

THE MILWAUKEE EMPLOYEES MAGAZINE

June

1919



VOLUME 7

No. 3

ACT QUICK

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1

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Frame
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2

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3

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perfect print
and alignment

4

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rubber feet

5

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with
back spacers



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6

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ribbon

7

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with many
other features
assures brand
new typewriter
service

8

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rebuild in our
typewriters—
every machine
perfect

9

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typewriters
look like
new

10

NEW LETTERING
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from a new
typewriter

Study These 10 Important Rebuilt Features They Double the Life of My Underwood Typewriters

All New Parts Where the Wear Comes — Every Machine Tested and Shipped Perfect

These 10 big, important, rebuilt features make it possible for you to buy a just-like-new standard, visible writing Underwood at special low prices. Act quick—investigate and learn how you can get 100% typewriter efficiency at a big discount. My (rebuilt) standard Underwoods are factory reconstructed by typewriter experts. New parts, new finish, new lettering, replace the old; everything made perfect—and the result—a typewriter the equal of any new machine in both service and appearance, just like the actual photograph shown above. And you may buy or rent my (rebuilt) Underwoods on ten days free trial backed by a five year guarantee. Just mail the coupon for all the facts.

I will Rent or Sell You My Standard Underwoods with a 5 Year Guarantee

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I offer liberal discounts on your old machines or rebuild them like new at money saving prices.

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How I have Rebuilt and Sold 200,000 Perfect Typewriters at Factory Prices

The U. S. Government has purchased over 100,000 Standard Underwoods. The result is that Underwoods are scarce, but you can still buy my (rebuilt) Standard Underwood Typewriters guaranteed good as new. I sell only standard Underwood machines, purchased direct from the Underwood factory. They are then rebuilt in my factory (the largest of its kind in the world) with new parts, obtained direct from the Underwood Company. Send for prices.

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Buy My Factory Rebuilt Underwoods. Choose Your Own Terms After 10 Days Free Trial; Pay When You're Fully Satisfied

Prove to yourself at my risk that my (rebuilt) genuine standard Underwoods look, work and write like new. You don't even have to buy the machine, when you get it — try one of my Underwoods for 10 days free. It's the first step to cut your typewriter costs. Rent one at low monthly rates, then if you decide, after six months to buy, I'll allow you six months' rent and deduct it from my low price—or BUY it for cash, or get one on easy payments. But do so at once—ask for full facts now. Learn how I save you big money—mail the coupon today.

Send Coupon at Once and Save Big Money. Get the Facts NOW

25 years experience in rebuilding typewriters has taught me how to make my (rebuilt like new) Underwoods stand any mechanical typewriter test. Buy, rent or earn one of my Underwoods—10 days FREE trial. Save big money—investigate this offer. Write a letter, mail a postal or send this coupon — BUT ACT QUICK, if you want one. Get busy now.

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City.....
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Send me at once your Low Price Offer, rental and agency plan No. 224

Remember I Back My Underwoods With My FIVE YEAR GUARANTEE



A Bigger Traffic

Reconstruction work in Europe and expansion of trade means a greater demand before for men trained as traffic agents. Great plants working over materials shipped in—shipped out—carloads, trainloads, going North, East, South, contracts placed not on price but for quick delivery—that is the work we are facing.

"We must have efficient traffic say manufacturers, jobbers, ship owners. Hundreds are ready one is available. This is the chance ambitious men to rise to higher — to get into an uncrowded — have the specialized knowledge commands big salaries.

Train by Mail Under LaSalle Experts

This opportunity is yours now while you hold your present job your spare time required to be efficient in every branch of traffic.

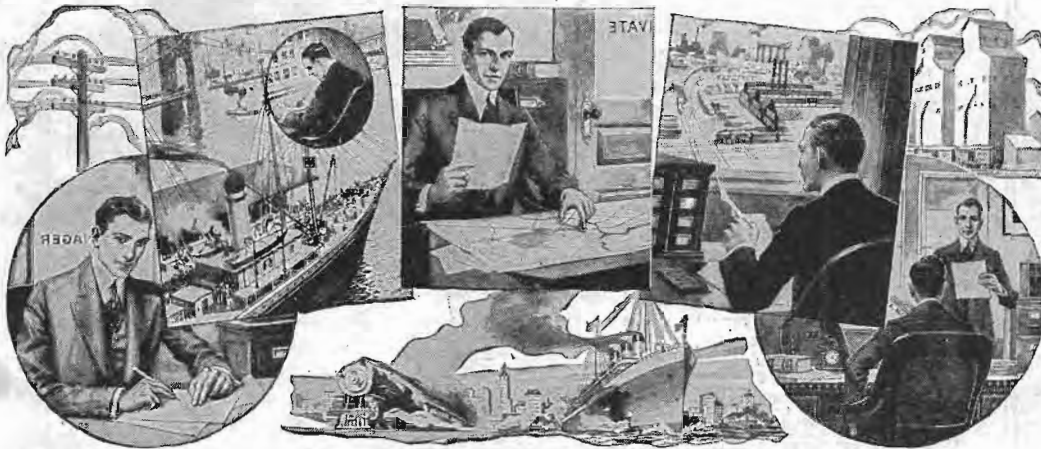
Learn from men who have had among those now holding the positions in the field. Get practical training—the training which equips step into one of the highest places is what the LaSalle experts offer.

They will explain every point of Freight Rates, Customs Tariffs, Bills of Lading, Routing, Demurrage, Express Rates, Traffic, R. R. Organization, and Management, Laws of Interstate Commerce Rulings.

How many men are expert in one of these subjects? You will be proficient in all.

And here is something more—rollment gives you free the price our Business Consulting Service means advice from our staff to you need help on any special problem.

Over 800 people here—300 business men—ready to



A Bigger Job Yours—If You Master Traffic Management

Reconstruction work to be done in Europe and expansion of our foreign trade means a greater demand than ever before for men trained as traffic experts. Great plants working overtime—raw materials shipped in—finished products shipped out—carloads, trainloads, shiploads, going North, East, South, West—contracts placed not on price basis, but for quick delivery—that is the condition we are facing.

"We must have efficient traffic men" say manufacturers, jobbers, railroads, ship owners. Hundreds are needed where one is available. This is the chance for ambitious men to rise to higher positions—to get into an uncrowded calling—to have the specialized knowledge which commands big salaries.

Train by Mail Under LaSalle Experts

This opportunity is yours now. Train while you hold your present job. Only your spare time required to become proficient in every branch of traffic.

Learn from men who have held or are among those now holding the highest positions in the field. Get practical training—the training which equips you to step into one of the highest places. This is what the LaSalle experts offer you.

They will explain every point concerning Freight Rates, Classifications, Tariffs, Bills of Lading, Routing, Claims, Demurrage, Express Rates, Ocean Traffic, R. R. Organization, Regulation and Management, Laws of Carriers, Interstate Commerce Rulings, etc. etc.

How many men are expert on even one of these subjects? You will be made proficient in all.

And here is something more—your enrollment gives you free the privileges of our Business Consulting Service. This means advice from our staff whenever you need help on any special business problem.

Over 800 people here—300 business experts among them—are ready to put you

on the road that leads directly to advancement. Get the complete, combined experience of many authorities, all given in easily understood form.

No Large Fees

The total cost is small. Your increase in earnings will soon pay it (see in next column what McMullen, Wright and other members say). Then also you can pay on easy terms—a little each month if you wish. No hardship in getting this training. Any man can afford it. And the time is now—when the great movement in business is beginning. Give a few hours weekly of your spare time for a few months—and get a larger salary.

Send the Coupon and Get All the Facts

Your request will bring complete information. We will tell you just what the course offers in every detail; all about the opportunities open to trained traffic men. We will also send you our book, "Ten Years Promotion in One" which has shown thousands of men the short road to promotion. If you are ambitious to rise—if you want to enter a paying and uncrowded field of business, get these facts. Sending the coupon implies no obligation upon you. Mail it today.

B. S. McMullen was a freight checker on the docks at Seattle.

Two years after beginning the LaSalle Course in Interstate Commerce and Traffic Management he was appointed General Freight and Passenger Agent.

He said that it would probably have taken him 8 or 10 years to make this advance if he had depended merely upon work and experience.

LaSalle experts helped him to reach the top in the space of months.

T. J. Wright, an Illinois member, reports three promotions since taking the course.

H. S. Watson, of Michigan, figures his increased earning capacity at 400 per cent.

Fred Hoffman, an Ohio member, reports 500 per cent profit on his investment in one year.

Among the many LaSalle trained men who are now Traffic Managers or Experts on Interstate Commerce are:

Wm. Ritchie, Vice-President and Traffic Manager, Philadelphia Lawn Mower Co.

F. E. Combs, Traffic Director, Twin City Traffic League, Benton Harbor, Michigan.

F. E. Hamilton, Traffic Manager, Retail Merchants Association of Canada.

Mr. Hamilton says: "I cannot speak too highly of this institution. The course is up-to-date, authentic, and easily understood. My only regret is that I did not take it up five years ago."

The success these men have made can be paralleled by any other ambitious man who will do as they did—train!

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Address.....

Present Position.....



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I have determined to make 1919 the banner year in the Watch Sales of my Company. To do this I must distribute 5,000 "Santa Fe Specials" and "Bunn Specials" to 5,000 men in different communities this year. I must do this REGARDLESS OF PRICE OR PROFIT. Therefore, I have Cut the Price of these 5,000 Watches to ABSOLUTELY ROCK BOTTOM. This means that if you act at once you can get one of these guaranteed Watches on this CUT-PROFIT PLAN, and pay for it in small monthly installments. MY OBJECT:—I know that every Watch sold on this Cut-Profit Plan will sell at least one more at the regular price, so I make this STARTLING, UNHEARD OF OFFER to men who will tell their friends of this remarkable Watch Value, if they find the Watches all and more than I claim for them. Signed,

Alonzo S. Thomas
Pres., Santa Fe Watch Co.,
Topeka, Kan.

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THE MILWAUKEE EMPLOYEES MAGAZINE

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VOLUME VII

JUNE, 1919

NUMBER 3

AN OLD LOVE SONG

*As if upon my heart strings softly
played,*

*By angel hands that touch the chords
unseen,*

*Through all the dead, sweet years that
lie between,*

*There comes the music of a serenade
Of olden dreams the melody is made,
Of violets that bloom amid the green;
And like a benediction, calm, serene,
A gentle peace upon my soul is laid.*

Nora B. Sill

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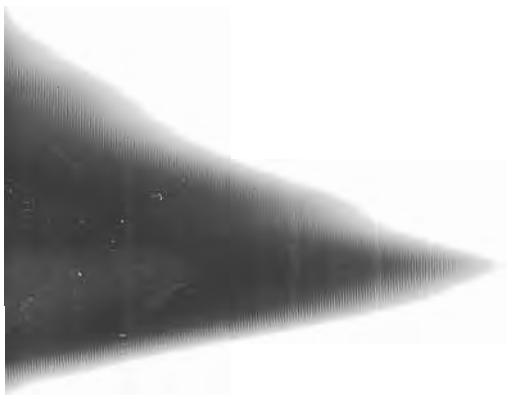
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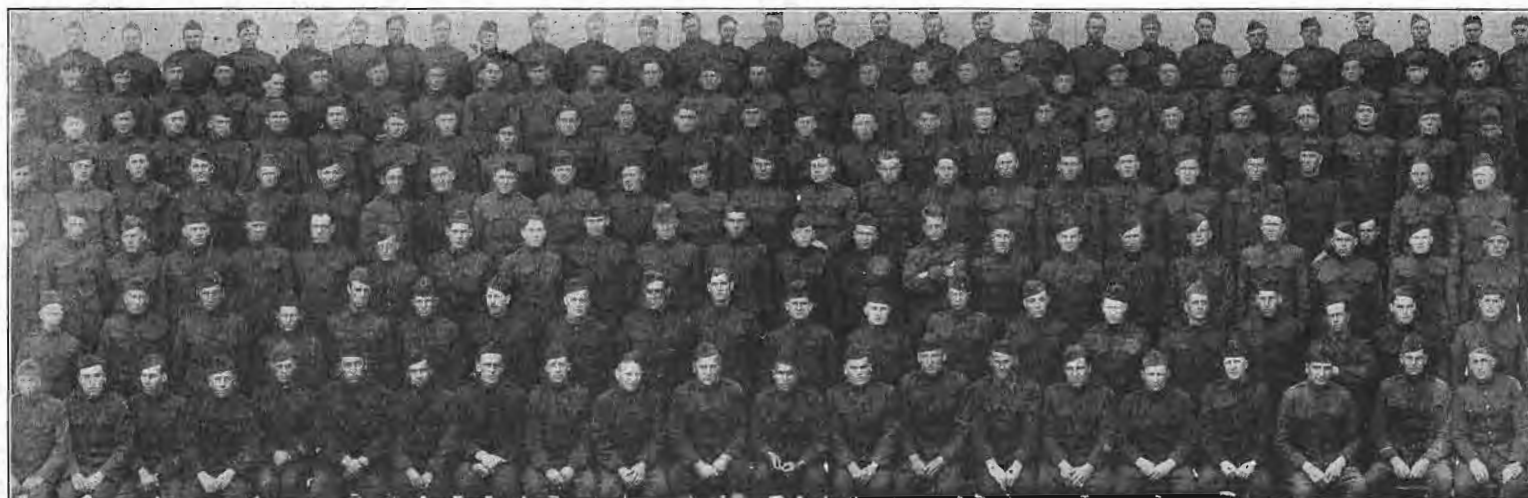
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r. 37

CHICAGO, ILL.





