jerry Lynam of the Watertown-Madison run, came home to La Crosse, where his daughter joined him, going to Elroy, Wis., to spend Easter. Jerry informs us that one of his brakemen, Harry Williams, had again reported to the call of the colors and gone with his company, where he is held in the same esteem that he is among the boys on the La Crosse Division.

The depot and all buildings on the station grounds at Camp Douglas have been given a new coat of paint and all sure look fine in their new colors.

Conductor M. A. Cross and Brakeman J. H. Cross were off duty part of the month on account of the death of their brother, R. Cross. Both brothers accompanied the remains to Merrill, Wis., where the departed brother was laid to rest in the family lot. The sympathy of all co-workers is extended to the bereaved families.

We noticed Engineer Herman Ambrose eating at the hotel lately and upon questioning him learned that Mrs. Ambrose and children were spending Easter in Milwaukee. No doubt when the dishes were all used once Herman thought better board out than wash the dishes. We know how that goes from experience.

Conductor John Larkin took a vacation for one trip to spend Easter with his family at home.

Conductor William Shaffer was on the Viroqua line for a week in place of Dan Smith.

We are advised that some of the Chicago employees that can bowl will defeat (?) our La Crosse Division bowlers at an early date at Madison—what? Just gaze at the following score between our boys and the International Harvester team.

C. M. & St. P.

Sadley	224	190	209
Pedder	188	148	243
Blau	177	155	158
Whelan	182	159	147
Conlin	194	227	223

Totals	965	879	980
--------------	-----	-----	-----

International Harvester Co.

Packman	184	185	209
Slightam	162	134	176
Bowes	159	122	159
Moray	146	165	189
Schreiber	207	202	217

Totals	868	808	906
--------------	-----	-----	-----

It will be noticed that Engineer E. Pedder captured the highest score for any one game. We are told by reliable parties who witnessed the game that Pedder was just getting down to real business at the close of the last game. We understand that the team expect to be in

shape next season to pull down some of the biggest prizes in the state. They will sure get some pointers when they meet the boys from Chicago.

Those who have any ideas of our being short of coal again have only to gaze at the mountain of the black diamonds that are being unloaded at Tomah. Never again do we expect to be up against a shortage of coal, at least our officials hope to guard against it.

We were sure glad to see Nora B. Sill come back with a full three-column writeup and One T. P. with enough to show that he was still with us if not "Sill" with us. We can assure them both that the March number was not complete without their items.

All La Crosse Division readers were elated over the news item last month from Milwaukee stating J. F. Culbertson would accept a position as foreman at the roundhouse at Beloit, Wis. John was on our division for a good many years and all employees here have often remarked about his staying qualities.

Employees wish to express their sympathy to the parents over the death of their son, Passenger Brakeman James H. Quirk. James, who was 27 years of age, had been one of us for several years and while doing his work was also studying law, and had he lived would have received his degree this summer.

Say, Steve, speaking of the No. 19 spoon hook that Frank Duvie has ready for use, just have him write Engineer George Ginder, care of Traveling Engineer John Little, Portage, and get his prices on the hook he has, that is guaranteed to not only catch, but safely land, the largest submarine that ever submerged in any water.

It is reported that Goodyear Lumber Company will close down their mills at Tomah and move to some place in Mississippi. If so it will close the era of log shipping on our division.

Mr. and Mrs. J. P. Raimor of Grafton, Wis., visited at the home of the lady's parents, Yardmaster and Mrs. T. Bloomfield at Portage this month. Mrs. Bloomfield accompanied her daughter home.

Mrs. H. B. Martin visited in Portage for a week and Harry just "kept batch."

Dave Pike is back on the job in Portage yard after nearly a year's absence on account of sickness. All glad to see him able to hit the foot-board again.

Someone with an evil mind, and no respect for honesty, pilfered the little iron box that has been in the yardmaster's office at Portage for several years for the purpose of receiving contributions for the railroad men's home. At different times throughout the year the box would be opened and the contents sent to the "Home" at Highland Park, Ill. This month when the yardmaster opened it, the lock was found to be out of order, and every cent that the boys had contributed to aid their unfortunate brothers had been taken out. A man or boy guilty of such an act should carry a telescope to let their friends, (if they have any) look at them through.

Mrs. Harry Pike and son of Portage visited in Mississippi this month.

Engineer Adolph Meyers, who has been on the branch runs for the last twelve years, has taken a position as engine dispatcher at Portage. While Mr. Meyers has been on the Madison and Portage and Watertown runs, he did not move his family from Portage. Adolph, or "Shorty," as he is known to the boys, says he will now enjoy life, as the eight-hour day plan gives him time enough to stay with the family and get acquainted.

Conductors Jerry Mullin, C. K. Wright, Engineers E. Schneider and Arris, all from our division and representing the employees in train and engine service, have been in Chicago, where the committee and officials of the road have been trying to make the necessary changes in schedules to apply to the eight-hour agreement.

Fireman Ollie Gruenke, who was injured by jumping from a derailed engine two years ago, is again able to take an eight-hour shift firing switch engine in Portage yard.

Mrs. York, wife of Brakeman C. York of Portage, has returned from Madison, where she underwent a serious operation. Her many friends are rejoicing with her on her speedy recovery.

Prairie Breezes from the H. & D.

C. R. Craft.

R. C. Dodds, second trick dispatcher on the West H. & D., accompanied by his wife, has gone to Jordan, Minn., for a two weeks' vacation. M. P. Ayers, operator in dispatcher's office, will fill Mr. Dodds' place, while J. E. Evans of Mason City will take up Mr. Ayers' duties and will also act as extra dispatcher on the Middle Division.

Conductor J. J. Barndt has returned after spending the winter on the Pacific Coast. After spending a few days in Aberdeen, he will leave for Excelsior Springs, Mo. He expects to resume work about May 1st.

H. J. Hurd has been appointed agent at Cuthbert. Former Agent L. R. Hobart having resigned and enlisted in the army.

Conductor J. St. Clair has taken an extended layoff and gone to Peru, South America. Eddie Reeve is trying to handle the way freight run on 95 and 96 during St. Clair's absence.

On account of high water the past few days, it has been impossible to operate trains on the Harlem line north of Cogswell.

J. L. Donley, night roundhouse foreman at Montevideo, has been appointed day foreman at Milbank. Mr. Coulter having been assigned to other duties.

J. G. Hammer has resumed work in the Milbank Yards after spending the winter in the Sunny South.

C. J. Tice, conductor on the Sisseton line, is taking a layoff. Presume he is trying to run one of those new Overlands. Conductor Fred Berg is relieving Mr. Tice.

P. W. Holloran, agent at Groton, who recently underwent a very serious operation at Minneapolis, is again able to be about and expects to resume work shortly.

Wonder if E. W. Phalen hasn't returned from the South yet? We hear lots of noise about doing the spring work but we haven't seen anything of him yet.

George Zimmerman has resigned his position at the roundhouse and has accepted a position as clerk in the superintendent's office.

L. C. Manley, formerly of Butte, is the new manager in the newsstand. Mr. Manley is a very pleasant young man to meet and should make many friends for the Van Noy-Interstate Co.

Jimmy Barrett is all smiles again because the second way-freight has been put on between Milbank and Aberdeen.

Ray Larson has resigned his position as clerk in Superintendent Melin's office and accepted a job switching in the Aberdeen Yards.

Bert Fuller, agent at Watson, is all smiles these days, due to the arrival of a baby girl, born at the Montevideo hospital.

A. L. Nelson, now relief agent at Hosmer, Former Agent H. W. Guernsey having resigned.

W. M. Geiser has again resumed his duties as agent at Willmot.

F. A. Allen now acting as relief agent at Monango. Regular Agent W. J. Case on leave of absence. A. H. Blomgren has resumed his duties as agent at Roscoe, having been relieved by Mr. Allen.

R. H. Solke is now a full fledged switchman in Aberdeen Yards, having resigned his position as claim clerk in the local freight office.

Bert Campbell, formerly clerk to Car Foreman W. E. Campbell, has also joined the ranks of the Aberdeen switchmen.

The Kelly boys, Walt and Byron, formerly employed at the roundhouse, have also attached their names to Yardmaster Westfall's list of switchmen, and may be occasionally seen chasing box cars in Aberdeen Yard.

Agent C. W. Mayer of Bristol, and S. L. Winn of Bath, have recently been on the vacation list, but both have returned to work again. J. E. Burdick relieved Mr. Mayer, and John Hilbert looked after Mr. Winn's station.

Miss Doris Heley has accepted a position as stenographer in Yardmaster Westfall's office, having resigned her position as clerk in the superintendent's office.

Several changes have recently been made in Agent Donchower's office. Jos. Gleason has been transferred from the freight receiver desk to claim clerk. Bryan Cralle from bill clerk to the freight receiver desk. Leo Lutgen from car

YOUR NAME IN GOLD FREE

The "LIMITED"
Only 60c Postpaid

Truly a remarkable BARGAIN in a 3-fold combination BILL-FOLD, COIN-PURSE, CARD & PASS-CASE. Made of Genuine Black Leather with secret bill-fold at back in all SEVEN useful different compartments and pockets. Size folded 3x4 ins. Will last a life-time.

Your NAME Stamped in GOLD FREE

We stamp any name in beautiful 23 karat gold absolutely FREE. Extra lines 20c. Handsome Gift boxes 10c each. Sold under our GUARANTEE and direct only.



"MY PARTNER" Garter Purse

"safest bank" in the country. For men and women. Size 21x34 ins. 2 roomy pockets made of genuine tan and brown leathers, strap and buckle to fit any leg. Your valuables are safe when travelling. We mail it 50c postpaid with any name stamped in Gold Free.

50c
Postpaid

Postage stamps accepted. Money refunded if not satisfactory. Orders filled promptly and carefully.

INTER-AMERICAN SUPPLY CO., not Inc.
DEPT. 5H, 5034 W. Huron St., CHICAGO, ILL.

J. E. WOODARD
PresidentT. T. TAYLOR
Vice President

BANK OF FERGUS COUNTY

Lewistown, Montana

Capital and Surplus, \$500,000.00

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

Oldest State Bank in Montana

FIRST NATIONAL BANK
OF LEWISTOWN, MONTANARESOURCES
\$3,000,000.00The Big Bank of the Judith
Basin Territory

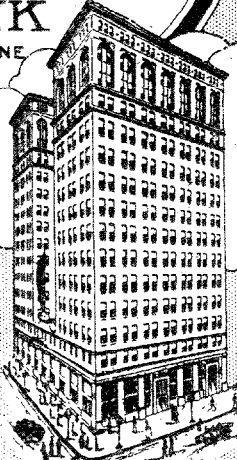
WE SOLICIT ACCOUNTS OF THE RAILROAD MEN

**SAVE
BY MAIL**

Our system is safe
and simple.
Write for full details

**OLD NATIONAL
BANK**
OF SPOKANE

Resources
\$19,000,000



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

record clerk to the billing job. Frank Faeth, messenger boy, has been promoted to the car record desk. Anthony Fahy taking the position of messenger boy. The above clerks all getting a well deserved "boost" as the result of these changes.

F. J. Kolb, rate clerk in the local office, has resigned and will engage in other business as soon as he is relieved. We wish "Fritz" all kinds of success in his new venture.

It is with deep regret that we report the death of Conductor Schlenk, which occurred at his home in Minneapolis April 7th. Mr. Schlenk was one of our oldest conductors in the service and has been running on the Olympian and Columbian between Minneapolis and Aberdeen. The sympathies of all employes are extended to his bereaved ones.

Des Moines Division News Items.

Lela Burnham.

Although I never expect to be a war correspondent for the press, I have assumed the duties of writing the happenings for this division. Any items contributed will be greatly appreciated.

A. F. Larson, who has been employed as second trick dispatcher here for the past three years, and operator and agent on this division for several years, has accepted a position as assistant cashier in the Grimes Savings Bank. He will also be traffic man for the Grimes Preserving and Canning Company, which is affiliated with this bank. We all regret very much to have Mr. Larson leave us, but we wish him success in the new field which he has chosen. Mr. Larson's leaving promotes M. C. Corbett from third to second trick, and third trick is at present filled by J. L. Bauer, formerly operator in CG Chicago office.

Brakeman Richard Gilbert contemplated a trip to Des Moines to see "Georgia" Easter Sunday (or as soon as his \$122.18 arrived). However, the back pay failed to show up and "Georgia and Dick" were disappointed.

Mrs. Mable Wakefield, stenographer in the division freight and passenger agent's office, spent the week following March 21th in Kansas City visiting friends. She was taken sick while there, and was forced to take a longer vacation than she had planned, but she is again on the job and feeling fine.

Agent W. J. Black, wife and son, of Sac City, are contemplating a trip to Seattle to attend the O. E. T. convention. They also plan to visit Los Angeles, San Francisco, Denver and Kansas City before returning home.

Ed Olson, first trick operator at Rockwell City, was off duty ten days the latter part of March on account of sickness. Relief Agent "Arkansas," the coin grabber, was busy during that time handling the Western Union business for him.

Vice-President D. L. Bush, General Manager P. C. Hart, General Solicitor Burton Hanson and Attorney J. C. Cook were looking over the property in Des Moines on April 12th.

Mrs. Anna Olson and Mrs. Nels Young and daughter are planning a trip to Marshalltown to visit friends in the Old Folks' Home.

We are gratified to state that Operator Matt Allard, who was accidentally shot through the thigh about a month ago, has recovered and is again at work.

Engineer Ray Morse and wife attended the funeral of his aunt in Des Moines, March 14th. Engineer Griffin took an unfair advantage of his absence and changed the seat box. Ray is still out of humor over the change. For further particulars ask Paul Black.

Conductor Thomas Dunn of the West I. & O. Division called on friends at Des Moines on his way to visit his parents near Little Rock, Arkansas.

W. J. Koeley, general agent of the freight department, was over the division the past week renewing old acquaintances, and incidentally hunting "delayed cars."

Mrs. Henry Corcoran made a flying trip to the "Windy City" to spend Sunday with her husband, who is there on committee work.

Miss Alcee Nunn, our roadmaster's clerk at Jefferson, Iowa, and one of the most popular girls in that city, sprung a surprise on us a few days ago, and was married. The other contracting party was Robert Kinsey, also of Jef.

person. The marriage occurred in Omaha on Saturday, March 24th, and after a few days' honeymoon, they returned to their home, where they were greeted with congratulations and good wishes from all their friends, but were subject to every known prank in the category of "newly-weds," and right here we wish to state for the benefit of certain parties, who might be interested in securing marriage licenses, that the clerk of the court's office and all other offices vested with the power of issuing such certificates, are "closed" from 1 p. m. on Saturday until 8 a. m. the following Monday.

Conductor Elliott was off duty most of the month of March on account of sickness. Conductor Robert Bellard relieved him on runs 261-262, acting as "heavy thinker," with Brakeman William Dargan acting as "head cinder," while Dick Gilbert has at last learned how to clean the 0624's lamps.

Passenger Conductor William H. Hayden and wife attended the funeral of a relative in Ames, Iowa, on April 7th.

Agent S. S. Price of Grimes has been on the sick list for a few days, Operator William H. Roach of Clive has been relieving him.

Brakeman Harry Hall, the "popular" man on runs 95-6-7, has taken a leave of absence, and gone on an extended tour (someone said a trip around the world), including Sheldon, Mo.; Port Arthur and a few other far seaports.

Engineer "Bill" Chase, Jr., and Brakeman "Gene" Bachman attended the Gaddock and Stecher wrestling match at Omaha, April 9th. They say they had ringside seats, and reports are they enjoyed the trip—but it might have been better (for them) if the wrestling match had taken place after May 1st.

Brakeman William H. Welch and wife expect to leave for the East next week on account of the illness of his mother. They will visit in Boston and New York City while away.

Engineer George Chambers, who has been laid up several months on account of rheumatism, has resumed work again.

Some of the people from the "Banner Blue Land" presented Fireman Paul Black with a new spring lid, with the Orangeman's color, and he is all blossomed out with a handsome smile for all his enemies and friends.

Engineer Padden on the Storm Lake passenger runs, was off a few days during the week of March 16th on account of sickness. Engineer H. Gariand relieved him. Lucky for "Pat" he missed the storm.

R. & S. W. Notes.

H. J. Beamish.

Until further notice, please send notes to Corliss. "We" have moved.

Brown had Regan's run on way freight, April 13, while Jack prepared the family garden.

McIntyre on McCarty's way freight run for two weeks while the latter accompanied the family to Excelsior Springs.

Conductor Gillen attended the funeral of Conductor Farnum, April 18th, at Freeport. Ross-miller running the night patrol.

Conductor Buege sprained his ankle the first of the month and was off several trips, Voss taking his run.

Engineer Hamilton has taken the Janesville line passenger run formerly held by James Gregory. The Freeport Rockton run is still unassigned.

Brakeman Ray Nolan, Eagle Branch, is again laid up, suffering from strained muscles of the chest; Barley Morrissey relieving him.

Trains 35 and 36 are now solid vestibule—and it is some improvement.

Conductor Howland is running the Racine passenger, Grissenger being on sick list.

Conductor Myers has resumed work on the Eagle Branch.

Agent Telfer represented the "Milwaukee" in the big preparedness parade, at Beloit, April 34—one of the largest held in the state.

Ticket Agent Davis, Beloit, was thwarted in his "preparedness" campaign—someone down the line getting to the supply box first.

When an agent at a twelve hour station cuts in on the wire at 3 a. m. what, I ask you, is the natural inference?

30 DAYS FREE TRIAL



and freight prepaid on a new 1917 "RANGER" bicycle. Write at once for our big catalog and special offers. Take your choice from 44 styles, colors and sizes in the famous "RANGER" line.

Marvelous improvements. Extraordinary values in our 1917 price offers. You cannot afford to buy without getting our latest propositions and factory-to-rider prices.

Boys, be a "Rider Agent" and make big money taking orders for bicycles and supplies. Get our liberal terms on a sample to introduce the new "RANGER".

Tires, equipment, sundries and everything in the bicycle line at half usual prices. Write Today.

MEAD CYCLE COMPANY Dept. 0247, Chicago

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

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

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

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.

To Milwaukee Ry. Men

"Continental"

MEANS

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

Continental Casualty Company

H. B. ALEXANDER, President

---TEAR OFF AND MAIL TODAY:---

CONTINENTAL CASUALTY COMPANY
 910 Michigan Ave., Chicago.

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

Name Age

Address

Occupation

C. M. & ST. P.

Operator Foster, Beloit, is taking an extended lay-off; Embick working first and Ferguson third.

Operator Ferguson has been assigned second trick at Elkhorn.

Brakeman Blain, milk run, on the sick list the last of March.

Operator Wilkin, Freeport, off for a few days the last of March—Stubbs in his place.

Operator Crissey, Jr., Racine, off for a few days the last of March.

Brakeman Dunlap and wife were at Excelsior Springs for two weeks the last of March.

Engineer Owens is back on his run on the "Bung," after a severe sick spell. Alden had the run.

L. L. Kuntz has been assigned the Racine ticket job. Understand Lewis is the Chicago representative of the New York Life.

Engineer Corbett attended the K. of C. dance at Beloit, April 9th; Brunnelson on the way freight.

Dispatcher Klugh was off for a week this month with eye trouble, J. D. Voltz taking the trick and Fields doubling the side wire jobs.

Operator Flora, Union Grove, has left the service and engaged in the auto business.

Shortage of men is hampering the trains out of Milwaukee. April 15th saw the limit reached when Frank Horton was called to take the smoky end for Carmody on a relief job. He refused to fill the coal buckets at Corliss, but otherwise seemed to understand the business.

J. A. Cotton, general agent at Rockford, celebrated his 82d birthday, March 13th, and says he feels as young as ever. Mr. Cotton has been with the company since 1857 and has a time card which he got out in 1868, while he was assistant superintendent at Freeport.

Someone at Rockford sent in a very nice bunch of notes last month, which reached me too late for publication. Please bear in mind that "the dope" must be in the editor's hands by the twentieth and get it to me not later than the eighteenth. Also please sign your name. Anyway, thanks, and come again.

Corliss Yard was congested, as usual, the other night, No. 72 was heading in on passing track. No. 67 just coming into yard and Bill Smith was on the main line filling. Bill got next immediately and telephoned from the west end that he would clear a track at once and let No. 67 by without delay—and he did it without being asked. That is our idea of co-operation and efficiency—and is a good sample of Bill's work at all times.

The death of Conductor Joseph Farnum, which occurred at his home in Freeport, April 16th, was a great shock to his friends on the division. Very few knew that he was ill and the news of his death surprised all. Mr. Farnum was about sixty years old and one of the veteran conductors of the line. At the time of his death he had the Freeport-Rockton way freight run. He leaves a wife and one child, to whom the employees on this division extend their heartfelt sympathies.

Black Hills Division News.

J. R. Quass.

We have had one of the severest winters since the Milwaukee crossed the river at Chamberlain in 1905. Snow fell early and there are plenty of drifts yet—and we have not had our annual March blizzard yet (written March 17th), which always comes.

The rotary snow plow has been out our way once, widening cuts. Engineers George Hazelton, M. Laug, Firemen J. J. Downs and Ed Maltus were in charge of the plow.

We have had a few changes among the station agents recently. J. G. Nearney, who has been with us at Murdo as first train dispatcher and later as agent, has gone to Oacama, where he says he can catch fish in the Missouri and use his Ford car. We are all sorry to see Jerry and family leave, but welcome W. H. Tubbs, who came from Oacama. Mr. Tubbs is no stranger, having been on the division about four years.

Phil Bowers, who has been relief agent at Draper since his father, Billie Bowers, went on to the ranch, has been relieved by Mr. Burleson, who came from Milford, Iowa. Phil Brown drew Milford on bulletin.

Conductor Frank Maynard has returned to his runs 3 and 4, east of Murdo, after spending a couple of months at his home in Mitchell.