D. Company, 13th Engineers, Returned From France.

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SEVENTH ROW FROM TOP—Allen, E. R., Bulanek, J., Guenther, L. M., Tucker, S., Simms, H. T., Wells, A. L., McMillin, D. E., Carmichael, R. E., Vulchoud, E. A., Hiltel, G. C., Brochlin, W., Downing, G. O., Barnoske, Geo., Bilhorn, C. W., Leibfried, F., Ward, A. E., Whitt, C. E., Munro, F. D., Lt. Haffner, Lt. Marshall, Capt. Sawtelle.



13th Engineers

Was it a great day? Was it the biggest reception any returning soldiers have been accorded in Chicago? Did every "rail" young or old, man or woman, turn out to yell himself or herself hoarse as the marching platoons of the Lucky 13th passed along the boulevard? Oh, Boy! There hasn't been anything to beat it. The traditional luck of the regiment stayed by to the end, for May 12th, the day the 13th arrived in Chicago, after its twenty-one months service in France, was clear-shining and genial as the brightest May day that was ever sung—and never a cloud marred the joyous celebration from the moment the boys stepped out onto Chicago's streets until they re-entered their trains to go to Camp Grant for their discharge.

The celebration was carefully and systematically planned—planned by the big men of the six railroads from which the six companies of the regiment were recruited. These men began their preparations to make this the biggest and finest home-coming

ever yet staged, while the regiment was on the seas; and when the radios came in early on the morning of April 28th that the 13th would reach New York that day, everything was ready for the great demonstration.

Captain Sawtelle's message sent from aboard the Belvedere that the ship would dock on the 28th was received early and bulletins were at once dispatched over the system, giving the glad news and outlining the plans for the welcome home reception. The officers and employes joined in the following message of welcome:

"To Colonel C. L. Whiting, Major T. P. Horton, Captain F. W. Sawtelle, and Company D.

"The officers and employes of the Milwaukee System, corporate and federal, mindful of the earnestness and efficiency with which you have grasped every opportunity to promote, in a foreign land, the cause of Freedom for All Nations, welcome you upon your home-coming with pride in your every accomplishment, with thankfulness for

FROM TOP: Allen, E. R., Hunsack, J. J., Gauthier, L. M., Tucker, R., Blinn, H. T., Wells, A. L., McMillin, D. E., Carmichael, R. E., Vachoud, E. A., Hiltel, G. C., Brochlin, W., Downing, G. O., Barneske, Geo., Bihorn, C. W., Tolbricht, R., Ward, A. E., Whit, C. E., Munro, F. D., Lt. Hafner, Lt. Marshall, Capt. Sawtelle.



Head of Parade in Front of Railway Exchange, Colonel Whiting Leading.

the service you have rendered and with faith that your demonstration of the character of the men of all classes engaged in the great work of transportation, gives them a still higher place in the heart of the Nation." Over five hundred signatures were appended with a blanket signature for "all the rest."

The 13th carried through to its arrival in Chicago, its reputation for being an ahead-of-the-minute organization, for although its train schedule was arranged so that the three sections should arrive in Chicago early on Mon-

day morning, May 12th, the trains came in from fifteen to eight hours ahead of time, with the consequence that all of the boys whose homes are in Chicago, nearly gave their friends heart-failure by calling them on the telephone long hours before they were supposed to be within speaking distance, while those whose friends were due to arrive for the big show, were in many cases met at the trains by their boys. That did not prevent the full complement, however, from "falling in" at eight o'clock on Monday morning for the march to the



Major Horton (Center) Leading 2nd Battalion, Decorated with Laurel Wreath.

Coliseum. from the that huge band, man arena, stru All Here. enough an superlative years over had come strained to ers, wives dies, amid ter that roa



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Coliseum, nor did it in any way detract from the wild joy that reigned under that huge roof when the regimental band, marching to the center of the arena, struck up "Hail, Hail, the Gang's All Here." The gang was there, sure enough and it registered Joy in the superlative degree. After nearly two years overseas, the long expected day had come and those big boys were strained to the hearts of mothers, fathers, wives, sisters, sweethearts and kiddies, amid tears of gladness and laughter that rose from swelling hearts.

13th Engineers and the words "Welcome Home," while smaller banners similarly decorated were distributed to the entire line on both sides of the streets. This, in effect, was a continuous Welcome Home lane through which the 13th marched.

As Colonel Whiting, leading the column, turned into Michigan boulevard the watchers on the curbing shouted, "Here They Come!" This being the signal for a roar of greeting that was only eclipsed by the bedlam let loose when every Illinois Central locomotive,



D Company Passing Railway Exchange.

At 11:30 the bugles sounded the assembly and soon the legions marched out by platoons into the midst of a greeting from all Chicago and all the mid-west that fairly rocked the boulevard from pavement to cornice of the tallest sky-scraper on Victory Way.

The arrangements for greeting the marchers were admirably and perfectly planned so that the hundred and fifty thousand railroad friends of the returned heroes were stationed in solid rows on each side of Michigan boulevard from 12th street north to Randolph. Each of the six railroads had a certain space assigned to it, and all of its representatives wore badges of identical design, but differing in color.

The beautiful decorations of Victory Way were further embellished with large banner bearing the shield of the

factory whistle and automobile horn took up the refrain and continued it while the column marched past. Groups of women employes of the different railroads strewed flowers in front of the parade and threw laurel wreaths over the shoulders of Colonel Whiting, of the battalion and company commanders, and honored the color bearer with one of extra size and beauty.

As Company D approached the Milwaukee employes who were massed along the curbs between Jackson boulevard and Congress street, Captain Jerry Welch, who was the cheer leader, with his aides, gave the signal and immediately the 'Rah, 'Rahs broke loose, flags waved wildly and everyone was doing his best to beat his neighbor shouting, while the boys of the Milwaukee with Major T. P. Horton, leading the second

batallion and Captain Sawtelle heading the Company marched past their old associates of the railroad. The parade extended through a portion of the loop district and was met everywhere by cheering crowds. After the march, the boys were entertained at luncheon at the Congress Hotel. The regiment was officially welcomed home by Regional Director Aishton and Major General Leonard S. Wood, who spoke in glowing terms of its long and gallant service abroad and said: "we, who were left behind, envy you men, but better than that, we appreciate what you have done on the other side. In your life from now on, keep in mind what you were up against over there. Think how it would have felt to face the boche at first hand without that good old allied line to prepare behind, and go about it to help plan a sound national policy. Help to establish conditions which will prevent another war. You have lived up to the national ideal—the ideal that says every man physically fit to fight must fight when the time comes."

Colonel Whiting responded for the regiment and took occasion to bestow his praises and thanks on the splendid co-operation of all the men of the regiment, individually and collectively. He also paid tribute to the loyalty and true Americanism of the other engineer regiments which were his neighbors during

certain periods of the war. W. L. Park, Federal Manager of the Great Western Railroad was Toastmaster, and during his talks, officially notified every man present that a job with his old railroad was awaiting him. Other speakers were Colonel Pelouze and Maj. Gen. W. M. Black and Colonel R. D. Black.

At three o'clock the regiment entrained for Camp Grant and within seventy-two hours every man of the Lucky 13th was wearing his red triangle of honorable discharge, except Colonel Whiting and Captain Taylor of the Q. M. C., who will go to Washington to be mustered out.

The Milwaukee Band at the Parade.

While the long lines of Milwaukee employes were patiently waiting for the appearance of the Lucky 13th, the Milwaukee Band appeared on the boulevard all dolled up in their new uniforms which consisted of a complete outfit of blue denim overalls, while their leader swinging his baton, strutted proudly ahead apparelled in a suit of khaki overclothes. Some Class! The band demonstrated its right to be present at the big doings, for those boys can play, and they do play. They headed the contingent of Fullerton avenue employes, which Captain Jerry Welch marshalled in full force all equipped and accoutred to make a big noise and a grand show.



The C. M. & St. P. Employes Band of Chicago.

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Railroad Y. M. C. A. Membership Extension

The Railroad Department of the "Y" held a membership week from May 18th to 24th, with the expectation of increasing its membership to or beyond 150,000. The benefits and the pleasure of the Railroad "Y" to railroad men are too well understood and appreciated to need much setting forth, now, but in the interests of the new "drive" for membership a luncheon was given recently in Chicago, by the Departments to the Editors of Railroad Employees Magazines and other members of the press, at which John F. Moore, senior secretary of the Railroad Department, made the following address, giving the purpose and hopes of future extended usefulness by a largely increased membership.

The world is changing very rapidly and very greatly these days, and the organization that tries to live its life according to the days of 1914 finds itself hopelessly outclassed. It became very evident to some of us, looking into the future of the Railroad Y. M. C. A., that unless in these really great days we could find some new and some larger methods of opportunity and service, we would not as an organization be living rightly in the greatest days the world has ever known. The way we did things five years ago may have been adequate for those days; that way would be woefully inadequate for these days. And because that is true, we have been led into new ways. We have been led to see new visions; we have been led by faith to grasp new possibilities.

We have said much here today of a proposed membership week, a week to be set apart this spring when three hundred Railroad Y. M. C. A.'s would unitedly endeavor to lift the membership to a new numerical height. I am frank to say that if that were all we had in mind, I question whether it would be worth while. If our thought comprehended only vast numbers of members relatively speaking, it would be an unworthy effort in these wonderful days. But in our thinking the membership is only the basis. We seek the membership only that we may help the men who join our ranks and only because a greatly enlarged membership will enable us the more successfully to follow out the program along other and more worthy lines.

I know you caught in its full significance the statement that this membership week is simply the overture of the larger chorus to follow in the fall, when week after week all these Railroad Y. M. C. A.'s established on railroads that operate over eighty per cent of

the railway mileage of North America, will simultaneously inaugurate some definite piece of work. We do not mean when we speak of a week for the inauguration of boys' work, for instance, that the program for boys is to be continued that week only, but rather that a specific week will be set apart for the organization of an effort that will continue through the months to come.

The Railroad Y. M. C. A. has had wonderful progress even during the war. We have never had as hearty co-operation and as cordial support from all railroad interests as we have today. From the Government Administration in Washington, from the headquarters of the great railroad brotherhoods, from the rank and file of the men themselves, wherever railroad interests are centered, there come from that source a hearty co-operation and confidence that give us great encouragement as we face these future days.