Conductor T. A. Biggs has again taken one of the runs west of Murdo since the return of Conductor Maynard.

Conductor W. A. Rand has returned to work, after six weeks spent at his home in Mason City.

Engineer H. C. Diehl has not yet returned to work after being thrown from his engine February 1st, east of Kings Dam. Engine was derailed on account of ice at water tank.

Engineer Ed Smith has returned to work, after being off a few days account illness.

Engineer C. F. Williams has returned from Rochester, Minn., where he took Mrs. Williams to Mayo Brothers' hospital.

The first of the employees of the Black Hills Division to get the auto fever was Conductor Paul Smock, and he had it right, for he has a Stearns-Knight of the latest design. I can't say who the next auto owner on this division will be, but 1917 will see a few more, I expect.

Scraps from the West End.

I. A. B.

I may have been more observing than usual but it does seem as if every column was unusually good last month. "Peggy" and F. J. J. K. covered themselves with glory and as for my old friend Ruby Eckman, greetings to her. She always was a prize news gatherer in the old days when she would stop me in the depot at Perry, Iowa, and say, "Where are you going today?" and she hasn't changed a bit.

However, one thing that is a mystery to me is "Where, oh where, did Nora B. S. get a pair of white slippers nowadays for \$2.35?" Stamped envelopes enclosed for reply.

As for Bertie, whoever she may be, blessings on her. "We women must stick together" but I will say if any handsome, unmarried correspondent want to send me his picture, who am I, to object?

On April 4th, Robert Mulligan, arrived at the home of C. G. Mulligan, car service department. Son Robert weighed over eight pounds and already shows signs of inheriting father's genial smile.

Joseph F. Bahl has been appointed city ticket agent at Seattle vice J. L. Criswell now general passenger agent, McCormick Steamship Company at Los Angeles. With "Jos. F." and Dick Richardson, assisted by their efficient force, we prophesy it is up to our competitors to watch their step.

And let me pause here to state that "Scraps" is just what its name signifies and is composed of news items that are handed to us by the different employees. Therefore, if you don't like our column it is your own fault. I quote below in its entirety an item which has been given me:

"Time is no respecter of persons. Alas! our good Joseph Ginet has begun to show signs of decadence and old age. The reason is plain as he has taken up the ancient Scottish game of golf. He endeavors to talk with a burr and H. L. McLaughlin who is trying to teach him the game says Joe has wanted to put on kilts and is trying to find out if he hasn't some Scottish ancestors so that he can learn what plaid to wear. Mac says as a dude shinney player, Joe has anything he has ever seen completely backed off the boards."

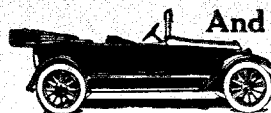
Various members of the traffic department met the other noon like usual, at Stahl's restaurant to partake of a little light nourishment. A spirited debate was waged—presided over by Chief Clerk Kellogg—on the momentous topic, "How high is up?" having special reference to the ascending price of foodstuffs. It was fully agreed that no restaurant had a moral or legal right to charge twenty cents for a ham and egg sandwich—but—sad to relate—the checks handed out by the gentle waitress bore the legend "ham and sandwich 20c" in firmly pencilled outlines.

And now that the edict has gone forth and our nation has become involved in the European struggle, this article would not be complete without some mention of "our boys" who have answered the call to the colors.

Vice President's office—Harry Wurzbacher, signal corps.

Freight Claim—Albert Bechtel, Company B was at Calexico last summer.

GET THIS CAR



And The AGENCY
For Your
Territory

Drive a new 1917 Model Birch Motor Car. Pay for it out of your commissions and make big money on sales. Special offer now. Write quick for Big Free Book and full information. Address Ralph Birchard, Pres.

BIRCH MOTOR CARS

81 E. Madison St., Dept. 585 Chicago

THE

Dakota National Bank of Aberdeen, South Dakota

OFFICERS.

THOMAS F. MARSHALL, President
W. D. SWAIN, Vice President
ED. A. PORTER, Cashier
F. M. REGAN, Assistant Cashier
DON W. DE VEY, Assistant Cashier

We solicit the accounts (large or small) of Banks, Bankers, Corporations, Firms and Individuals, and promise to all every courtesy and accommodation consistent with conservative banking.

4 Per Cent on Time Deposits

New England National Bank

THE Bank

OF

KANSAS CITY, MISSOURI

Telephone Central 2459

Rollin S. Church

509 Chicago Savings Bank Bldg.

CHICAGO

RAILWAY TIME SERVICE

Byron Inslee, Ballard, tenor and Joy of the office, signal corps.

C. Maxwell Mercer and Harry Hetwell, enlisted in the coast artillery.

(Messrs. Cutler-Bates-Sullivan-Clark—the pool corps—drill every Saturday afternoon.)

General Freight Office—George Dill, coast artillery, has been a member for some time.

Harry F. Armstrong, signal corps, engineering department.

They are all extremely good looking in their uniforms, and we know they will faithfully perform any duty that may be imposed upon them.

The vice president's office was left in the capable hands of F. H. Oliver for ten days, while Chief Clerk A. H. Barkley remained at home entertaining la grippe.

R. Beewkes, electrical engineer, his assistant, R. E. Wade, and the rest of his force have moved their offices from Butte and are now situated in the "Milwaukee-OWR&N" station, Seattle.

Our efficient mail clerk, Harry Sampson, has left us to accept a much better position with a nitrate and potash company operating a plant on the Queen Charlotte Islands. Harry was always good-natured, even when we brought our evening's mail in after 5:30 and we hope his successor, George Johnson, will be as lenient with us. He will have to go some if he is to occupy Harry's shoes, but we know he can do it.

I don't believe the fish bit well, for so far, I have not heard a single fish story.

Miss Talmadge's efforts to get money contributions for the fatherless children of France, are meeting with quite a success. It is a worthy cause and Miss Talmadge deserves much praise for this fine and noble work. Have you given your bit? If not, just visit the legal department and hand her your offering. She will see that it gets into the proper hands to be sent to France.

H. C. Leiben, of the general superintendent's office, and Henry Williams of the vice president's force have been having their troubles writing the schedule of the electrical workers at Deer Lodge. When Howard and Henry get together their story runs somewhat like this:

"Moberg is out of sight.

No one need sneer at Miles City.

Butte is worth its weight in copper.

Spokane has its Davenport.

But three cheers and a tiger for SEATTLE."

Miss Gertrude Braun of the engineering department is talking of erecting a palatial residence on her lot across the Sound where the salt breezes can soothe her jaded nerves from Saturday afternoon until Sunday evening. We suggest that as all of us stenographers would be benefited by a close communion with nature, she build her dwelling large enough to take us all in. Anyhow, I can come over any Saturday, on very short notice.

Miss Bessie Bates, also of the engineering department, who has been on the sick list, has left the hospital and is slowly improving.

Items from Iowa Eastern Division:

J. T. Raymond.

Agent M. E. Burns was away several days visiting his patients.

Dispatcher R. L. Leaman was absent several days account illness, Lawrence Dove relieving.

Conductor Elmer Shook was called to Preston, Minn., on account of the death of his father.

Operator W. M. Bollinger at Browns was absent a few days, R. E. Ogg relieving.

Brakeman L. A. Franks has returned to the service of the U. S. A., serving as guardsman, somewhere in Western Iowa.

Conductor O. E. Torrence and family have moved to Freeport, Ill., Mr. Torrence being assigned to the Freeport-Hinton passenger run.

Mrs. R. Lee Taylor attended the annual convention of the Daughters of the American Revolution at Washington, D. C., representing the district of which Marion forms a part.

Conductor Art E. Young pinched his arm while switching at Waucoma April 13th.

Chas. Gotte has returned from Rochester where he received treatment from Mayo Brothers. He has resumed work.

Conductor Henry F. Fox has again resumed work.

Brakeman A. L. Knodle has returned from Ex-

celisor Springs, Mo., considerably improved in health. Expects to resume work soon.

H. V. Carver is off on sick leave. Bert is able to be around, but hardly ready for service yet.

Brakeman E. E. Rolphe has quit braking and is now switching in Savanna Yard.

Pliny Harlan is employed in the superintendent's office during the mail weighing season, looking after the mail weight reports.

The pile driver, Bert Klumpla, foreman, started in on a five weeks' job April 17th at Plum River bridge, Savanna. Conductor J. Pulley in charge, engineer Sam McCormac.

Vice President D. L. Bush and General Manager P. C. Hart, passed over the division on No. 11 April 11th, en route Chicago to Des Moines, and Council Bluffs, returning on No. 12 April 13th. Superintendent Marshall accompanying them.

Mr. and Mrs. Charles T. Rowe are making a visit of two weeks' duration with Mr. Rowe's brother in Los Angeles.

Superintendent C. H. Marshall has announced that permission will be given to those applying to make gardens on the company's right of way for the year 1917. All parties waiving claim to any damage that may occur to crop so planted, by fire, or otherwise. Employees are given preference in the assigning of these plots.

Mrs. J. T. Galliven entertained a party of ladies one evening early in April in honor of Mrs. J. B. Smalley of Des Moines, who was visiting with the O. M. Boyles family.

Harry Murphy's newsy items from the road department are included in this column.

Conductors F. E. Johnson, W. H. Roe, and F. L. Murphy are assigned to the new express runs Nos. 9 and 10 between Chicago and Marion.

Engineers John Conway, L. A. Hulbert and Ben Giles handle runs Nos. 9 and 10 between Perry and Savanna, (the engines running through).

Operator Bert Campbell gave us some items from the yard for this issue—Bert is getting the habit.

Engineer and Mrs. E. N. Packard visited in Excelsior Springs and Kansas City.

General Yardmaster W. K. Saunders was called to Britton, Texas, to attend the funeral of his sister, Miss Carrie Saunders. Miss Saunders was a teacher in the schools of San Antonio.

Agent F. N. Rathbun was away several days, having been called to Waterloo, on account of sickness of his son, who is a conductor on the W. C. F. & N.

E. W. Biggs, who was a pioneer conductor on the Iowa Division and well known on the system died April 2nd, at his home at Marion. He had been suffering from a painful illness for a number of years. His passing away is regretted by many friends on the Milwaukee System.

H. N. La Fountain of the general office, of Chicago was in Marion recently on business.

Chief Dispatcher L. A. Turner went to Chicago a day on business.

Born to Switchman and Mrs. Carney Widger a baby boy which only lived a few hours.

Born to Switchman and Mrs. Jack Timson a baby girl. All are doing well.

Chief Yard Clerk Louie Pazour, Record Clerk Oscar French, and Day Caller George Foulk of Marion Yard are too loyal to stand by and see Uncle Sam calling in vain for men. So they all left us and are now soldiers. We miss them very much, but wish them good luck.

Switch engines in Marion Yard commenced working eight-hour shifts April 13th which will give all switchmen time to get in a big garden.

Cecil Biggs, Wayne Cleaver and Wesley Briber recently entered service of the company at Marion Yard office.

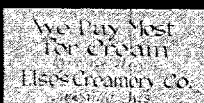
M. Souhrada, section foreman at Oxford Junction, and wife, spent March 21st and 22nd in Chicago, Mrs. Souhrada visiting relatives while Mike took in the annual exhibition of the National Railway Appliances Association.

Mat Matjvlch, who has been relieving Section Foreman Joe Lucktish at Browns while Joe was off duty account the accident to his hand, is laid up on account of a badly mashed finger. Joe is again showing his men how it ought to be done.

J. A. Bartlett, section foreman of East Marion section for the past two years has resigned to accept a position with the Rock Island as extra gang foreman laying steel. Phillip De Francisco is running the section temporarily.

Pat Ryan, yard foreman at Marion for the past hundred years, more or less, broke away from

Chicago Milwaukee & St. Paul Railway.



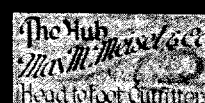
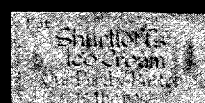
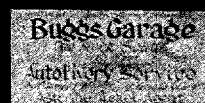
TRAIN BULLETIN

EAST BOUND

TRAIN NO.	DUE.	WILL ARRIVE.

WEST BOUND

TRAIN NO.	DUE.	WILL ARRIVE.



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

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

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

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

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

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

Railroad Service & Advertising Co.

Union Station, Chicago.

Saint Paul Road Employees

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

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

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

Merchants National Bank

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

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

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

the job long enough to visit relatives in Nebraska for a few days.

Otto H. Meyers, for several years section laborer at Preston, has been appointed section foreman at Teeds Grove, relieving Wm. White, resigned.

Carl Jurgens, for several years section foreman at Lost Nation, has transferred to Reeder, N. D., hoping that the change of climate will benefit the health of his wife, which has been poorly for some time.

Wm. Johnson has been appointed section foreman at Lost Nation, succeeding Carl Jurgens, transferred to the Trans-Missouri Division.

A good many of the employees on this division are taking advantage of the company's offer to permit the gardening of the right of way, and applications for parcels of ground are coming in fast. The spading fork and hoe are about the only weapons the working man has nowadays to get old H. C. of L. on the run.

"Peggy" says, "What's in a name? That which we call a rose by any other name would smell as sweet." That may be so, but we once heard of a man named Mr. Slaughter who built and equipped a large up-to-date hotel, and called it "The Slaughter House," and business at this establishment never did amount to much.

George Woodcox has "changed his mind" about going into the laundry business and is again performing his various duties connected with the baggage man's position at Marion depot, after being off duty for several weeks. Welcome home, Woodie.

A big patriotic parade was held at Marion April 12th, which was participated in by all the organizations in the city and over one thousand school children all carrying flags. The Milwaukee boys were well represented, and the only regrettable feature of the day was that the Kaiser couldn't have seen us.

Wm. Certain, who has been confined to his room in the Royal Hotel at Marion for the past three or four weeks is now able to get out for a little while each day. Bill has lost some weight and says he still feels a little weak but thinks he will soon be able to get on the job again. We hope so, Bill.

Atkins Terminals.

Carl Peterson, formerly with the signal department, has accepted a position with Resident Engineer Swane at Atkins.

Marion Robb has accepted the position of material clerk and timekeeper on the new work at Atkins.

John Marzeall who has been employed for a number of years in the engineering department at Chicago has transferred to Atkins to work for C. J. Swane.

Work on foundations for the new coaling station, roundhouse and turntable has been started and is being pushed all possible.

White and Bush have opened the boarding camp at Atkins and are equipped to accommodate a large force of men.

N. H. La Fountain and W. E. Wood were recent business visitors at Marion, and going over the work at Atkins.

John Gill, concrete foreman, who was injured at Covington April 11th and taken to St. Lukes Hospital at Cedar Rapids is doing as well as could be expected.

From Marion Roundhouse.

Edw. Griffith.

Marion Roundhouse is still on the map, we have not moved to Atkins yet.

"Lil A'thur" Curtis, the old boy at Marion Roundhouse, accompanied by "Banjo" Barger, and "High" Layton took a day off and went to Savanna, and everybody wonders what they went for.

Boilermaker Foreman Fred Wetter and Ernest Luense expect to make a trip to the coast this spring, looking over the prospects.

Fireman Ray Maynard goes to San Francisco for a spring trip.

Machinist John Mullen has taken his vacation, going to Shreveport, Alberta.

John Peters, night boilermaker helper, made a dying trip to Savanna one day, after he had all the night boys helping him fix up his frozen water pipes at his home. Again we wonder why he went.

John Hockady, the night fire knocker, spent a few days at Council Bluffs, his foster home.

Machinist Wm. Buck was elected councilman of the second ward at the last election. All of us in the second expect big things of "Bill" this coming year.

Machinist Clark Butler has got the fever, he also went to Savannah.

Machinist Rollan Brouard who has not laid off all winter says he is going to stay at home some day and cut the phone wire.

Machinist Art Law who has been on the layoff list on account of injuries received when he put his hand through a window is again back on the job.

The boys at the roundhouse took up a collection and raised \$30 and bought a large new flag which will wave over the roundhouse the coming summer.

Machinist Helper Lloyd Stobough has resigned, joined the volunteers and has left for guard duty somewhere.

The "Boys" at Marion Roundhouse have organized a baseball team, and if any of the other teams think they know anything about the game just drop us a line.

Facts and Fancies from the S. M. West.

J. W. Malone.

On April 4th while Section Foreman N. Holm of Elrod was pulling over the crossing with the C. & N. W. Ry. at that point he was struck by a C. & N. W. passenger train, injuring him quite seriously and causing the amputation of one of his feet. At the present writing Mr. Holm is doing nicely in the hospital at Watertown, S. D., to which point he was taken at the time of the accident.

Conductor and Mrs. F. L. Winesburg have returned from their sojourn at Excelsior Springs, Mo., with Frank much improved in health.

Operator Langan, Lakefield, could not withstand the call of his country and left us on April 16th to join the United States Army. May the best of success attend him.

Agent V. A. Garlock, Bradley, has been quite sick the past two weeks but with the able assistance of his helper and Auditor Salzer he managed to keep open for business and at the present time he is back on the job.

Agent J. G. Leiser, Colman, who is laying off at present account illness reports that he expects to be in shape to tackle the game in a few weeks.

Agents G. B. Turner, Fulda and George Leiser, Iona Lake, were pleasant Madison callers recently.

On April 9th at Madison occurred the death of former brakeman Theodore Hanson, the sympathy of the entire division is extended.

Brakeman Paul Cooper is visiting relatives at Great Falls, Mont., for a few weeks.

Mrs. Avery Ballinger, Madison, wife of Brake-man Ballinger, has been seriously ill the past two weeks but at the present writing she is slowly improving. May she soon be enjoying the best of health.

Agent W. P. Kenevan, Lakefield, was a Man-kato visitor the first of the month consulting the advice of an eye specialist, relieved by Operator C. E. Langan, who in turn was relieved by Operator Nels Moe of Flandreau.

Section Foreman George Moe, Flandreau, has been appointed general foreman of the yards at Mason City, Ia., effective April 2nd.

Night Machinist John Lang has been laying off the past few days, relieved by Machinist Harry Ople.

Roadmaster W. H. Crabbs was at Watertown this week visiting Section Foreman Holm, who he reports as doing quite well.

We had the pleasure of handling the official pay car over the division on the 14th of April in charge of Mr. F. G. Ranney who attended to the wants of our agents and section men in the most approved manner.

We understand that Engineer Meinicke while in charge of the inspection car on the M. & B. Line recently was taken violently ill at Elrod. Whether it was due to the alkali water at that point or the bountiful dinner supplied by Messrs. Crabbs and Holmes, we are unable to state.

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

We Insure the Employees of the C. M. & St. P. Ry.

Every Man—

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

Every Living Man—

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

THE BEST ACCIDENT AND HEALTH POLICIES

are issued by the

Midland Casualty Co.

Home Office, Green Bay, Wis.
General Offices, 903 Insurance Exchange Building
CHICAGO

Missoula Division.

Peggy.

Narn B., we have gone 'way back, and are sitting down, although probably you cannot realize it. You slipped one over this time, and our hats are off to you. But what we want to know is, where did you find a nice, pretty pair of white slippers that you could buy for \$2.35?

One thing seems to be sure, that is, where "Nora" is, there will "Dick Wende" be also.

Jack Phelan, assistant trainmaster, is back on the job, having returned from the Land of Blizzards.

The window is open and the balmy spring breeze blows in—and out again, taking most of our thoughts and all of our ambition to work with it.

The sun is bright and the sky is blue as only Montana skies can be blue. Vladamir, the lawn man, is out there raking up the dead leaves and under them the grass shows a little tinge of green. We want to go and scratch around in a garden too.

We heard the other day that a certain popular gentleman on the Rocky Mountain Division—they call him "Bill"—we think he is in the division superintendent's office—is contemplating matrimony—merely another "sign of spring."

J. A. Boyd, conductor and welcome visitor at Missoula offices occasionally, was seen on the baggage car the other day having been tied up at Alberton account sixteen-hour law. He said: "The pure food law got him"—Wonder what he meant.

There goes that girl with the jade green jersey suit—isn't it pretty? Our minds are strictly on business these days.

R. A. Schweichler, one-time load dispatcher at Missoula, has been transferred to Butte. We are always glad to see our friends get on.

Um-yum-yum! Wonder what makes us feel so sleepy?

Some people never receive all the honor due them, others get more than is coming to them. Such we believe to be the case of Chief Dispatcher George H. Hill of Missoula. It so happened that when Bernhardt Wahle Phelan arrived in this vale

of tears and spring fever, Father Jack was out on the line, and G. H. H. was doing the honors in passing around the Havanas. District Freight and Passenger Agent C. H. Mitchell (new to these parts) but now of Butte was then making his first professional call at Missoula. On his last trip out he inquired in his best business-getting manner as to the welfare of the new arrival. Needless to say, the laughs were on George.

Guess it must be spring out at Avery now—nothing in the way of notes from there this month.

There's quite a lot of snow on Sentinel still—the kids are certainly having a wonderful time roller skating on the sidewalk in front of the office—they can be charged up with the difference if the correspondent doesn't earn the little old salary.

Harry Nelson, chief clerk, is enjoying a visit from his brother, L. J. Nelson, of the Western Commissary Co., Seattle.

Miss Esther Sullivan is a new addition to the office here. She has taken position of roadmaster's clerk.

Skinny Halford and Harry Bailey of "the office" are seriously considering enlisting in the United States regular army.

The empties are full of 'boes going west these days. We don't blame them. Sometimes we think we'll go on the tramp—west, east or any old place.

W. W. Grieves has returned to road work, keeping time for extra gang working east of Missoula riprapping.

Old timers anticipate some trouble with high water this spring. There was an unprecedented amount of snow in the mountains the past winter and very little of it has gone out as yet. A sudden spell of warm or rainy weather would mean considerable danger of floods in this vicinity.

That girl with the jade-green jersey suit seems to be haunting us. If we had it we would wear with it a—but that way madness lies. What's the use with the H. C. L. skylarking it, as at present?