If there is any truth in the statement that "in union there is strength and in organization there is power," then surely these coming months will demonstrate that the Railroad Y. M. C. A. as a united force is capable of working great things in the railroad world. What cannot three hundred organizations accomplish when for a limited time they bend themselves to a concerted and single purpose! The Railroad Y. M. C. A. in the past has done much, but it has been only finding itself. Speaking of its life as men term the lives of organizations, we are yet in our swaddling clothes, for not quite half a century passed since the first Railroad Y. M. C. A. was organized here in our own United States. And yet, though only half a century or thereabouts has passed, you find our buildings today on all the great railroads in this country, and if you go beyond the confines of our own country, you find the Railroad Y. M. C. A. organized in China, in Japan, in India, and in Siberia, where within the past two months two Railroad Y. M. C. A.'s have been organized. This year we are undertaking a continental enterprise; next year we hope to conduct a world enterprise in which the Railroad Y. M. C. A. under many flags abroad will join with us here at home in the promotion of our great program.

There are reasons why we might well hesitate to undertake just such a task as the one we face. I think of three. The first, is this: that these are days of fiery criticism of the Y. M. C. A. I am not here to defend it. Thank God it does not need my defense. If it has made some mistakes in the great and multitudinous projects it has undertaken, those mistakes are infinitesimal compared to the magnitude of its achievements.

A second reason that might be given for hesitating to undertake this program at this time would be the unsettled condition of the railroad world. When it will be settled, no one knows. Since that is so and since we



D. Company, 13th Engineers, Returned From France.

TOP ROW, FROM LEFT TO RIGHT—Martin, G. O., Burns, J. F., Zies, L. F., Green, C., Hugny, R. P., Roth, A. L., Knudsen, K., Dunfee, M. G., Wollgren, G. E., Huddleston, L. E., Freeman, C. V., King, C. H., Worner, H. V., Marsh, F. M., Armstrong, R. A., Cheadle, F. L., Evans, D. J., Brennan, P. J., Dugas, J., Waterman, S. H., Seyfert, J., Schmidel, G. B., Di Brino, Giovanni, Lindquist, C. A., Misco, Geo., Streyer, J. O., Civello, S., Crummitt, C. R., Kreiger, H. H., Kirk, E. R.

SECOND ROW FROM TOP—Rakoske, C. H., Carey, E. T., Stuart, C. B., Shivers, W. R., Scully, P. R., Stuart, A. J., Burke, D. B., Luek, H. W., Bandelin, E. A., Wells, C. T., Steele, R., Bingaman, C. E., Hart, Wm., Henrici, C. H., Kohlmoos, C. H., Robb, R. S., Anderson, G. W., Dodd, W. J., Kuntz, H., Hawkins, H. J., Minzlaff, O., Haberman, C., Peters, C. F., Henke, G., Grathwohl, C., Thomas, E. H. J., Henthorn, A. W., Erven, G. A.

THIRD ROW FROM TOP—McNutt, G., Klopf, H. H., Sladky, Jos., Mace, R. B., Wissmann, J. H., Draeger, F. G., Tangwall, A. O., Elston, O., Haning, H. G., Randazzo, Jos., Pierce, L. D., Edmonston, P. W., Horne, A., Le Master, S. R., Gilbranson, T., Keenan, Wm., King, V. R., Estep, W. J., Fenwick, G. E., Coyle, H. E., Liden, A. J., Burgess, R. S., Geraldson, C., Ames, W., Pfister, C., Knower, E. A.

FOURTH ROW FROM TOP—Hines, G., Briggie, F. R., Dee, John, Abbott, Wm., Anderson E., Roof, F. J., Robinson, C. A., McNally, Jos., Lydon, J. P., Borski, L. B., Riley, C., Fenske, A., Korth, C., Morgan, W. A., Sisson, L. B., Finch, R. A., Brown, J. O., Bentley, R. S., Alger, E. L., Reeser, R. E., Jardine, E. O., Cable, J. H., Balsbaugh, Campbell, Geo., Lang, H.

FIFTH ROW FROM TOP—Isberner, A. W., Ross, J. W., Brassard, H. J., McFail, W. P., Harmann, H. J., Herber, E. G., Johnson, C. G., Wiley, J., Morse, G. D., Dew, A. T., Goodman, L., Wogan, R. M., St. Clair, R. M., Stark, M. J., Haskins, W. R., Coughlin, W. B., Jacobi, M. P., Foster, J., Soule, R. M., Mabry, L., Lynch, G. J., Hennessey, M., Forlenza, F.

SIXTH ROW FROM TOP—Curtin, R. S., Long, B. H., Owen, P. L., Murnen, Wm., Stewart, J., Thomas, E., Mansur, E. O., Russell, H. L., Brooks, L., Simpson, Jos., Levron, A., Busch, B. L., Verkinnes, L. J., King, G. M., Lindeman, C. C., McCreary, R. P., Miller, John, Turner, C. C., Steeves, C., Wilkinson, J. H.

SEVENTH ROW FROM TOP—Allen, E. R., Bulanek, J., Guenther, L. M., Tucker, S., Simms, H. T., Wells, A. L., McMillin, D. E., Carmichael, R. E., Vulchoud, E. A., Hittel, G. C., Brochlin, W., Downing, G. O., Barnoske, Geo., Bilborn, C. W., Leibfried, F., Ward, A. E., Whitt, C. E., Munro, F. D., Lt. Haffner, Lt. Marshall, Capt. Sawtelle.

Chris Handibode, has left the service of our Company. He was one of our most reliable clerks and will be greatly missed.

Mrs. Eugene Reed visited friends and relatives at Seymour and Ottumwa, Ia., recently.

Geo. W. Harris and wife spent their vacation this year visiting relatives and friends at Wellington, Mo., and Lookeba, Okla.

Switchman Claude Bradbrooks, who has been with the 12th Engineers in France past two years, returned to switching in Coburg yard, April 29th. He is looking fine and we are glad to have him with us again.

Mr. Perry of the car department, recently returned from France with the 110th Engineers and resumed work on May 12th. We are glad to have him with us again.

Our old reliable Capt. Lieberman, has been transferred to the Quartermasters' Department, necessitating his accepting further overseas service, and he is to be stationed near Le Mons, France. Joe has been recommended for Major by his commanding officer, Col. Fitzpatrick, who esteems him very highly and reports him one of the most capable supply officers he has ever known.

Brakeman Walter Carpenter has returned from France, where he has been the past eleven months with the 129th Field Artillery.

Agent Carson of Elmira visited friends and relatives in Kansas City short time last month.

Alvin J. Jones, formerly one of our most capable operators at Coburg, visited in Kansas City, a few days the past month and his many friends were very glad to see him again.

Conductor Riskin spent his vacation this year serving on the grand jury at Independence, Mo.

Ed Longshie, who has been off on account of being injured several weeks, is back on the job and I'll say we are glad to see him out again.

Good-bye, Old Engine

(Following are a few reflections on seeing Engine 714—original number—towed to the scrap pile recently.)

Good-bye, old pride and comrade,
Your useful days are past.
They have towed you to the scrap pile
Where I'll likely join you at the last.
I sorrowed when I saw you
Standing lonely, stark and cold,
And my thoughts revert to boyhood,
To the happy days of old;
They fly back to youthful day-dreams,
To a future cheery and bright,
Dreams 'neath the slanting moonbeams
With the dreamer always right.
After thirty years again I'm dreaming,
Caused by seeing you tonight;
I can see the years go streaming,
Wasted, seeming, in a useless fight.
I recall when I first saw you,
Fine and new and a trifle bold.
It's not hard to recollect it—
These few gray hairs don't mean I'm old.
'Twas the day I first went firing,
Back in eighteen eighty-nine;
Remember how I scrubbed and polished?
How I made your jacket shine?
Again I live in feverish tension
Of a fast run down through Browns,
How you'd wheel in over "Preston"
When you and I were in the rounds.
Again I feel the fierce excitement
Of a long remembered night,
When I lost my hair and courage
In one moment's awful fright.
'Twas after many years of running,
When to me the game was old,

I'd become a settled fixture
And to thrills was flatly cold.
It's a real blood-curdling story
That I would could not be recalled
For the terrible fright
Of that hell-tinctured night
Is the cause of my head being bald.
We were on the midnight flyer
On the M. & D. branch line,
Where the track is as crooked, I'll swear,
As the growth of a field pumpkin vine.
We pulled out of old Monticello
An hour and three-quarters late.
And every old wheel was pounding the steel
At a wildly extravagant rate.
My fireman kept piling the coal
Into your jaws, old Seven-One-Four,
Till the sweat from his nose
Seemed to play through a hose,
And to rain round his feet on the floor.

We thundered along like a demon in flight,
Ripping a streak through the breast of
the night.
As we rounded the curve, they call the
horseshoe
Going full 60 an hour, I'll swear,
There just ahead was a sight
That would have raised a braver man's
hair.
The bridge over High Creek was burning,
The flames shooting up in their glee.
My God, how they gleamed
In the air, till they seemed
Like fiery-tongued imps on a spree.
Just snickered and sparkled
And laughed like they knew
I'd make my next different with a differ-
ent crew.
In frenzy I reached for the throttle,
It was stuck and refused to obey.
Wild with fear, our maddening flight
I felt that I never could stay.
Then firmly I grasped the big lever
"Threw her over" then held my hot breath
And waited for what I surely thought
Was a speedy and terrible death.
Then came a loud crash, and
With horror-tinged yell
Down into that fiery chasm I fell.
When I came to myself I was lying
On the floor of my bedroom, my wife
Sat astride of my form, and was making
it warm
For her darling, you bet your sweet life.
My hair she had clutched in her fingers,
My head she was jamming on the floor,
Yet I yelled with delight, when I learned
that my fright
Was a horrible dream—nothing more.
In my fear I had seized her ankle, she said
And reversed her clear over the head of
the bed.

"A Bashful Engineer."

Miss Edith Warren and Mr. Harry M. Watson were united in marriage Wednesday at the Presbyterian Church, Rev. W. H. Christian, the pastor, performing the ceremony. Mr. G. Bellows of the General Electric Company, acted as best man. The bride was formerly stenographer for Superintendent J. J. Murphy, and the groom is meter repair man at the Deer Lodge Shops. The happy couple left the same evening on No. 15 for a honeymoon trip to California.

THE GET TOGETHER CLUBS

The Get Together Clubs are making good progress everywhere on the System. While the idea is not a new one, nor is it original on the Milwaukee Road, it is probable that we are doing more and better work along the lines embodied in the plan and purpose of such clubs than is being done, generally speaking, on other railroads in this country. Employees very generally are taking great interest in organizing Division Get Togethers and as time goes on, the interest is bound to increase as the benefits of the "Pull Together" resulting from the free discussion of the problems and perplexities in each locality. Every locality has problems and perplexities of its own—difficulties that cannot be entirely covered in any general instructions, and it is these very difficulties, obstacles in the way of efficient and economical operation which Get Together Clubs can and will iron out in course of time if every employe makes it his personal and particular business to attend the meetings of his local club and takes full part in the discussions. As the pioneer Get Together Club of a division terminal, it is perhaps permissible to quote the La Crosse Club and make use of its reports as being indicative of the possibilities and illustrative of the results to be gained in the regular attendance and loyal co-operation of employes working together to eliminate waste and to bring about a smooth and perfectly co-ordinating system that shall be mutually helpful while yielding the efficiency that is an imminent necessity in the general railroad as well as the general industrial situation today.

Mr. Craft, the chairman of the La Crosse Club is the program manager of these meetings, he takes part in the discussions, but it will be noticed in reading over these reports of proceedings that the word "orders" is conspicuously absent, for the club does not exist to give or receive orders. It offers recommendations and receives and discusses them, out of all of which has been evolved conditions and a quality of service distinctly commendable and creditable.

Although the date for the next meeting is always named at each regular Get Together, Chairman Craft issues a reminder, the following being the April Bulletin:

Bulletin.

Boys, take it from me our next meeting is going to be a "humdinger." Are you going to be with us when we "go over the top" with a record breaking attendance?

The raffle for which I hope you all hold one or more tickets, will be pulled off and the first 15 or 20 minutes will be devoted to the telling of funny stories.