Lately Conductor Tom Kane got into a little mixup on the mountain and came out with a "one

Savings and Health

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

Or will you be forced to stay at home?

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

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

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

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

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

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

CENTRAL TRUST CO.

OF ILLINOIS

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

A BANK

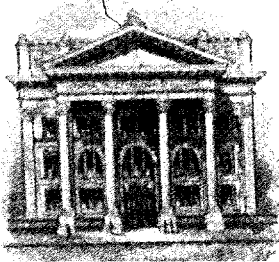
For Your Savings or Checking Account
For the Administration of Your Estate

For the Selection of Your Investments
For the Protection of Your Valuables

Capital, \$6,000,000

Surplus and Profits, \$2,500,000

Deposits, \$50,000,000



lunger" which he had, behind his caboose. Seeing Mr. Willard's car coming along he hopped off his train long before it had stopped, and as he came within hearing of Mr. Willard he shouted: "Oh, Mr. Willard, we had one more car than we could pull, so we put it on behind."

The clever guy who used to give us all those smart notes about O. E. Hanssen and his peanut industry has evidently run out of something to say. The best he could do this month was that "Buster" had turned his Velle into a peanut cart and was using it to roast peanuts. We want to go on record, however, as not believing a word, no, not a word of it.

Now, d'ye see what we mean 'bout the charming M. K. Darnell? Anybody, not excluding any Civil War vet, could take one glimpse of the picture in the last mag., and see that.

The things that these Conversationalists occasionally slip over—here D. A. Healey (Silent Dan) was married to Miss Alberta Coleman of Bonner about a month ago and we never knew a thing about it. Nobody told us. Mr. W. E. Cummins (Billy) conductor on the Blackfoot Line did them handsomely on the happy occasion with a dinner at the leading eatery in Missoula. When Ye Scribe interviewed him regarding it, he said it was merely an example of what sticking on the job will do. Mr. Healey and Mr. Cummins have been running the Blackfoot Line for two years or more, now, and Mr. Healey has certainly done well. We congratulate him. But we advise his present policy, that of keeping as far away from the office as possible, be continued, for certain as he shows around here we are going to demand candy and cigars for the bunch.

We wish there wouldn't be so many soldiers come walking up and down around here. They are pretty nifty lookers most of them in those uniforms.

F. C. Dow is laying off for a short time, spending his holiday at his home in Missoula.

Several conductors who have been spending the winter in the South, California and Oregon, have returned to work, among them C. W. Healey, E. G. Slater and J. A. Vachrean.

That's all for this time, good people. We thank you for your kind indulgence. Our notes this month are especially r-r-rotten. It's a bad time to go on the hummer, too, with so many new live wires coming in, and us fizzling out in this manner. We apologize. This correspondent, however, is scarcely able to think of anything but the coming convention of the M. N. G. Counting the days, now.

Notes from the West H. & D.

H. Murphy.

Chief Dispatchers H. F. Gibson and F. E. Devlin, also Timekeeper Joe Stennes were recently called to Chicago on the eight-hour proposition.

Our veteran engineer, O. F. Ladd, returned to work April 9th, taking his regular run, the north passenger, between Aberdeen and Edgley, N. D. Mr. Ladd spent the better part of the winter at Hot Springs, Ark.

Ray Larson, clerk in the superintendent's office, has resigned his position to accept one of switching in Aberdeen Yard.

Firemen L. F. Sweeney, Frank Beck, A. W. Stewart, J. B. McGovern and T. J. Tracey recently passed the examination for promotion to the position of locomotive engineer. From all reports the boys made a good showing in the examination.

Bert Campbell, chief clerk in the car shops at Aberdeen, has resigned his position to accept one of switching in Aberdeen Yard.

Arthur Maschke, clerk to the chief operator at Aberdeen spent Easter Sunday with folks and friends at Norwood, Minn., his home town.

Who said "Peggy" (real familiar, eh?) could not quote Shakespeare? However, someone please whisper in Peggy's ear to refer to the West H. & D. correspondent as "him"—not her. If this is not corrected at once I will tell N. B. S. Now, will you be good?

Carl Peterson, former clerk in car department at Minneapolis, has accepted a position as clerk in the car shops at Aberdeen in place of Bert Campbell, resigned. Yes, even store order clerks are apt to get lonesome. Ahem!

Superintendent of Air Brakes George Kempf, was a recent visitor at Aberdeen.

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

Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS

Interest Paid On Time Deposits

CHARLES J. KELLY, President

JOHN D. RYAN, Vice-President

C. C. SWINBORNE, Cashier

R. A. KUNKEL, Assistant Cashier

R. W. PLACK, Assistant Cashier

W. A. CLARK

J. ROSS CLARK

W. A. Clark & Bro.

Bankers

Established 1877

BUTTE, MONTANA

Alex J. Johnston, Cashier

J. N. Healey, Asst. 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

Thursday, the 19th being loyalty day at Aberdeen, the shops and everyone who could get away were allowed to march in the parade. From all appearances, United States has some good patriots in Aberdeen and amongst them were a fine representation from the C. M. & St. P.

The Aberdeen depot is at the present time undergoing a new coat of paint. We are all pretty proud of the nice new clean looking offices and I think great care should be taken to keep them neat and the utmost care should be used so the walls and woodwork will not be marred.

Coast Division News Items.

Mabel Sandvig.

U. D. MacLennan, demurrage clerk, local freight office, Tacoma, has resumed duty after being in the hospital for a few days. It was reported that he was suffering from blood poisoning but we are wondering if the "Red Cross" nurses weren't the attraction.

Brakemen E. L. White, N. Carlson, E. L. Saunders and H. J. Dahl have gone over to the Columbia Division to work account slack work in this division.

D. Finnell, foreman of Extra Gang No. 1, which has been stationed at Rockdale all winter fighting snow and ice, has resigned. Joe Kytner has taken his place.

The Western Commissary Co. has opened up a boarding camp at Cedar Falls to take care of section laborers.

E. S. Orey, section foreman at Everett, and his wife returned April 4th from a month's visit to Mr. Orey's old home in Louisville, Ky. Mr. Orey is back on the job again.

R. Johnson, section foreman at Monroe has purchased a new four horse power Casey Jones gas engine and is laying aside the old hand car. Now watch the ties go in.

There seems to be some misunderstanding among the clerks in the superintendent's office as J. N. Mitchell was seen carrying his work off into another office. Better move your desk out, "Mitch."

D. L. Richardson, engine foreman, Tacoma, has been in the hospital for a short time account having an operation performed on his throat.

We understand "Mr. Seeburger at the hats" sees the joke but he can't understand why a certain office bunch will call up and say "this is the store department, how about so and so" just as if there was only one party there who ever does any phone talk. Now, try that self starter again.

Night Yardmaster Chas. Hen Debourck has taken a thirty days' leave of absence account poor health. He will spend most of the time on his ranch in Montana.

R. T. Reld of Mr. Kent's office, Seattle, is seen around here a good deal of late. He has been checking joint line bills.

They say only two things that haven't raised in Tacoma are postage stamps and the Milwaukee depot.

T. A. Arnold, has returned to North Bend after having acted as foreman in Mr. Orey's place at Everett for the past month. J. H. Sprague, who was relieving Mr. Arnold is now working on Section 57, Cedar Falls, relieving Section Foreman D. J. Murphy.

We are wondering why our Garcia Section Foreman Chas. H. Narron, is so much interested in North Bend. What about it, Charlie, what is the attraction down there?

Fred Slogey, watchman at Garcia, who has been off for a couple of months, is back on the job.

Pat Solan, who has been watching roadway at or near Easton has been transferred to Landsburg to watch tunnel near that point.

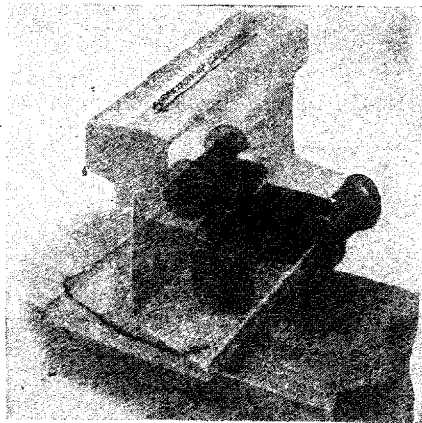
Section Foreman Wm. Redwine's sister and her little daughter from Virginia arrived the early part of April at Cedar Falls and will make her home with Mr. Redwine for the present.

Don't expect all men to agree with you narrow gauge thoughts can't run on standard gauge track, and vice versa.

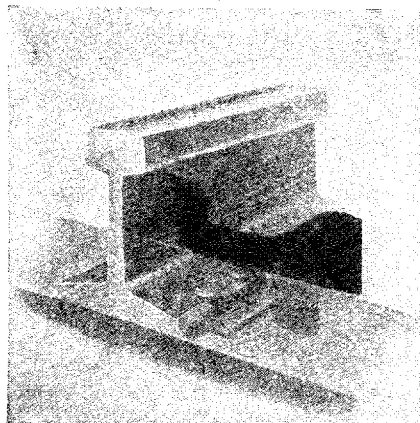
When Joe Hanby was figuring on committing suicide he bought a keg of powder and a coffin. Later on it was seen that the money spent for the coffin was wasted.

We are all very proud of the dagobes that were placed on the depot and freight office last week. Stenographer in Mr. Rusch's office wants to know if they can't have one of those little soldier boys come down and raise the flag every morning.

RAIL ANTI-CREEPERS



THE P & M



THE VAUGHAN

EFFECTIVE, EFFICIENT—UNIVERSALLY USED

THE P. & M. CO.

RAILWAY EXCHANGE

NEW YORK

CHICAGO

SAN FRANCISCO

W. E. Dill, formerly signal inspector on new signal work on the territory west of Avery, with headquarters at Tacoma, has been transferred to Missoula to take charge of new signal work on the Missoula Division.

Signal Department Draftsman Mills and Stenographer Eschelman recently made a trip to St. Maries. After seeing the sights in that vicinity they went through the ice fields on the St. Joe River to Coeur d'Alene and from there to Spokane. They report some trip and an amusing incident. It seems that during a meal in the diner one or the other of them (they both deny it, and each accuses the other) drank all the water out of his finger bowl during the excitement of collecting the money to pay.

R. E. Tyler, general foreman at Deer Lodge, is in town visiting his family.

Gale, of the Commissary department, is shy a sack of Fisher's Best, where, oh where, can it be; ask George Day, he might know.

Paul Smith is suffering with sore eyes.

Harry Lindsay has been on the sick list for a couple of days with sore throat. Tim Whiberg has returned to work after two months' layoff.

The Coach Yard boys did themselves proud turning out 40 strong for the Old Glory Parade last Monday evening, which was one of the big events that Tacoma has seen for a long time. Our genial friend Timothy Wilmoth Whiting acted as color bearer, dressed with high silk hat, which he wore with becoming dignity, carrying the regulation 8x12, which was generously saluted all along the line. Hayden Medley and Arthur Varco were first and second lieutenant, respectively, this being the only representative body from the Milwaukee Ry. Co. in this big parade of 15,000. Each man felt it his duty to act in a becoming manner that would reflect credit to this great system. The men were preceded by Mr. Whiting's little son Willie, dressed as an Indian scout carrying a small rifle. Switchmen Grubbs, Charley Waller and Arthur Varco did themselves well in shouting and cat calls and cheers for Old Glory. Taking it all in all it was a fine parade.