Besides, there are a lot of you boys I don't know yet and I am anxious to get acquainted to extend to you the hand of good fellowship.

The primary object of this club is to assist each other by helpful suggestions but if you don't come to the meetings and tell us your troubles, you can't expect those who do to help you because we are not mind readers. We want you to help us make the La Crosse Terminal the banner one

on the Milwaukee Railroad—the cleanest, most-up-to-date, wholesome and satisfactory place to work, and above all, the most efficient.

These are not dress suit affairs, so bring your pipe in case we don't have enough cigars to go around the second time.

I'm personally appealing to you boys to help me make this club a success. I want your help and I'm honestly sincere in my desire to help you.

Will you back me up? C. L. V. CRAFT,
Chairman.

The reports of the club meetings are voluminous, and they tell a remarkable story to anyone interested in the altruistic movement of the present era. At the April meeting sixty members of the club were present, and after the smokes were passed, some good stories went around and then the business of the evening was arrived at. Mr. Estes of the Bureau of Explosives, spoke briefly upon matters pertaining to handling and shipment of explosives, followed by some questions and answers of a helpful nature. Then under the order of Unfinished Business, were reports of various committeemen upon local conditions and improvements designed to bring about economies and better operating methods. Some resolutions of sympathy upon the deaths of two members were acted upon.

The reports of the committees of Delay to Engines; upon Public Service and upon Claim Prevention will serve to illustrate the methods adopted by this zealous bunch of railroad workers in their efforts to make the La Crosse Terminals the "cleanest, most up-to-date, wholesome and satisfactory place to work—and above all the most efficient."

Delay to Engines—H. M. Hauser, N. J. Weber, Guy Sampson, Committee.

"We the undersigned committee appointed to investigate delay to engines at North La Crosse roundhouse and make recommendations as to improvements which in our estimation would reduce to a minimum this particular expensive feature in this terminal, beg to report as follows:—

"The first work of your committee was to try a little missionary work among the forces employed to look after engines from the time they arrive at terminal until the engineer going out on same takes charge. We are doing this by personal talk and by letters posted in places where all may read. We desire by this means to get the co-operation of every employe who in any way has anything to do with an engine passing through the roundhouse, or coming to them for attention. We feel this is the first important feature in connection with increasing our efficiency along this line.

"We also find that at times men employed to place supplies on out going engines, not being able to get the required supplies at supply house have had to 'rob Peter to pay Paul' and this has at times caused serious delays to some engines. We recommend that the supply department make a special effort to keep the needed supplies on hand and feeling that this will be done, we have asked those employed to place them on engines, to co-operate with us and eliminate this delay.

"We also find that in the cases of a west bound engine leaving the roundhouse, but one engine can take water on the engine track.

"In our opinion if the outer opening could be widened out to the walls leading to the inner opening and two tracks put in, one on either side

of water supply engines could any of them this matter to cials for the

"If this was able to report of Efficiency ing feature house."

Chairman— posted for the

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Chairman— report."

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of water spout and spout properly located several engines could be taken out and watered before any of them left the engine track. We recommend this matter to be taken up with the proper officials for their consideration.

"If this committee is continued, we hope to be able to report at the next meeting that the spirit of Efficiency and Co-operation is the predominating feature about the North La Crosse roundhouse."

Chairman—"Attached is copy of bulletin they posted for the employees. Secretary will read it."

"Dear Co-worker: Following is intended as a reminder to all those who are directly or indirectly connected in any way with the handling of engines at North La Crosse roundhouse."

"As you all know the 'Get Together Club,' composed of employees of each and every department of the Milwaukee Railroad, in La Crosse terminals is doing its level best to put this terminal in the lead of all terminals of our size, not only in appearance but also in efficiency. In order to do this, special work has been laid out for special committees. The undersigned committee has been asked to look after the matter of cutting down delay to engines to a minimum. In order to do this we must surely have the co-operation of every man who has anything to do with an engine from the time it hits the in-coming engine track until it is taken charge of by the out-going engineer. Let each one of us take hold of the duty assigned to us as if the engine was our own and needed our own personal attention. If we realize that Time is Money and that time wasted waiting for some one to do a little piece of work that should have been done when the engine passed through his care several hours previously, we can plainly see where something of this nature lessens our efficiency, and is money wasted, as time today is the most valuable factor involved in the operation of any industry."

"We want to see the La Crosse Terminals take the lead in regard to making a record that has money value and so do you all, and in that spirit we ask each and every man employed in these terminals to help put it there, by co-operation, which simply means help one another when the opportunity presents itself. If half of us try alone we fail, if everyone of us say we will and then do, no power on earth can defeat us in our undertaking and this terminal and the employees of it will be recognized as a leader in efficiency."

"Don't you think it worth our while trying? If you have a suggestion as to how in your opinion our efficiency can be brought to a higher standard, come across with it. What we all want is results. Let us get together and make the showing desired. Let us all swear off knocking and begin boosting. Yours for the best terminal on the Milwaukee."

Chairman—"I will be very glad to follow the suggestion for the continuation of this committee for another month. Matter will be referred to the superintendent for his investigation and suggestions."

Chairman—"Boys, that is an unusually good report."

Public Service Committee—E. F. Cole, F. O. Chamberlain, J. T. Greenwood.

"Your committee on Public Service, after carefully reviewing the subject, decided that it is too large a question to be dealt with in one report. We are not going into details or make any recommendations relative to equipment, etc., but rather try to deal with the subject in a general way, leaving the detail work for the committee following."

"The word service is pretty large for us to define, but as results are much more important than mere definitions, we will say that a conscientious application of the Golden Rule: 'Do unto others as you would that they do unto you,' will render the service possible. If each one of the members of this 'Get Together Club' which name is nothing more than a modification of this same Golden Rule, would not pass over this lightly, but let it sink in deep, this club and terminal would soon have a system, and we might even add a nationwide reputation, for service unexcelled anywhere. It is up to us. We have the edge on other terminals in being the first to organize a club of this kind. We can set the pace and let the others follow."

"Public service naturally divides itself under two heads:—direct and indirect. By direct, we mean the service rendered the public through direct contract. By indirect, we mean work done by employees who do not come in direct contact with the public."

"Of the two divisions the latter is much the larger, as it embraces every form of work done on the system. Both divisions of the service are dependent on each other to such an extent, that either one cannot accomplish results without the other."

"A set of rules governing actions of employees are all right in their place and are good for those that need them. However, real service does not originate from set rules. It has to go deeper, it has got to be you, coming from a feeling down inside of you that you are doing the right thing, that you are putting your best into whatever you are doing; that you are performing the task as though everything connected with it was your own. Actions originated by your own honest feelings are better than any mechanical rules ever laid down. Don't forget that whatever you do, even to the smallest detail, is a part of you and is for your interest as much as the Company's."

"We are all public servants. Our living comes from the money that this same public pays to us. A store exists on the quality of the goods that it sells, so does a road. Our goods are our service. You know how you feel when you get a short answer, or discourteous treatment in a place where you are spending your money. Transplant yourself into the same position of a patron that is spending his money with us. If we will only stop and imagine ourselves in the other fellow's shoes, the service will take care of itself."

"We frequently hear about this or that crabby ticket or freight agent, his clerks or some other employe, who has used mighty poor tact in handling a patron. We don't hear so often about the fellow who is doing the right thing, perhaps buried away where he is not seen, but you can bet your bottom dollar that he is getting or helping to get the business, because he is delivering the goods."

"You fellows who don't meet the public every day, who don't have to take the abuse for some one else's shortcomings, do you realize that what you do is just, and in many cases more important to the service, than the agent, who smooths out the wrinkles, tries to get the patron in a frame of mind where he will give us another chance and spend his money with us again. A burn always leaves a scar, so does poor service always leave an unpleasant thought in the mind."

"A friend of the line made through being treated right is an asset. A disgruntled, displeased customer is a liability. It costs money to displease people. We are all fond of relating our unpleasant experiences, so is a dissatisfied patron a walking advertisement of poor service."

"Too many of us when we hear the word service, picture a wonderful steel train, perfect in all its appointments, just as advertised. We like to brag and talk about this train, without giving a thought to what part we play in keeping this train up to standard. On the other hand, just imagine this train improperly cleaned, iced and watered, electric lights out of order, engine not steaming and the train cold. If the engineer jerked the passengers the length of the berth every time he started; if the track was so rough that sleep was impossible; if engines blew off and employees were noisy around the sleepers every time the train stopped, or if any one of the small duties incidental to getting this train over the line as it should be and on time were neglected or slighted, would we be so proud of our wonderful train? The picture we have drawn may be exaggerated, but we only want every one to realize how important every little job is. Follow the same line of thought through the freight and in fact every branch of work. We do not care what you do, sooner or later the results of your work come in contact with the public that foots the bills and pays your salary. If the work is good it is your contribution towards perfect service and you have done your bit."

"In conclusion, we want to say, let us all get together on this. Look the matter straight in the face. Let's try looking at things from the

other fellow's side for a month and then see what the next public service committee has to report." (Applause.)

Chairman:—"Gentlemen, that is a good report. I am very sorry Mr. Cole is unable to be present. He is sick, but spent the afternoon writing out that report when he ought to have been in bed."

"Will continue that committee another month so they can go into the details of the service. They certainly have done well to prepare so good an article as they have along general lines."

Claim Prevention Committee:—J. W. Cavy, George E. Smith, William Lutiger, R. W. Gifford, Fred Wojahn.

Report read by Mr. Smith as follows:—

"Your committee suggests switch tender at Camp 20 to get in trains and throw switches for engine making up east bound trains, so as to give that engine one more man to ride cars which would save damage to freight and cars when engine is not working at this point. Switch-tender could tend switches for engine making up trains for west, but in no case to make couplings for either of them. Damage to freight can be eliminated on Sundays by not holding a train of bad order cars billed Minneapolis Shops, which take up a side track all day at La Crosse. Hold them at Milwaukee instead of starting them out on Saturday, reaching La Crosse Sunday a. m., and the River Division won't move them till 12:01 a. m. Monday, making it necessary to handle over merchandise cars in order to let in time freights from east."

"Some of the damage to merchandise is done by not having force at this station to unload them promptly. If any of you would stand by some time when a switch engine is switching a time freight train, say No. 63 or 263, you would find when the engine stops with a string of cars you would hear the freight falling in the cars. This shows the freight is loaded in both ends and none in the center. We have to handle merchandise cars too many times before they get to platform, or from platform to out-going trains. The reason for this is that we have three yards for the cars to go through. The train pulls in at the east yard then they are taken to the middle yards from there to the town yards and sometime when the town platform tracks are full they stick them in on the team track or any available place they have, and some times they have 15 or 20 cars left over when the freight house is closed for the day and in the morning the warehouse foreman will give switchmen numbers of one, two or three of those cars to get to the platform in preference which of course, is done, but it causes extra switching and of course more or less damage to freight and cars."

"We have three or four commission houses that load carloads of butter and eggs, which is loaded on some of our team tracks. They may finish the car the first day and may not, and we all know that the man loading this car is going to load it the easiest way he can and that would naturally be from one end to the center of the car or from both ends to the center and if not finished and held over to the next day, then you have a car loaded behind this car that you must get out. You must make a switch to get it out and not knowing what the first car contains you would couple on to it. Now, if this car is loaded from one end towards the center of the car, or both ends you can't couple the engine on to it without knocking down some of the contents and in such cases we suggest that some one at the station see that contents are broken down, making it safe for switchmen to handle without damaging contents. Also, when cars are not finished at out-going platform, freight should be stored likewise, to save damage to contents."

George Smith:—"Colman's, Sisson's and Listman's open cars on one side and leave the other side sealed. They do not break load down and we do not know whether it is a load or an empty. We couple to it and everything goes down in a pile. Guess, Mr. Gifford got the report on how he found some of the loading at the house."

Mr. Gifford:—"I kept a five day check of all the hold-over cars and in fact, all of the cars coming in and going out and I find in several instances very poor stowing. They were mostly hold-over cars and should have been broken down. Again, in other instances, kegs of oils and various kinds

of freight, and as Mr. Estes was speaking of, those gas tanks being left up straight instead of laying them down. Usually after the switch we find them down."