Items from the I. & M.

Katherine McShane.

Section Foreman Frank Kowaleski has returned from a few days' visit in Chicago, Ill.

Conductor H. Bushman has Conductor Keating's run on No. 1 and 8 for a few days.

General Superintendent J. H. Foster was a business caller in Austin last week on his way to McGregor, Iowa.

Superintendent W. J. Thiele and Trainmaster L. T. Johnston spent yesterday in Austin.

D. F. & P. A. W. F. Cody of Mason City was in Austin between trains yesterday.

Yardmaster J. M. Plum at Austin is the busiest man on the pike putting in his crop on his farm west of Austin.

On April 17th occurred an accident which proved fatal to Frank Russel, a fireman on the I. & M. Division, when the automobile in which he and some friends were riding turned turtle. Mr. Russel died before he could be gotten to the hospital. The deepest sympathy is extended to his mother and brothers who are left to mourn his loss. The funeral was held in Albert Lea with Company "G" of Austin in charge.

Switchman Ed Erickson will leave soon for a few days in De Smet, S. D., to look after his farm interests there.

Switchman Karl Keim expects to spend Sunday in Minneapolis.

Chief Carpenter A. A. Kurzejka made his annual spring inspection this past week. Accompanying him were V. Ingram, bridge inspector, and Jake Rush and crew.

Section Foreman V. Lorkoski is back at work on his section at Owatonna after having enjoyed the winter vacation. His son Joe, who held the section through the winter has been transferred to Adams.

Vern Cullen, the round house caller, has gone to St. Paul to accept a position as clerk in the post office at that place. We all hope "Cullie" will succeed in his new work. Harold Franklin is now the official caller.

Mr. Hodges of Mason City "looked in" for a minute one day this week on his way to Minneapolis.



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
F. O. B. Chicago, Per Lb. 25c

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 1240.

"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 actual 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

Creosoted Wood Block Paving

Not only is wood block the finest and most durable paving yet devised for both city streets and country highways, but wood blocks mean

Tonnage for the Railways Business for the Lumbermen

With lumber manufacture, the great industry of the Pacific Northwest, its welfare is of the first importance. And prosperity in the Northwest means still more tonnage for the railways.

Pacific Creosoting Company

White Bldg., Seattle

Operating at Eagle Harbor, Wash., the Largest Creosoting Plant in the World.

C. & M. Notes.

B. J. Simen.

L. I. Perry, agent at Round Lake, has taken a three months' layoff and is being relieved by S. E. Bak.

R. A. Helton, formerly third trick operator at Roundout Tower, has been promoted to extra dispatcher in the Chicago office. Bob, we congratulate you and wish you the best of success.

Dick Polzin is again back on the Libertyville switch run. He put a couple of years in on this run as brakeman about seven years ago, but now he is the captain.

Section Foreman John McEvoy, of Spring Grove, spent a few days in Oregon, Ill., settling up the estate of his father, who died a few weeks ago.

Agent G. C. Brown of Walworth was compelled to lay off a few days on account of being sick. He was relieved by Frank Moverly of Glenview.

A. Mattis, signal maintainer at Roundout, is taking a few months' leave of absence, he intends to try out some other kind of work. Tony, we would hate to see you leave us, but we wish you well, wherever you may decide to go.

Engineers R. N. Scott and James S. Lee have returned to Libertyville after spending the winter in California. Bob has resumed work but Mr. Lee will wait a while until the weather grows a little warmer.

Section Foreman Mike Joyce of Janesville is much improved and has resumed his duties. It is with sorrow that we hear that Mr. Joyce has met with another misfortune. His daughter, a girl of eighteen years, was buried only a few days ago.

Engineer Frank G. Cleveland was off for a few days on account of the death of his brother-in-law in Chicago.

Conductor Al Jackson has made a trip or two in the last few days, this being the first work he has done for several weeks or since he was injured at Roundout.

Peter Mick, who has been running baggage on the Janesville Line, has been displaced by W. J. Shelden. Peter is now making on No. 7 and 46.

Conductor Jean W. Sears and wife are taking in the sights on the Pacific Coast. On Friday, April 13th, they were in Seattle. He had just returned from a trip from Mt. Rainier and, while standing on one foot on the top of this peak, Jean tells me, he could see Japan. The "Milwaukee" is famous for its "far-sighted" men. Any of us could do the same thing.

Operator O. J. Jaeger and wife of Fox Lake left on March 31st for a short stay on his farm near Grass Range, Mont. S. E. Bak relieved him.

Mrs. John L. Coffey, wife of Agent Coffey of Cedar Rapids, Ia., visited with friends at Libertyville.

William G. Beak and wife, of Darien, spent Sunday, March 31st, with friends at Waukegan and Libertyville.

Conductor Henry R. Bond and family have been up at Long Lake looking over their "summer villa" and arranging things so as to have them ready when they move out a little later in the season.

Section Foreman Gottlieb Reickhoff of Oakwood entertained his daughter, Mrs. Howard Carpenter, of Rugby Junction, Wis., for a few days.

Roadmaster B. C. Daugherty met with an accident when a motor car jumped the track while he was out on an inspection trip. One ankle was wrenched and he received a few other bruises and was unable to be out for a week. We again see him around but he still shows marks of the accident.

Roadmaster David Mau attended the funeral of J. B. Moll, formerly general roadmaster of the Milwaukee road who died in Chicago on April 16th. The funeral was held in Chicago but the burial was at Fairbault, Minn.

Dispatcher Tim C. Welch has been sick for a week. He went to La Crosse to recuperate and have a little visit with his family. He is expected to resume work within a few days.

Cinders from the H. & D.

Bollicee.

Conductor F. E. Trueman is back to work again after being off about four months as the result of an injury.

Glen Peters, formerly night baggageman at

Montevideo, has gone switching in Monte Yard. His place as baggageman has been taken by Ervin Eddy.

Conductor E. F. Bauer has moved to Farmington and is back on the job again on Trueman's car.

Baggageman A. F. Lundberg and family of Minneapolis spent a couple days in Montevideo recently.

J. L. Donnelly, formerly night roundhouse foreman at Montevideo has been appointed roundhouse foreman at Milbank. He is succeeded by J. O. Jones of Minneapolis.

Brakeman E. L. Klucas and wife have returned from Douglas, N. D., where Ed has been working in a creamery all winter.

Henry Westgate, veteran employe at Monte Roundhouse, made a trip to Canton, Minn., recently.

R. E. Fisher, at one time roundhouse foreman's clerk at Montevideo, has gone passenger braking.

Thos. O'Hearn has charge of the ditcher which has been working between Montevideo and Minneapolis. Madden and Pugh are the brakemen.

Engineer Arthur Sandy was bathing at Long Beach, Cal., when we were blockaded with snow here. Lucky dog!

Fireman Lilly sustained a severe cut on the head recently when a chunk of coal fell off the tender and hit him. It did not stop him from working, however. He would make a good man to send into the trenches.

Brakeman A. H. Alger has returned to his home at Green Bay, Wis. He did not like to have his name adorning the Pickle list.

Conductor C. J. Tice and wife of Milbank visited a few days in Montevideo recently.

Trainmaster Nee went down to St. Paul and rode the Marines' Special to Montevideo a few days ago. Said Marines cleaned up the eating house here in short order but were kind enough to leave the dishes.

Baggageman Colledge is on an extended layoff. It is reported he is organizing a company of railway men for the army.

Roadmaster E. W. Phelan of Milbank attended the funeral of J. B. Moll at Chicago recently. He left Frank Phelan in charge of his territory.

Local Chairman Bert Daniels and J. M. Adams spent a couple of weeks in Chicago helping adjust the conditions which will prevail under the eight-hour day.

Word comes to us that there is a snow blockade in the west. We should worry. It is shirt-sleeve weather here.

S. E. Kurtz is again back on the job as switchman after a couple months as manager of the local Co-operative Meat Market. Oh you Eight-Hour Day!

H. G. Dimmit and E. S. Rodgers stopped over at Montevideo a couple of hours on their way to Aberdeen recently.

Brakeman P. J. Lawler has secured a leave of absence and gone to Mitchell, S. D.

Roadmaster Renning has had a crew of men busy unloading company coal onto the ground at Montevideo and they now have quite a stack of that precious substance.

When the river rose recently and flooded the lower part of Montevideo, Yardmaster Griswold, Switchman Peters and others living below sea level, loaded up their belongings and moved to higher ground where they did not have to keep the chickens in the attic to avoid having them drowned.

Brakeman John Wizback is acting as caller at Monte Yard at present.

Brakeman J. B. Connery has returned from Miles City, where he was called by the serious illness of his brother.

Philip Foster went to Milwaukee and took the examination for machinist's helper and is now a full fledged apprentice.

Switchman H. W. Hamlin has secured a 60 days' leave of absence and has gone back to the farm to get his crop in.

Chief Dispatcher Andres and Operator Nelson attended the meeting of chief dispatchers and timekeepers at Chicago the first part of April and have been busy ever since making up their expense accounts.

Notice. If you do anything exciting and want to get your name in these honored columns drop your contributions into an envelope and mail to P. H. Nee, Montevideo and they will finally reach yours truly.

Polarized Mercury Boiler Chemicals

Eliminate scale and corrosion
by the use of only 35 pounds
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

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.



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.

Malden Roundhouse Notes.*H. R. Gates.*

Well, it looks as though spring had finally arrived here at last. Here's hoping so, anyway.

Boilermaker F. J. Flanagan has returned from an extended trip through Oregon and California.

Engine Dispatcher Lee Carver made a trip to Rochester, Minn., during the past month.

Boilermaker J. H. Guiridge who laid off during the past month is now working on the Coast until things open up again.

Engine Dispatcher A. M. Foreman has returned from a trip East, where he went to sell a carload of potatoes.

George Guier, blacksmith helper at Malden, died at the St. Maries Hospital on March 29th, after a lingering illness. Mr. Guier was 46 years old and started to work on the Puget Sound lines in the B. & E. Department in 1909 at Lind and was later transferred to Malden. He started to work as blacksmith helper in January, 1912. He is survived by his widow, two daughters and two sons to whom the sympathy of friends and fellow employees is extended.

Engineer A. A. Lentz is on an extended leave of absence visiting with relatives in Iowa and Wisconsin.

Engineer Otto Butzlaff is on a visit in the East, visiting with relatives in Portage, Wis.

Boilermaker Helper R. M. Hurd and family spent a few days in Seattle last month.

Engineer Peter Mickelson and Fireman Harry Maughan now on work train on the Columbia Division.

Fireman Tracy Boyle now on passenger runs Nos. 27 and 28 between Plummer Junction and Marengo.

Fireman Lester Levins and family spent a few days in Seattle last month.

Fireman John Marshall was off a few days during the past month account of sickness.

Fireman Wm. Plybon who has been working out of Spokane for several months is again working out of Malden in the West End ring.

Engineer Emil Engholm is on an extended leave of absence visiting in the East.

Engineer A. J. Berg has returned from Chicago where he has been the past month taking in the sights.

Wanted—To know the owner of the dog who stole a "Pot Roast" from the back porch of my residence on the night of April 14th. Address F. A. Kemp, Malden, Wash.

Milwaukee Shops, Items.*H. W. Griggs.*

Arthur Spencer, boilermaker next to the oldest man in the shop, died March 19th after only a week's illness, at his home, 3413 St. Paul avenue, Milwaukee. The funeral was held morning of the 22nd, and attended by nearly the entire force of the boiler shop. Mr. Spencer was a member of the Veteran's Association, and had been with the Milwaukee Road since 1869, and on the Milwaukee shop rolls since 1873. He was within two years of the half century service, having started when he was 13 years old. This reduces the old boiler shop guard from four to two.

Joe Beckman, pattern sorter, formerly foreman of the coremakers, died March 17th at the age of 78 years. He had been with the company over forty years.

A. L. Hutchison, foreman patternmaker who has been off since December 2nd, is slowly improving with the advent of the warmer weather, and we hope to see him with us again soon.

Some of the shops officials attended the engineering society meeting in Chicago March 20th and later.

George Walder, recently appointed valuation engineer of the Milwaukee Road, has started his office and force in an office upstairs near the upholstering department formerly occupied by part of the plating force. Mr. Walder was engineer of tests.

Walter Alexander, chairman of the Wisconsin Rate Commission, was a welcome caller March 22nd at his former camping ground. His health seems to be of the very best.

Car Department Blacksmith Wm. Foth died at his home, 2426 Lloyd street, Milwaukee, March 22nd, at the age of 64 years. Mr. Foth was a member of the Veterans' Association, and had been with the company since November, 1880.

The funeral was held March 24th and was attended by a large portion of the shop force.

George Timby, formerly assistant chemist at the shops has returned again to that capacity. Mr. Dadier having taken a position with the Leiman Company downtown. Mr. Timby has not yet brought out his prince Albert brand, but the tissue instead.

Draftsman Horton of the M. E. office, returned to work March 27th, after a five weeks' siege of scarlet fever in the family and he being one of the victims himself. Glad to see you back Horton, and that you are all getting along as well as you are.

John Horan was laid up the latter part of March with a severe case of carbuncle. The doctor finally reduced it after making 147 punctures with the electric needle. John missed his government dues while this was on, but that will keep.

Master Mechanic C. F. Winn was off sick March 27th and 28th. This is something unusual for C. F. W.

C. F. Carroll, foreman of the steamfitters, has been in St. Mary's hospital undergoing another operation since March 1st. Mr. Carroll is now at his home, but the effects of the severe strain will keep him there for a while yet. Veteran Carroll has the sympathy of the entire shop. We hope to see him with us soon again.

Wm. T. Bennison, from the Interstate Commerce Commission office, Washington, D. C., is appointed engineer of tests, vice George Walder, transferred to the valuation department. Mr. Bennison took hold the first of April. He went from the drafting room to Washington about a year ago, after graduating from the engineering department of Syracuse University, N. Y. "Bensy," we are glad to see you back again, and congratulate you on your promotion.

Wm. Luebke of the test department has gone over to the valuation department with George Walder, as also has Walter Fish, stenographer to F. S. Peck. Alex Dick takes Fish's place. Miss Florence Wasachek is chief stenographer, O. A. Schamell recently from the M. E. department is to leave for other fields, Alex Young, Al Klumb, A. N. Lucas, and F. S. Peck were in Madison, Wis., the latter part of March and early in April, on railway commission matters. Everything is all straight now.

The car department paint shop and upholstering shop have gone on 10 hours.

The order for 500 80,000 lb. box cars with the Campbell doors, is under way.

Mr. Benzinger's shop was the first to raise "Old Glory" since last fall, and the big office flag followed suit on April 9th, "Appomattox day."

The magneto-crane takes a notion to run on the ground about once a day, short wheel base.

Veteran Machinist Joe Cornor (retired) was a welcome caller at the offices and shops April 9th, the first time he has visited the shops since last fall. Joe is looking fairly well, but he says his health has not been so very good; he has had a siege of bronchitis.

Don't get excited, as someone said the other night when the grass caught fire up on the hill. This recalls an anecdote told by one of our railway officials about the late Mr. Huffschtmidt, proprietor of the old Dousman House at Prairie du Chien some years ago. Huffschtmidt's favorite game was "sixty-six" which he frequently played with the railroad men in the lobby of his hotel. On one occasion when there was some heavy bidding, the hired man came running in and told Huffschtmidt that the barn was on fire. Without looking up from the cards Huffschtmidt asked, "The barn's on fire? Yes! You got the cow out?" "Yes!" came the impatient reply. "You got the cow out! Well, dat's goot, I bids 9." It seems that the game was saved, but as to the barn, someone added, "The builer didn't work with a will and a slam. As after hearing Huffschtmidt, he didn't care a f---!"

Roundhouse Foreman W. J. Hegau of Ladd, Ill., was twice a caller in March. R. H. Foreman J. W. Allen of Janesville, called April 11th.

Wrecking Foreman James Reidy has a new office, as also has the yardmaster and force. Exchanged cars, rough on the rats in the meantime.

Mr. Manchester had an acute attack April 10 and was laid up for a few days at his home. We will be glad to see him with us again.

Nuxated Iron to Make New Age of Beautiful Women and Vigorous Iron Men

Say Physicians—Quickly Puts Roses Into the Cheeks of Women and Most Astonishing Youthful Vitality Into the Veins of Men—It Often Increases the Strength and Endurance of Delicate, Nervous "Run-Down" Folks 100 Per Cent. in Two Weeks' Time.

Opinion of Dr. Schuyler C. Jaques, Visiting Surgeon of St. Elizabeth's Hospital, New York City

Since the remarkable discovery of organic iron, Nuxated Iron or "Fer Nixate," as the French call it, has taken the country by storm. It is conservatively estimated that over three million people annually are taking it in this country alone. Most astonishing results are reported from its use by both physicians and laymen. So much so that doctors predict that we shall soon have a new age of far more beautiful, rosy-cheeked women and vigorous iron men.

Dr. Ferdinand King, a New York Physician and Medical Author, when interviewed on this subject, said: "There can be no vigorous iron men without iron. Pallor means anemia. Anemia means iron deficiency. The skin of anemic men and women is pale; the flesh flabby. The muscles lack tone; the brain fags and the memory fails and often they become weak, nervous, irritable, despondent and melancholy. When the iron goes from the blood of women the roses go from their cheeks."

In the most common foods of America, the starches, sugars, table grapes, candies, polished rice, white bread, soda crackers, biscuits, macaroni, spaghetti, tapioca, sago, farina, degenerated cornmeal, no longer is iron to be found. Refining processes have removed the iron of Mother Earth from these impoverished foods, and silly methods of home cooking, by throwing down the waste pipe the water in which our vegetables are cooked, are responsible for another grave iron loss.

"Therefore, if you wish to preserve your youthful vim and vigor to a ripe old age, you must supply the iron deficiency in your food by using some form of organic iron. Just as you would use salt when your food has not enough salt."

Dr. Sauer, a Boston physician who has studied both in this country and in great European medical institutions, said: "As I have said a hundred times over, organic iron is the greatest of all strength builders. If people would only take Nuxated Iron when they feel weak or 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, grippe, kidney, liver, heart trouble and other dangerous nervous maladies. The real and true cause which started their disease was nothing more or less than a weakened condition brought on by lack of iron in the blood."

"Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking iron—Nuxated Iron had filled him with renewed life. At 30 he was in bad health; at 40 he was sorrowful and nearly all his now at 50 after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth. Iron is absolutely necessary to enable your blood to channel food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking. Just like a plant trying to grow in a soil deficient in iron. If you are not strong or well, you owe it to yourself to make the following test: See how long you can walk or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary ironated iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained. I have seen dozens of nervous run-down people who were ailing all the while double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days and simply by taking iron in the proper form."



And this, after they had in some cases been doctoring for months without obtaining any benefit. But don't take the old forms of reduced iron, iron acetate, or tincture of iron simply to save a few cents. The iron demanded by Mother Nature for the red coloring matter in the blood of her children is just not that kind of iron. You must take iron in a form that can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless. Many an athlete and prizefighter has won the day simply because he knew the secret of great strength and endurance and filled his blood with iron before he went into the arena; while many another has gone down in unheroic defeat simply for the lack of iron."

Dr. Schuyler C. Jaques, Visiting Surgeon of St. Elizabeth's Hospital, New York City, said: "I have never before given out any medical information or advice for publication, as I ordinarily do not believe in it. But in the case of Nuxated Iron I feel I would be remiss in my duty not to mention it. I have taken it myself and given it to my patients with most surprising and satisfactory results. And those who wish to increase their strength, power and endurance will find it a most remarkable and wonderfully effective remedy."

NOTE: Nuxated Iron, which is prescribed and recommended above by physicians in such a great variety of cases, is not a patent medicine nor secret remedy, but one which is well known to druggists and whose best ingredients are widely prescribed by eminent physicians both in America and America. Unlike the older blood-purifying tonics it is easily assimilated, does not irritate 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 the nervous, run-down conditions. The manufacturers have such great confidence in Nuxated Iron, that they offer to refund \$10.00 to any charitable institution if they cannot take any case or woman under 30 who takes iron and improves 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 sold everywhere at all good druggists.

Messrs. James Connors of Dubuque, and F. S. Rodger of Minneapolis, were callers April 11th to 13th.

Machine Shop Foreman Ed Moran has been laid up with a complication of troubles, and recently has had a hemorrhage that has considerably weakened him. Mr. Moran was the machinist who did the first work on a locomotive in these shops when we moved out from the Nor. Milwaukee and P. du C. shops in April, 1880.

The magazine was not received at the shops this month until the 17th.

From Janesville comes the word that Veteran John C. Fox, the oldest employe on the system has hard navigating this winter and been pretty well housed up. On inquiry Mr. Fox writes that with the advent of warmer weather he hopes to be able to get out to his tinker shop in the barn where he is at his old-time skill in the handling of tools. Mr. Fox could not get to Chicago at the V. E. A. meeting in February, over a year ago, but we hope to see his name as one of the charter members.

Kansas City Division. Billie.

Do you remember we told you to watch us for political news. Switch Foreman Pat Leany is now Mayor Pat Leany, having been elected mayor of the City of Ottumwa, Iowa. Can any other division beat that?

Machinist Helper Evan Thomas fell from tank to deck of engine some time ago at the round-house and broke his finger.

K. Lewis, second trick operator, Polo, Mo., has been assigned to third trick at Linby, Iowa. John Goodrich, formerly of Deer Lodge, Mont., has come to Ottumwa to take position as head boiler-maker.