"My conclusions for the five days are if the switching had been at all careless, if the cars had been handled roughly, there would have been a considerable amount of damage. I did not make an investigation of the case as to why the freight was left as it was, but I imagine it was on account of the rush at the finish and I believe this is being remedied to some extent."

Chairman:—"That is a very comprehensive report and it confirms my judgment that this damage is not all due to switching, but as much is due to the failure of stowers to properly stow their freight and to break it down and that there is room for improvement on both sides. I am very much pleased with the effort that has been made by the engine foremen to go into this matter and they have made many suggestions that will be acted on."

At the conclusion of the committee reports, some letters to the club were read, among them being the following from General Manager Gillick:

Chicago, April 15th.

"I have been supplied with a copy of the report of your last meeting and have read every word of it. I feel if every committee on the railroad would take charge of things in general as the La Crosse Club is doing, it would be but a short time when there would be no need of a general manager on the railroad. I hope the interest displayed at the last meeting will continue, and I want you to continue to send me a copy of the minutes of each meeting you hold."

The following is Federal Manager Byram's comment after reading the report of the meeting held April 22nd.

"I have noted the report of the meeting of the 'Get Together Club,' held at La Crosse, on April 22nd."

"I have been very much pleased with the interest that has been taken all over the railroad in the plan of holding these efficiency meetings, and the activity of the club at La Crosse has been especially interesting."

"There is no way to stop the progress of the C., M. & St. P. Railroad when all of its employees are pulling together as they are in this movement to produce efficiency and economy, and I wish to especially compliment the officers and employees of the La Crosse Club for taking the lead in both activity and results up to this time."

The many other clubs organized since the La Crosse Club came into being are working along the same lines and there are confident expectations that the La Crosse bunch will be crowded hard as these younger organizations get into the stride and swing out with purpose.



William Haskins, Co. D, 13th Engineers, Son of F. B. Haskins, Chief Clerk Milwaukee Freight Station.

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United States Railroad Administration Washington Information

Wants Everyone to Understand Railroad Problems.

"I am a great believer in the view," declared Director General Hines in his recent address before the American Lumber Congress in Chicago, "that this country is too big for anybody in Washington to know the whole situation, and that the more we can get in touch with the local agencies and understand the local point of view the more we will accomplish our ideal of rendering a proper public service at proper rates."

Wage Levels not to be Reduced.

"In the last month he went on to say," "I have had conferences with practically every federal manager of railroads in the United States. At every one of these conferences the subject has been discussed as to what could be done to get away from the basis of war cost and war methods which were unduly costly under existing peace conditions and the subnormal conditions of business."

"It has been clearly understood in all these conferences that the wage levels are not to be reduced, but that every practice which has grown up during the war is subject to revision in order to avoid unnecessary cost."

Against any Temporary Retrenchment.

"It was better," he said, "not to disturb the general situation by any merely temporary retrenchment which would have to be made up later on by an abnormal amount of work. We have tried to proceed on a reasonable and sensible basis, bearing in mind that under contracts with the railroads up to the standard of what is known as the test period, the three years which ended on June 30th, 1917; so that we have a maintenance program to carry out which is much greater than that which would probably be carried out under private management at the present time."

Maintenance Must be Kept Up.

"The government has to keep this maintenance up, and it is not our purpose to cut the maintenance to the minimum. We will be doing more work and incurring more cost than the private management, and it will have the advantage of helping to stabilize the industrial situation, which everybody realizes is exceedingly difficult."

Railroads Confronted with Abnormal Conditions.

"No business in the country is normal at the present time and none can make a satisfactory showing unless it is in some particularly advantageous position. Railroads are experiencing this difficulty just as much as any other line of industry."

In this connection Mr. Hines continued:

"I want to ask you gentlemen to look at this matter in a clear-headed way and to bear in mind, when any discussion is developed as to the present unfavorable showing, that it is a matter that is inevitable, that it is perfectly natural. The railroads are going through a drastic readjustment process after the greatest war the world has ever known. It is what anybody might expect. One of the reasons the railroads are retained for a time is in order to take care of this period of readjustment. If the railroads had been under private management they would have been confronted with exactly the same sort of situation. They would have been loaded down with war costs and they would have been laboring along with an inadequate business to take care of these costs."

First Railroad "Over the Top."

The Waterloo, Cedar Falls & Northern Railroad was the first one reporting to headquarters a one hundred per cent Victory Loan subscription. Three hundred and thirty-five employees subscribed \$34,200.

Garnishment of Wages.

An order has been issued rescinding General Order No. 43, which provided money in the possession of carriers under federal control shall not be subject to attachment, garnishment or like process. This action does not make wages or other money subject to attachment or garnishment if the same is not so subject under the laws of the state. It leaves the matter to be governed by the Act of Congress now in force and to the state statutes where applicable.

The Supreme Court of Tennessee recently held that by reason of the Federal Control Act, money in possession of the Railroad Administration is not subject to attachment or garnishment and that this is the law regardless of General Order No. 43, thus indicating that General Order No. 43 is superfluous.

In view of this and other decisions, it has been concluded wise to leave the matter covered by the present laws rather than by any action on the part of the Railroad Administration.

The Financial Outlook.

Reviewing the financial experience of the railroads during the first three months of the calendar year and outlining what could be anticipated for the balance of the year, Director General Hines recently gave to the press a statement from which the following excerpts are taken:

"I believe it is highly important to keep the public as fully informed as practicable as to the financial results of the Railroad Administration. Practically complete accounting for the calendar year 1918 has just been accomplished and tentative results for the months of January, February and March, 1919, have become available. I take advantage of the first opportunity after an extensive trip in the west to put a summary of these results before the public."

"The results for the calendar year 1918, show that at December 31st, 1918, the deficit incurred by the Railroad Administration for that year, after deducting the rental due the railroad companies, amounted to \$226,000,000. This included the expenses of the central and regional administrations and the operations of the inland waterways under control of the Railroad Administration, as well as the incidental and miscellaneous items which must be taken into account in a complete statement. There remained comparatively small amounts of back pay for the calendar year, 1918, which were not charged into the three months ending with March, 1919."

"For the months of January, February and March, 1919, the aggregate deficit incurred, after deducting the rental due the railroad companies, was approximately \$192,000,000. This figure includes not only the Class I railroads but all other railroads under federal control, expenses of the central and regional administrations, the operation of inland waterways under control of the Railroad Administration as well as some incidental and miscellaneous items. In arriving at this figure there has been charged against each of these months one-twelfth of the annual rental for the railroads. Generally speaking, these three months have always earned much less than three-twelfths of the return for the year, so that a substantially less charge of rental into these months would not be inappropriate. Still it seems preferable to charge a full one-twelfth of the rental

Letters from Overseas

Letter received by Chief Clerk Johnson from former Chief Bill Clerk Jack Hoverson, of Kansas City, Mo.

U. S. S. Celtic, Messina, Sicily, 3-5-19.

Dear Mr. Johnson:—

On our way to New York stopped here for a couple of days to coal. Have sure been making "knots" since we left New York, January 17th. We were 16 days getting to Gibraltar, Spain, where we coaled, then proceeded to Gallipoli, Italy, sailing down the Mediterranean, through the Straits of Messina. We stopped in Gallipoli only a day and proceeded to Cattaro, in search of the U. S. S. Western Hope for whom we had some machinery. Not finding her at Cattaro we proceeded to Rogusa. Here we discharged the machinery and supplied several destroyers. After a couple of days we proceeded to Spalato, but going only half way that day, stopped in Curzola for the night. We went ashore here and had the honor of being the first Americans there and were given a most cordial welcome. There was a big dance that night and the entire crew attended. Had a fine time. We proceeded to Spalato the following morning and supplied several Austrian battleships now manned by American sailors and proceeded to Venice, Italy, which is a wonderful city and truly a city of water. It is the most beautiful city we have made. The only trouble we were not there long enough.

We supplied several destroyers and the Cruiser Olympia. (The Olympia was Admiral Dewey's flagship at the battle of Manila Bay.) We stayed in Venice only two days and went to Trieste, which is another fine place. (Trieste is only 15 miles from the Austrian-Italian front and the scene of one of the last great battles of the war.) Here I was able to get a few war souvenirs. From Trieste we proceeded to Pola, a smaller city than Trieste but a large naval base of the Austrian Navy, and coaling station. It was here several naval engagements occurred. Here I saw a great many Austrian battleships, destroyers and submarines. We stayed here a week, supplying ships and taking coal and then proceeded to Spalato, where we stayed two days and left there the third for this place. We will be here only a few days to take coal and then go to Liverpool, England, to discharge the remainder of our cargo before we return to New York. We expect to get back about April 15th, and am planning on being in Kansas City about May 1st, if everything goes right.

This has been a great trip. Will have been about 12,000 miles and been in five different countries. There has been many interesting sights and the scenery is wonderful. Everywhere we have been given a most cordial welcome and have enjoyed ourselves in every port. Have had fine weather the entire trip and have escaped all the cold weather, for the temperature everywhere we have gone has been 60 to 70 degrees.

Am attached to the paymaster's office this trip, a yeoman and like the work alright, but much rather work for the C. M. & St. P. As it is nearly time for the liberty party to "shove off" must go ashore and see the sights. With best wishes to you and the rest of the Milwaukee people, I remain. Sincerely,

JACK HOVERSON.

P.S.—Hope to be able to get back to work with you soon, as I think I shall be discharged this time in."

Letter written March 18th, to Correspondent from Private Don D. Devol, with the Famous "Rainbow Division," formerly Freight Receiving Clerk, Liberty Street Station, Kansas City, Mo. Dear Miss W.:—

I am writing you to tell you of the review before General Pershing on Sunday, March 18th. The Ammunition Train, both motor and horse sections, left our station here at Attenahr in trucks about 8:30 A. M., and rode about twelve miles over the roughest of roads, to Zinsig, arriving there about 11:45 A. M.

Arriving there we unloaded and all formed in our respective companies and in a column of squads (regular marching formation), and marched for about half mile and stopped. We

stood there until two regiments of infantry passed, then we got in line and marched about two or three miles to our position on the reviewing field, which was on the extreme left of the Division. Our neighbors on the right were a regiment of Artillery. We arrived on the field about 12:30 P. M. We stood until about 3:00 P. M., when General Pershing started reviewing the Division. He and his Staff first mounted horses provided for the occasion and inspected us all on horse back. Then they returned to the reviewing stand, which was in front of a very large flag, dismounted and started over again on foot.

You know there are always two ranks. Well, the front rank was turned around so they faced the rear rank. They started in with the infantry, which was on the extreme right and about one half mile from where I stood. They passed between the front and rear rank of each company and regiment. The respective regimental bands playing as inspected. Each commander of his respective Unit accompanied the General on his tour of inspection through his unit. Maj.-Gen. Flagler of the 42nd, Maj.-Gen. Dickman of 3rd Army, Maj.-Gen. Muir of 4th Army Corps and Brig.-Gen. Gatlin of 67th Brigade accompanied him. You know the 117th Ammunition Train is in the 3rd Army of 4th Army Corp and the 67th Brigade.

Well, when they got to us it must have been 4:00 P. M. or after. Then they rode back to reviewing stand, dismounted and started decorating about 45 or 50 men, but I was so far away that I could not see much of what was going on. After that was over, we all marched past him, taking about twenty or thirty minutes for the whole Division to pass. After we passed in review, we doubled time (ran) for about 1/2 kilo and stopped. General Pershing then made the Division a short talk on our past record, etc., and said he hoped we would be going home soon (but did not say how soon).

After the talk we marched back to our trucks, arriving there about 6:00 P. M., reaching home about 8:00 P. M., and I went to bed tired.

Hoping you are having the time of your life and with best regards. Sincerely,

Don D. Devol.

117th Am. Train, A. E. F.

Letter written by one of our Liberty Street Station (Kansas City, Mo.) employees, Eugene Reeder to his brother, Jesse Reeder.

A. E. F. University, March 12, 1918.
A. P. O. 909.

Dear Jesse and Ted:—

How is everything with you and Kansas City these days? I suppose it will be sometime before I get back there as our Division is not booked to leave and a list is published up to July. I am at school now and it will last for three months. We have a good place here for a school, that is, compared to other places we have been in France. This camp was formerly one of the biggest hospital camps over here. We have good beds and are getting pretty good meals.

In your last letter you asked why I never said much about the war. Well, before the war ended our letters were censored so we couldn't write anything about what we were doing. Since then I have been trying to forget it. I suppose I have seen a little of all of it except living in the trenches, though I have been through gas and shell fire. You know I am in the signal corps and when we were on the Gerardmer Sector in the Vosges Mountains, I delivered pigeons and supplies to the front. I had a little French Fiat truck and a French driver. We would take the stuff as far as we could and then it was carried by men to the trenches. I would go to all parts of the Division.

When the 31st Infantry took over Nicholas, I was in charge of the first truck to get there. The country is very mountainous and the first truck that went out got in the ditch, wounding Ernie Bartells, one of our men, and they brought him back. The second truck had a bunch of signal men in it and turned over on a mountain side, killing Jack Beaton and wounding seven men. So the next day, I went out and reached Nicholas O. K. and had it not been for one of our Lieutenants, I probably would not have been here for the Division Signal Officer ordered me to go from Nicholas to Mittlock to pick up some pigeons. The D. S. O. was not sure of the lay

of the land a road from though was Then when I heard, I was mental Head in as the big road was on shelling soon on a mountain and hit in the they stopped could travel and had two headed treat we would seemed as if off his engine coast.

I came close that front had just past and a shell they would away. Once under it.

Then in the bit though the front in 42nd Division fast that we Grand Pre there before about 18 or 19 it. A German building I was on the air battle.

Well, I had is all over a very long. I and I will fertility and

Hoping you

Well, here Operator decided to shoes here wise to his pair of shoes maiden. Talk

Pope. Section transferred of emergency.

The Company Umhoefer. I doing?

1st Sergt. tion Corps. We are glad fine as a Fred managed lers on his Conductor off.

We are at Lansing. May is going married. Well

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Switchman tend the price at the same early.

Marvel is of the mechanic that she is

Among the at the master toilet articles toe nail trim

Privates also returned boys.

of the land out there but knew that there was a road from one place to the other. This road though was within range and sight of the enemy. Then when the 31st moved from Nicholas to Richard, I was taking some pigeons down to Regimental Headquarters and carried their first bread in as the bigger machines could not get in. The road was camouflaged but the Germans started shelling soon after I got in. The dugouts were on a mountain side and the shells would go over and hit in the lake or valley below. After awhile they stopped and we beat it out; and say, we could travel. This machine had pneumatic tires and had two on each rear wheel. They were beaded tread and would hardly slip. At times we would go down mountains so fast that it seemed as if we were in a plane. He would shut off his engine, throw out the clutch and let her coast.

I came close to getting mine several times on that front. One day we were on a road and had just passed a four-horse team and two men and a shell got all of them at once. Other times they would go over our heads and burst not far away. Once a limb was cut off a tree as we passed under it.

Then in the Meuse Argonne offensive, I did my bit though, our Division didn't get to take over the front lines. We were first reserve of the 42nd Division. The Germans were retreating so fast that we could hardly keep up. I got in Grand Pre with some supplies. Our trucks got there before the Division. We got in the town about 18 or 20 hours after the Germans had left it. A German plane dropped a bomb on the building I had been in shortly after I left it and was on the road to Brickaney. Here I saw an air battle.

Well, I had many experiences and I am glad it is all over and we will be coming home before very long. This school lasts for three months and I will study animal breeding, feeding, soil fertility and economics.

Hoping you are both well and happy.

Your loving brother,
Corp. Gene Reeder.

I. & M. Division. *Schultz.*

Well, here we are again after a month's absence. Operator Joy Pope of the mount of roses, has decided to send to Sears and Roebuck for his shoes hereafter. It seems that the boys are all wise to his little game. I never knew that a new pair of shoes every two weeks would win a fair maiden. Tell us how the new plan works out, Pope.

Section Foreman Frank Kovalski has been transferred from Cleveland to Rosemount in case of emergency, he will call on Popejoy for aid.

The Company officer has taken charge of Miss Umhoefer. I wonder what that girl has been doing?

1st Sergt. Fred Winn of the 105th Transportation Corps, has received his honorable discharge. We are glad to see Fred back again, looking as fine as a fiddle and ready for work. Oh, yes, Fred managed to raise one of those French ticklers on his upper lip.

Conductor Gilmartin is taking a few weeks' lay off.

We are sorry to lose our very enjoyable agent at Lansing, Miss Wiseman. Don't know what May is going to do, but reckon she is to be married. Well, good luck to you, May.

Conductor Tom Fitzgerald is on the sick list. Hope it won't be for long, Tom.

Brakeman Buck Hazelton is back to work after spending a few weeks in the northern part of the state.

Switchman Carl Keim is making plans to attend the prize fight at Toledo and visit home folks at the same time. Carl believes in getting started early.

Marvel is one of the phone girls at the Hormel Plant. I have been told by several that one of the mechanical department knows for certain that she is a marvel.

Among the mechanical apparatuses to be found at the master mechanic's office is one full set of toilet articles. Everything from a safety pin to toe nail trimmer.

Privates Carl Lauffe and Vern Kunster have also returned from France. Glad to see you back, boys.

Black Hills Division News.

J. R. Quass.

Engineer James S. Johnson, Conductors R. M. Penrose and Theo Pfaff attended a Shrine meeting at Soo Falls and all reported a good time.

Engineer Bert Gardner made a few trips on the west end relieving Engineer Johnson. Brakemen P. Johnson and W. C. Hynes relieved Pfaff and Penrose.

Coalshed Foreman Ed Gary has moved his family to Kadoka, he having charge of the shed at that point.

Conductor W. C. Hynes, who signed up as brakeman to transfer to S. C. & D. Division with Running Water Line, went down and looked things over and then made up his mind to stay on the I. & D.

Conductor Walter Rand has sold his house in Murdo to freight-house man Ed. Rucker.

Brakeman Andy Hanson was home in Murdo a few days on a furlough from United States service. While here he sold his house to Blacksmith Robert Edburg.

Fireman Ed Rutan was called to Chamberlain by the sickness and death of his father. We all extend our heartfelt sympathy.

Conductor Smock laid off a few trips, relieved by Charles Sloan.

Conductor Walter Rand was called to Mason City by the illness of his wife.

Sam Williams, who used to be linemen here in 1910, is back with us again, relieving E. M. Young, who transferred to the K. C. Division. We were all sorry to see E. M. Y. leave, but extend a hearty welcome back to Sam.

Word has been received that Brakeman C. S. Gruby is back in the States. He was with Co. E, 16th Engineers, and we expect he will be home before this is printed.

Brakeman Louis Boyle and John Pentecoff are still "over there" in transportation service, working out of Verdun at last reports.

The Exchange Bowlers.

The Exchange Bowling Team has been at it again, judging from the copy of the "Bowlers' Bladder," dated May 7th, which showed up in ye scribe's mail on that date, marked "important" and "for publication in the Magazine." A free copy of the "Bladder" can be obtained from Walter Dietze in the superintendent of transportation's office. The sheet is issued each Wednesday. This is how it read: "To call last night's session a bowling tournament would leave us with a troublesome conscience, as it was more like a game of 'race horse.' The boys surely know how to extricate themselves from a complicated predicament and that was evidenced by the way each one bowled in turn. We were able to bowl two additional games in the same length of time, due to the absence of Smith and Leahy—to the delight of all present. Leahy's failure to amuse the boys with his trick 'hook,' was not regretted by anyone, as Perlick replaced him by far, and it is rumored in some parts he is a contortionist. Perlick can do a hop, skip and jump, release the ball with a jiu jitsu twist and roll a good score. Everybody laid down and rolled a poor game to let Wicke's score stand out and make him feel good. He only rolls with us occasionally and we can play this joke on him and he won't know the difference. Six games in all were rolled."

Scores:—

	Total	Average
Wicke	1141	190—1/6
Schroeder	974	162—1/3
Dietze	919	153—1/6
Perlick	901	150—1/6
Reed	812	135—1/3
Lauderdale	805	134—1/6
Van Schoyck	795	132—1/2
Farmer	775	129—1/6

Farmer will please turn these scores upside down when looking at them.

W. J. Coates has been transferred from General Manager Gillick's office to Federal Manager Byram's office. As a result of W. J.'s promotion, Bill Bowe does not find any time to read the newspapers, as he is handling Jim Flynn's job, who is succeeding W. J. Coates. Success to all of you.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

The general committee on claim prevention submits the following loss and damage statistics for March:

	1918	1919
Freight revenue	\$7,345,782.60	\$7,655,699.00
Loss and damage	114,185.33	335,622.00
Ratio of L. and D. to revenue	.0155	.0438

During the month of April there were 13,587 new claims for loss and damage received in this office, the face value of which was \$508,032.87. This indicates that while there were nearly as many claims filed in April as in March, the amount of these claims was \$80,000 less.

These figures, however, speak for themselves with respect to the necessity of our making a great reduction in our claims before we are in position to feel satisfied with our efforts toward claim prevention.

The reports received during the past month on the arrivals of live stock at primary markets indicate that with only a few exceptions our stock has been reaching market on time. Where this is accomplished, our live stock claims will be reduced to an absolute minimum, which, in turn, will eliminate a very heavy item from our new claims received each month.

Our perishable freight arrangement car schedule for this season became effective May 4th. This schedule provides reasonable service for perishable freight and our agents should confine their shipments of such commodities to the arrangement cars exclusively. Last season we repeatedly found agents loading perishable freight into box car equipment as late as July and heavy claims resulted therefrom.

Our losses of an entire package for the month of March amounted to \$53,971.00. This item refers to freight checking short at destination. It is largely brought about by sufficient or improper marking, together with careless checking from the car or to the consignee at destination.

The remedy lies, first, with the agent accepting the freight improperly marked, and, second, at destination, where careful checking from cars at way stations together with supervision over delivery to draymen will overcome a large part of this trouble.

The Claim Prevention Bureau is anxious to hear from every person receiving a copy of this Bulletin and in order to make it convenient we inclose each month a few suggestion post cards which you are invited to use for the purpose of suggesting to this Bureau anything that may occur to you in the line of claim prevention. We are organized to act on these suggestions promptly and it is hoped that every one of these cards will be made use of.

To the various Efficiency and Economy Committees that have been organized and

are now working so earnestly toward the elimination of waste and careless methods, the Claim Prevention Bureau extends an invitation to assist us in our efforts toward reducing the waste and losses brought about by improper freight handling of all kinds. We believe that these organizations come in direct contact with the practices that result in loss and damage to freight and we earnestly solicit their recommendations toward better practices and the elimination of any improper ones that may come to their attention.

This is a job that belongs to every man connected with the transportation of freight and if we reach the goal we are aiming at we will need the active assistance of every one of them.

Conditions during the balance of this calendar year should be favorable for handling our freight with the minimum of loss or damage. If you are interested in the Company's welfare, give this feature of the work just a little more attention than you have been giving it heretofore and see whether we can not by a united effort produce the results along this line that the management is so anxious to have accomplished.

Fuel Conservation Meeting Held at Moberge, April 24th, 1919.

Mr. Foster's letter to superintendents of April 11th, in regard to holding fuel conservation meetings immediately following Safety First meetings and making special effort to have train and engine men and others concerned present, so they will become interested in the saving of fuel, read by Mr. Cleveland.

Mr. Cleveland also read letter written by P. F. Roach, supervisor of fuel conservation section, to Eugene McAuliffe, manager of fuel conservation section, in reference to amount of coal it takes to start a freight train.

Some tests made by one of the supervisors on the C. & N. W. indicated that it took between six and seven hundred pounds of coal to start a freight train of about 3,000 tons on a .4 per cent grade.