A big patriotic demonstration was held Friday, April 13th, at the yard office, Ottumwa Junction, when a large flag, five feet wide and ten feet long, was raised to the top of a fifty-foot staff. Ten guardsmen of Companies G and M were present and as the flag was raised, fired three salutes. Music was furnished by the First Cavalry Band, and the entire crowd of almost

two thousand people joined in singing the Star Spangled Banner. Speeches were made by Mayor Leany and three veterans of the Civil War. Small flags were distributed to the crowd. Two miniature cannons with red and balls were placed beneath the flag and on the speakers' platform. The men worked hard in preparation for this celebration and much praise is due them. Pictures were taken by a local photographer and it is hoped that we will have one for the magazine next month.

Engineers Fred Fox and Heinie Ahrent are laying off, planting potatoes to reduce the high cost of living.

Mr. J. A. Macdonald, superintendent La Crosse Division, Milwaukee, Wis., spent a few days in Ottumwa the latter part of March, visiting old friends. Mr. Macdonald was formerly superintendent of the Kansas City Division.

Dispatcher J. G. Upp is wearing the smile, due to arrival of Robert Elsworth Upp at their home April 10th. Congratulations. Mr. Upp, instead of walking the golf links this summer, will be walking the floor.

Congratulations are also extended to Clerk C. A. Peterson and wife, at whose home a baby daughter arrived April 12th.

Storekeeper William Wiley expects to leave the last of the month for a short visit in California.

The many friends of Conductor John Mullen were very much grieved to learn of his sudden death at his home in Ottumwa, March 19th, due to neuralgia of the heart. He had come in from his run only the day before, apparently in the best of health. The entire division extends sympathy to the bereaved family.

Grover Harryman, new recruit from Newton, Mo., is working third trick at Williamsburg.

Conductor Frank Kemp, who has been on coal train at Mystic for a long time, has been placed in the ring.

Clerk L. M. Guenther has blossomed out in an entirely new spring outfit, suit, cap, and even eye-glasses—latest style.

J. E. Dexter, storekeeper, Dubuque, Iowa, was a visitor at Ottumwa Junction, April 17th.

Railroad Employes

Say Good-Bye to Aches and Pains

Use Circus Liniment

For Rheumatism, Lame Back, Sprains
Cuts, Burns, Bruises, Etc.

IT NEVER FAILS

This old reliable remedy is for sale by over one thousand dealers in medicines in Chicago, or mailed direct—cash with order

Price 50c large bottle—Extra large \$1.00

Circus Liniment Company

149 W. Ohio Street

Chicago, Illinois

J. V. Tuomey, second trick operator, Coburg, has returned to Coburg, after relieving his father, T. H. Tuomey, agent at Parnell.

The Milwaukee employees have been invited to march in first place (just behind First Cavalry Band) in a big patriotic parade April 14th, at Ottumwa, which is considered a great honor.

The many friends of C. F. Cochran will be glad to learn that he has resumed work as agent, Gladwin, Iowa, after laying off several months because of illness.

L. Calloway has been assigned the position of second telegrapher at Powersville.

On April 11th, occurred the death of M. L. Coad, West Division engineer, at the home of his brother in Milwaukee. The funeral took place at Chillicothe, April 13th, the following trainmen from Ottumwa Junction attending: Tom Kemp, Virgil Glore, William Davis, Ed Hackett, Chester Gage and Harry McNamara. Engineer Coad had been in ill health for some time and had been unable to work for about six months. The Milwaukee employees deeply sympathize with the family.

Andrew Knutson, operator from the C. B. & Q., is a new addition to the K. C. Division.

John LeBow, representing conductors; Mike Reynolds, trainmen; William Frye, engineers, and James Bottomley, firemen, have been in Chicago for a week attending a conference with the managers and making a new schedule.

Operator Kelsey, Laredo, has recovered from an attack of measles and reported for duty.

Dave Davis, formerly machinist at Ottumwa Junction, has been promoted to roundhouse foreman, Dubuque Shops.

Fireman Bob Huff has been off duty for some time on account of sickness.

L. B. Hanan, dispatcher for many years at Ottumwa Junction, resigned his position to become a farmer, and is now on his farm near Lockridge, Iowa. Dispatcher C. T. Nolan has succeeded him at Ottumwa Junction.

Switchman Ed Vlasek has asked for a ten days' leave of absence, and expects to spend the time in Detroit visiting relatives and also visiting Bill Meany, former car clerk at Ottumwa, who is now working for the Wabash at that point.

The following Milwaukee employees are now working for Uncle Sam: Fireman John Greeley, Fireman Earl Ryan, Operator T. G. Beistle, Operator J. W. Nolan and Frank Ebbert and Charles Riley from the roundhouse.

W. V. Division Notes.

W. M. Wilcox.

The death of Mrs. W. J. Plunkett, wife of Engineer Plunkett, occurred at her home in New Lisbon at 8:30 P. M., Wednesday, March 28. Mrs. Plunkett was practically a young woman and the sad news of her death was a great shock to her many friends on the Wisconsin Valley Division. She leaves two daughters and a husband, besides other relatives to mourn her loss. Her funeral was largely attended by out-of-town friends.

L. V. Willard, the popular station baggageman at New Lisbon, resigned his position and left for Moberg March 29th to work in the roundhouse there.

Engineer P. Thompson resumed work on the night dispatcher's job at New Lisbon April 10th after laying off for the winter account of sickness.

Second Trick Dispatcher J. W. Held has been working the first trick through March and April account of Dispatcher Vachereau taking care of the extra overtime slips since January 1st.

Brakeman N. R. Hess off a couple of weeks in April account of an injured thumb.

Mrs. Charles Miller, wife of Engineer Miller, visited her sister at Wyeville in April.

Conductor W. A. Lee off a few days in April looking after his interest in a new windmill power for farm use. Mr. Lee says it is one of the finest arrangements for furnishing power for any kind of farm use and that they will probably be manufactured in Tomah. Several of the W. V. Division employees have already bought stock in the new company.

Brakeman A. L. Hurd was without a home about three weeks in April, the cause being account of a red sign tacked on his house reading "Quarantined." Cause: His son Robert was ill with diphtheria.

My Magazine Investing for Profit FREE For Six Months

Send me your name and address right NOW and I will send you INVESTING FOR PROFIT magazine absolutely free for six months. It tells how to get the utmost earnings from your money—how to tell good investments—how to pick the most profitable of sound investments. It reveals how bankers and capitalists make \$1,000 grow to \$22,000—in fact, gives you the vital investing information that should enable you to make your money grow proportionately. I have decided this month to give 500 six-month subscriptions to INVESTING FOR PROFIT free. Every copy is

Worth at Least \$10

to every investor—perhaps a fortune. Send your name and address now, mention this paper and get a free introductory subscription. Conditions may prevent repeating this offer. Better take it now. You'll be willing to pay 100¢ a copy after you have read it six months.

H. L. BARBER, Pub., 445-30 Jackson Blvd., Chicago

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 catalogue book; also prices and samples of fac-simile letters.

Have us write or revise your Sales Letters.

Ross-Gould, 1011R, Olive Street, St. Louis

Ross-Gould

Mailing Lists St. Louis

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.

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"

The South End way freight number 91 and time freights 65 and 72 have been abandoned on time table 100 until further notice and are now running extra on account of the eight-hour law not giving them a chance to make the runs within the eight hours. The patrol leaves New Lisbon at 7 A. M. and goes as far as Grand Rapids, where they tie up for the night.

General Superintendent P. C. Eldredge with business car 101 was over the division April 6 and 7.

The new depot at New Lisbon was opened to the public March 22nd and everyone, including the employees seem thankful to get out of the temporary quarters which have been in service since the Bre of April 15, 1916. The outside of the new building has not yet been completed but we expect it to be as soon as the weather will permit and the cement gang can get to us.

Conductor Jim Walden and Engineer Jim Cassidy were in charge of the temporary switch engine which was put on at New Lisbon to clear up the congestion caused by the snow blockade of last winter. The work lasted about a week. A regular switch engine was put on by the La Crosse Division about April 15th to make up trains on both divisions and weigh the trains brought in by the Valley Division.

Engineer Charles Miller, wife and son attended a musical entertainment in Milwaukee April 18th given by some of the noted grand opera singers.

Correspondent Gillette made a short call while passing through New Lisbon the first of the month on his way back to Mason City. Mr. Gillette's home was formerly at Necedah.

Heavy rains on this division during April and the melting of the large amount of snow which fell last winter have softened up the track, making it hard for trains to run at usual speed or to make up lost time. Roadmaster Callahan is kept busy looking after the bad spots where trains are compelled to slow down to a minimum speed.

East Prairie Du Chien Division Notes.

M. C. Murphy.

Brakeman Clifford Peffer has returned to work after visiting friends at Minneapolis, Minn.

Conductor Leahy is taking a vacation. Conductor J. Chrystal has charge of his run on Nos. 21 and 6. Conductor I. Davis has charge of the Wauwatosa switch run in Conductor Chrystal's place.

Mrs. C. Knight, wife of Brakeman C. Knight, and son, Milwaukee, visited relatives at Waukesha.

J. Linehan and C. Milles of Milwaukee Shops spent Sunday with Car Inspector H. Bensing, Waukesha. We understand Henry took them up to see the jumpers.

Section Foreman F. Costerisan, Genesee, was called to Richland Center by the death of his sister.

Conductor W. Pauls took a short vacation. Conductor M. Slechta had charge of the way freight during his absence.

Fireman F. Drahfele was off duty a few days. He was relieved by Fireman Petrie.

Engineer M. Macedon is taking a vacation. Engineer J. Durish is running Nos. 22 and 7 during his absence.

Mrs. C. Rosellen, wife of Conductor C. Rosellen, Waukesha, was called to Columbus, Wis., by the illness of her mother.

Engineer H. Klatt, Milwaukee, was a visitor at Waukesha.

Roadmaster J. Murphy attended the Railway Appliance Show at Chicago.

We understand Brakeman J. Connelly has opened a garage at Madison.

Section Foreman P. Liesenfelder was badly injured when struck by an automobile at Waukesha.

Engineer J. O'Keefe, of the Wauwatosa switch crew, laid off a couple of days. He was relieved by Engineer Thos. Goggin.

Baggage-man E. Horr laid off a few days on account of illness. He was relieved by Brakeman C. Baker.

Brakeman and Mrs. K. Westphal, Milwaukee, were visitors at Waukesha.

COMPULSORY SERVICE

No—we're not talking about military matters—just about the "BOSS".

It puts compulsory service upon every nut it grasps. There's no escape 'till a wrench releases the "BOSS".

Applied quickly and easily without special tools and instruction. Economical—absolutely safe—guaranteed to *stick*.

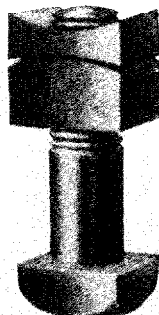
The "BOSS" is rapidly superseding every other device of the kind.

Write for new catalog.

WRITE IT RIGHT—

Put it down this way

"BOSS" Lock Nuts



BOSS NUT CO.

Railway Exchange Bldg.

CHICAGO, ILL.