Test conducted on the Soo Line under similar conditions and averaged up with the result as found on the C. & N. W. would indicate that it took on an average 624 lbs. of coal to start a freight train on a .4 per cent up grade.

While testing out engine No. 8103 on the C. M. & St. P. we had occasion to back in for a passenger train. Our train consisted of 67 cars—2,149 tons. The grade was .45 per cent and a fire was put into the engine as we started to back up. After backing we stood in the passing track 22 minutes. No coal was put in during this time, but firing was begun immediately after starting. It took 1,173 lbs. of coal to get the train back to the point where we stopped before backing in. This is a little over half a ton.

Mr. Fischer:

The cost of handling coal is taken into consideration as much as the consumption. We should be furnished with drop bottom cars for handling coal, as man power is too expensive.

Mr. Downs:

Engines on the branch lines should be fixed so the sand will work, particularly the 2215.

Doubling track should be put in at the top of Cheyenne Hill between Ducharme and Trail City to avoid running all the way to Trail City when

doubling the hill. miles and one hour.

Paper prepared by a consulting engineer is as follows:

I have a few suggestions for the saving of fuel. We must at this time have the best equipment we have which we are familiar with.

In regard to firing, the fire box is the hottest temperature at the top of the water on the being of a lower temperature and if we get as close to the side and steam-making efficiency man can save fuel. A machinelike manner of physical and mental best results. The active can do more. A fireman should not shovel in ten or fifteen closing it and then let the black smoke fireman who does it and how much economy and fuel may be well used.

The engineer and money and try to get off, for each month estimated waste of

The slipping of machinery and is a bigging. Dry valves a high water level, careful handling of and cylinders can quantity of oil. By and advising the off points, much

A few days ago I Mahto Hill and had to drag very hard. It was burning an extra off and found three brake sticking. It how much easier it after brakes were many cases in brakes sticking and coal.

Locomotives in roundhouse facilities their fires banked. Fire should not be leaving time. This to work with cold ashes remaining in vent air coming consuming fuel and the boiler, with fuel.

The covering of out should receive with stacks covered five to seven feet not covered, allowing flues. It also prevents which often causes

In my opinion five is to carry a just a little heat the air can not be as fast as it can light and consistent to maintain a unit and avoid unnecessary of steam through popping off.

Clinkers are spots, which pass through those together, melting in hoe or bar through points of sand. The best way to pose of them is by sionally moving them they should be and burning them. Fuel is wasted

doubling the hill. This would save about five miles and one hour's time.

Paper prepared and read by Mr. Mullen, travelling engineer is given below:

I have a few suggestions to offer in regard to the saving of fuel. In our efforts to save fuel we must at this time content ourselves with the equipment we have and with the methods with which we are familiar.

In regard to firing an engine, the center of the fire box is the hottest part. There is much lower temperature at the sides and end sheets, due to the water on the opposite sides of the sheets being of a lower temperature than the fire box, and if we get as high a temperature as possible at the side and end sheets we will increase the steam-making efficiency of the boiler. No fireman can save fuel if he fires by his watch, or in a machine-like manner, but he must use his best physical and mental efforts in order to get the best results. The fireman who is young and active can do much on his job to save fuel. A fireman should not keep the door open and shovel in ten or fifteen scoops of coal without closing it and then get up on the seat box and let the black smoke roll out. I believe if the fireman who does this knew how scarce coal is and how much greater the demand than the supply, that he too would join the ranks of economy and fight that every pound of coal may be well used.

The engineer and fireman should work in harmony and try to keep the engine from blowing off, for each moment the safety valve is open the estimated waste of coal is 15 lbs.

The slipping engine wastes coal and wears out machinery and is also very hard on draft rigging. Dry valves and cylinders caused from a high water level causes a waste of fuel. By careful handling, good lubrication of the valves and cylinders can be maintained with a small quantity of oil. By carefully pumping the boiler and advising the fireman as to grades and shut-off points, much coal can be saved.

A few days ago I was riding on an engine up Malto Hill and had 2,100 tons. The train seemed to drag very hard for this tonnage and the engine was burning an excess amount of coal. I dropped off and found three cars in the train with the brake sticking. It was very noticeable to see how much easier the engine handled the train after brakes were released. This is only one of many cases in which there are one or more brakes sticking and causing a great waste of coal.

Locomotives tied up at points where no roundhouse facilities are available should have their fires banked while engine is tied up and fire should not be cleaned until two hours before leaving time. This gives the watchman a chance to work with cold ashes instead of hot fire. The ashes remaining in the locomotive all night prevent air coming through the grates and flues, consuming fuel and reducing the temperature of the boiler, with bad effects upon the fire-box and flues.

The covering of stacks when fires are knocked out should receive more attention, as locomotives with stacks covered retain steam pressure from five to seven hours longer than when they are not covered, allowing air to circulate through the flues. It also prevents the flues from sweating, which often causes engine delays.

In my opinion the best way to fire a locomotive is to carry a nice level fire on the grates or just a little heavier on the sides and front so the air can not come through it near the sheets as fast as it can the center. Always fire as light and consistent as the work requires. Try to maintain a uniform steam pressure at all times and avoid unnecessary black smoke and a waste of steam through the safety valves by engine popping off.

Clinkers are caused by firing too heavy in spots, which prevents sufficient air passing up through those spots and allows coal to run together, melting the ash and sand. Running a hoe or bar through the fire will bring the melted points of sand together, thereby causing a clinker. The best way to prevent this formation and dispose of them is by light, careful firing and occasionally moving the grates. When once formed they should be removed by firing around them and burning them out if possible.

Fuel is wasted by engines being delayed on the

road, by engines being kept under steam at terminals, improper handling of engine, excessive use of fuel by firemen, engine not in good condition, improper reports of engineers, such as valve and cylinder packing blows.

The coal on the tender should be used while it is in the best condition and not carried on the tender. An important subject which should be followed up is the firing up of locomotives in advance of leaving time. When a locomotive is fired up for a long time in advance of leaving time the front end netting becomes stopped up and the fire becomes dirty, which often results in engine not steaming on the road.

Any small defect which heat would produce will make itself apparent in sufficient time to permit workmen to correct or furnish another engine without delay. We should arrange round-house forces so that all work will be done on wash-out and monthly boiler inspection days. This will also allow quick turning out of power on all other days.

The fuel used on locomotives, in depots and pump stations, etc., is railroad property and represents money invested, the same as do buildings, rolling stock, etc. Careless and inefficient firemen who waste fuel destroy property the same as though cars or engines were smashed up.

Another way in which coal is wasted is on account of brakes sticking, especially on long freight trains. Trains should be watched and care should be taken to see that these brakes are kept in good working order.

OLD JOHN BARLEYCORN

Old John Barleycorn's passing away,

Bound for Oblivion's sphere—

Lossening the grief of the victims who pay

For the trail builded year after year,

The trail which led through paths of sin

To the deep, dark Pit of Woe,

Where prison bars opened to let men in,

In saddening, sickening flow.

Old John Barleycorn's passing away—

And his victims are mocking his pain;

They laugh as he writhes, nor seek to allay

The tortuous end of his reign.

For Misery straggled through Fields of Delight

And trampled men's souls in the mire—

Where Honor and Reason both suffered blight

And hell scorched the land of Desire.

Old John Barleycorn's passing away—

And his doom is the Inferno of Hell;

For Pleasure revolts at the olden time sway,

And the countless minions rebel.

For Terror lurks throughout his domain

And Hope, in her banishment, cries;

But her tears will be dried and Joy rise again

When Old John Barleycorn dies.

—Daniel W. Delaney.

John Ericson's habit of contributing the last fifty dollars of several thousand solicited in the Interline Bureau, added \$500.00 to our Victory Loan subscription. It may have been through gratitude for peace in general, that John gave so willingly, but some of us still think that he was trying to maintain peace in the immediate vicinity of his desk, because solicitors are certainly pests. It was peace at any price with John.

Charles Schulze of the Interline, stayed downtown the morning of the 12th and gallantly and nobly guarded the block, along the line of march of the lucky 13th, reserved for the St. Paul employees. In deep appreciation of this little kindness, W. F. Miller, Bureau head, personally escorted Mr. Charles back to work after the parade was over. Our per cent men are as temperamental as a bunch of prima donnas—but leave it to William to handle them.

Safety First

A. W. Smullen, General Chairman

Some Safety First Pointers.

Read at Wisconsin Valley Meeting by Conductor W. C. Mine.

When cutting off cars equipped with major draft irons with levers that pull sidewise, don't leave levers pulled out, as the pin will not drop with levers in this position.

Don't jerk a major pin harder than necessary, because about 75 per cent of them stick up when jerked hard and the result is that when the next man tries to couple up that car the block doesn't drop and the car runs into other cars farther on down the track.

Always leave the knuckles open on any cars you are leaving if it is possible to do so. This will prevent accidents in many ways, and always saves the next man a lot of extra work, and in case no one is near the car when hit by another car, the chances are 100 per cent better for the coupling to "make" than it would otherwise be.

Don't hang on the back of the engine tender with your lantern shining in the engineer's face. This prevents him from seeing properly, or even at all, beyond your light.

Don't place a lighted fusee on the track directly behind a caboose or car which is standing still, as it is impossible to see beyond it at all. Better to place it out to one side, or at least 600 feet from the caboose or car.

When an engine is backing up on a track, at night, to couple on to cars, don't let engine-man see your light, unless you are at the head end of the car the engine is to couple on to. This also applies to cases when engine is returning for rear end when doubling.

When switching at stations keep watch for cars which are in your care and on the tracks, which may be used by other trains or engines, to see that steam or smoke from the engines or industrial plants, is not being blown across the track so that another engine coming through the smoke or steam will not run into your cars. The nearer your cars are to this steam or smoke, the greater the danger.

Don't get the habit of giving "washout" signals. After you have worked with an engine crew a little while, they won't pay any attention to a "washout" stop signal when you really want them to.

Don't take hold of the horizontal part of a side pull major lever to pull the pin, because if you don't "get the pin" when the slack is pulled out, you are very apt to get your fingers pinched between the lever and the end of the car.

When you are about to switch with a car that has to be handled with a little more care than the average car, such as live stock or merchandise, cars partly unloaded, etc., let your engineer know about it before you couple on to such cars. It is well to have some signal for this, but if not, better let

him know somehow, also let him know when you have gotten through switching with the car so he can "hit the ball" again.

When you "spot" a car for loading or unloading and you have other cars with it, cut the rest of them off and pull them as far away from the spotted car as possible.

When an engineer thinks a brakeman is going in between, to cut in more air, he will save himself a lot of trouble and save the whole train a lot of shaking up, if he would make a good heavy train line reduction and leave his valve on lap until the brakeman comes out. A train of air brakes can be released in one-tenth the time in this way, and saves many draft timbers and "cuss words."

When an engineer sees a car has been "spotted" and gets a signal to move, he should put his lever over, pull out his throttle and then release his air. Why do so many do it by releasing the air first and before they get the lever over it is all spoiled because it is very apt to be down hill, and when the brake releases the engine will roll back down the hill and away goes your car?

Sticks should not be used in setting hand brakes. Employees should keep a sharp lookout while switching around mill-yards, warehouse tracks and all other points where platforms or structures may not provide ample clearance. Try and work on a clear side if possible.

Trainmen should not board engines or cars while they are in too rapid motion, and they should not stand on the track and board engines or cars coming toward them. Wait for engine to stop or catch the rear end of engine or car. Trainmen should not stand upright on top of box cars while passing under bridges or through tunnels.

Trans-Missouri Safety Meeting, April 24, 1919.

Those present were: M. F. Hogan, E. L. Cleveland, F. Sowerby, J. Guest, W. A. Manson, R. S. Lewis, F. R. Doud, P. Burns, J. Roberts, W. F. Raske, J. L. Downs, J. L. Caldwell, A. A. Fisher, J. Mullen, George Juell.

Meeting was called to order at 2 p. m., Mr. Cleveland presiding as chairman in the absence of Superintendent Campbell.

Roll call.

Minutes of last meeting read by Mr. Hogan and items not yet completed taken up separately and discussed as follows:

L-2 power have one-inch boards for coal gates, which are not heavy enough for amount of coal behind them. (Referred to Mr. Sowerby.)

Leads at Mobridge blocked with push cars, tie piles, etc., not allowing switchmen enough room. (Referred to roadmasters and Geo. Juell.)

Path should be put in west of main line switch in west end of Mobridge yard. (Referred to Mr. Caldwell and Tony Nick.)

Where switches were taken out at old scale track Mobridge head blocks are still in and one is apt to fall over them. (Referred to Mr. Roberts.)

Supply house has a high candle power light on platform which is hard to face coming down lead. (Referred to Mr. Campbell.)

Mr. McDonald called attention to a car passing with no end doors and a piece of iron hanging out and suggested that end doors be put in these cars. (To be referred to general committee.)

Signs at
Leith and

Coal shed
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and ice, as
rough cars
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Chutes at
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pulling the

Tanks at
will fall in

Trains at
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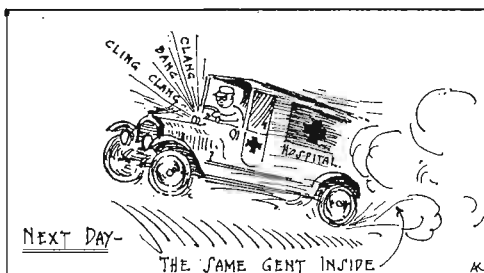
Caboose
as track
land.)

Side track
to pass
be require
ferred to

Switch
hard to
Roberts.

Derail

Don't Kid About Safety —You May Be the Goat



COURTESY, EMPLOYERS' MUTUAL LIABILITY INSURANCE CO.

NO MAN IS EXEMPT FROM ACCIDENT UNLESS HE THINKS SAFETY

Signs should be put at crossings at Mott, Leith and Regent. (Referred to Mr. Clothier.)

Coal should be gathered up where it has been frozen down during winter and mixed with snow and ice, as since snow and ice has melted a very rough surface has been left and some injuries might occur on this account. (Referred to roundhouse foremen and roadmasters.)

Chutes at Mobridge coal dock are bent. Should be straightened as someone is liable to be injured pulling them down. (Referred to Mr. Clothier.)

Tanks should not be overloaded with coal, so it will fall off and result in injuries.

Trains are coming into yards with ties and bridge timber next to cabooses. This is dangerous for those in caboose and obstructs their view of train. (Referred to Mr. Cleveland.)

Cabooses should be put back on branch trains, as track is getting soft. (Referred to Mr. Cleveland.)

Side track at Virginia is not safe for an engine to pass over. Until it is repaired trains should be required to back in when taking siding. (Referred to chief dispatcher.)

Switch block at Pontis has no footing and it is hard to get at the switch. (Referred to J. Roberts.)

Derrail on coal dock track should be kept open.

A great many frogs are defective and they cause more damage to wheels than any other cause. (Letter dictated by Mr. Cleveland.)

Weakly constructed cars should be hauled in rear of train.

Material and stuff should be picked up so people will not fall over it.

Under-crossing should be put in Mobridge yard.

Holes in the yard should be filled up with cinders. It is not safe.

Engineers should keep their cylinder cocks shut when passing platforms, to prevent injury from steam. (Referred to traveling engineers.)

Section crews going to dinner leave their tools on track between rails and they are liable to be picked up by trains. (Referred to roadmasters.)

Car was received at Mobridge from Haynes, billed as 80,000 lbs., and was loaded in a 60 capacity car. This is a bad case of overloading. (Letter written Agent Haynes.)

Platform trucks are left in the way and one is liable to fall over them after dark. (Letter written to agents.)

Brick lining of Mobridge roundhouse is loosened up and bricks are falling down. This is liable to injure employees. (Referred to Messrs. Sowerby and Clothier.)

Floor of the machine shop needs repairing. Planks over the water main through the house are loose and in many cases boards tip up when men walk on them. (Referred to Mr. Clothier.)

Engine track at drop pit No. 1, Mobridge, should be leveled up. When you run an engine in the pilot catches the floor.

We have two rails at the drop pit with wooden sills under them and heavy power splits these sills. Rails should be used and do away with these wooden sills. (Referred to Mr. Clothier.)

Tracks are sinking between the turntable and the house at Mobridge. Engines are knocking pilots off going over doorway into house. Referred to J. Roberts.)

North track at McLaughlin roundhouse is in bad shape. Rails and track sag. Away from the pit ties are cracked in the middle. (Referred to Mr. Clothier and Mr. Roberts.)

Order board at Regent is in bad shape. When wind blows it turns around and you can not tell whether it is clear or against you. This is also true at New Leipzig and Timber Lake. (Referred to Mr. Clothier for attention.)

Enginehouse track south of water tank at Mobridge was badly spread this morning. (Referred to J. Roberts.)

Switch lamps are in the habit of going out here and at McIntosh. (Referred to roadmasters.)

Card from Engineer Sheldon states that cars are being left too close on leads. Switch lights on lead switches at Marmarth are not always kept burning.

Card handed in by Middleton states that double leads are not always chained up. (Referred to Mr. Campbell.)

Card handed in by Herschleb asking that runway be put along bridge just east of east switch at McIntosh. (Referred to Mr. Campbell.)

Trainmen, especially on rear of trains, have torpedoes fastened to their lanterns and they are liable to explode. (Referred to Mr. Cleveland.)

Trucks on platforms are being left too close to trains.

Angle cocks are improperly placed on train line pipe at ends of cars on account of handles not being square on top, being in position so they can work shut.

Matter of putting out orders with four or five on one form. This is not according to Hoyle. (To be taken up with dispatchers.)

A lot of refuse has accumulated around wood piles at terminals, which constitutes a fire hazard. (Referred to Mr. Sowerby and traveling engineers.)

Car men work about cars without flag protection and without proper locks on switches. (Referred to Mr. Cleveland.)

Nos. 17 and 18 arrive at a difference of only five minutes. No. 17 holds main line and No. 18 takes siding. In a number of cases they arrive at the same time and No. 18's passengers crawl through No. 17's train to get to the lunch room.

In doing chaining on rip track at Mobridge, chain is liable to break and car will go through Juell's office. (Referred to Mr. Campbell.)

P. Dunphy was appointed at last meeting to prepare a paper on "Motorcar Accidents" to be read at this meeting, but owing to important work to be performed on his division he was unable to be present. His paper will be read at next meeting.

P. Burns was appointed by the chairman to prepare a paper to be read at next meeting, on "What Protection Is Being Given Track Forces From Being Struck by Trains on Either Single or Double Tracks?"

When empty cars are stored doors should be closed and straw and rubbish protruding from the cars removed, as this constitutes a fire hazard. (Letter written to all agents.)

There were three car wheels between tracks opposite new icehouse at Mobridge this morning. (Mr. Grant stated that these had fallen out of a car which was passing, due to improper loading at originating point.)

Several pieces of plank rod opposite new icehouse. (Referred to J. Roberts.)

There are three water barrels sunk beside new icehouse next to the track. None of them have covers and two are empty and in bad order, but the other is filled with water. The one filled with water should have a cover and the other two

should be closed up. (Matter of making cover for the one barrel referred to Mr. Clothier and filling up the other two referred to J. Roberts.)

There are no pails at any of the water barrels. Mr. Juell suggested that square wooden buckets be made and placed in these barrels, as they are less apt to be stolen than pails. This was done at Miles City. (Referred to Mr. Clothier to make an estimate of the amount of material and costs. Mr. Clothier will also please advise how many of these pails are needed on the division.)

Work shop in car department needs cleaning up. (Referred to Mr. Guest.)

Ladder being used by painter in car department at Mobridge is unsafe. (Referred to Mr. Guest.)

Bunk cars have platforms under the doors that are not being taken off when cars are moved. (Mr. Guest stated that blue print called for these platforms and no grab irons were to be used.)

There are a great many birds' nests in the coal dock at Mobridge. (Referred to Mr. Clothier.)

A general clean-up is required around the coal dock at Mobridge. Cinders and loose coal should be cleaned up. (Referred to Mr. Sowerby and Mr. Roberts.)

Guard rails near water tank at Mobridge have no foot blocking. Foreman states tier are in such shape that they will not hold blocking. (Referred to Mr. Roberts.)

Drop pit No. 1 in Mobridge shop has two planks missing. (Referred to Mr. Clothier.)

In the store room at Mobridge matches are left exposed, constituting a fire hazard. They should be kept in tin enclosures. (Referred to Mr. Clothier.)

There is a water main underneath the track at Pontis and they must have union that they have to get at from underneath. This place is left open between the rails and is dangerous. (Referred to Mr. Clothier.)

There is a culvert with a wood box that sticks out a little way from the shoulder of the track west of the depot at Dupree and brakemen are apt to fall into it. (Referred to Mr. Clothier.)

Bridge 924, three and one-half miles east of Trail City, should have guard placed on it. (Referred to Mr. Clothier.)

Mr. Manson:

There is a hole in side of coal bin at southeast corner at Mobridge coal dock. Coal falls out and is dangerous to men working around there. (Referred to Mr. Clothier.)

Mr. Fischer:

Roundhouse at Marmarth is in an isolated place with no road whereby vehicles can get to it and in case anyone is injured it is very inconvenient getting them to a doctor. (Mr. Burns stated that the seepage from the reservoir drains out and causes a pond back of the roundhouse. This could be prevented by tapping the sewer from the roundhouse to the river. Referred to Mr. Campbell.)

No. 17 was in at Mobridge this morning changing their engines and No. 16 was stopped out here and passengers started to get off and come to the depot and about the time they got half way No. 16 started to pull down and they tried to get on again. They should not change them until after No. 16 gets in. (Referred to Mr. Cleveland.)

Mr. Juell:

There are large quantities of distillate and gasoline at the store house and no place to keep it. It is dangerous to keep it either outside or inside the house. (Referred to Mr. Campbell.)

There are high racks in the store house and no way to get to them. They should be cut down. (Referred to Mr. Clothier.)

Mr. Lewis:

There are no hoops with handles on them on hand at some stations to hand up train orders with and operators are in danger of being hauled under. (Mr. Cleveland stated that hoops had been furnished to all stations.)

Mr. Sowerby:

We have a good deal of trouble during hot weather at the turn table at Mobridge roundhouse on account of the heat causing rails on the cinder track to creep down and come in contact with the rails on the turntable. An expansion

joint should track can be put in, side, if authorized. Referred to Mr. Roberts.

There is a switch lock. be to get a lot. Many of these ing the switch. (Referred to Mr. Sowerby.)

On a great properly adjust they will blow of down to Sowerby.)

A coal box tracks at Mobridge conductors take for their cab on the ground. up. (Referred to P. Burns.)

Bridge over guard rail on planks on top of track constantly each side that Guard rail more. Planks and more making a solid so there will be to switchmen ting off cars.

Mr. Hogart:

Tools, parties by workmen are unable to get partment. (Referred to J. Roberts.)

Icehouses at with hose back to J. Roberts.

Items taken parties:

Mr. Hayward:

Fence on west of Road ing. (Referred to Mr. Sowerby.)

By Mr. Sowerby:

First make a switch lock.

Platform at congested with barrels were to take up with Station platform in it. (Referred to Mr. Sowerby.)

Coal bin on should be removed running into it.

On street at park there is steep descent.

Electric platform west. Passengers injures farther west.

A light on Fargo office Sowerby.)

Circular from Railroad Station Cleveland.

Suggestion: Rules be made that bulletins be

John O'Connor yardmaster, his feet. "His his feet demand it.

Speaking of took several however. Exp humping (Sowerby)

Joe Sowerby

joint should be put in so the rails on the inbound track can not move next to the table. (Mr. Roberts suggested that a set of switch points be put in, putting angle bars on the opposite side, if authority could be obtained for this. Referred to Mr. Campbell and Mr. Roberts.)

Mr. Roberts:

There is a great deal of complaint about broken switch locks. The way to remedy this would be to get a lot of switch keys and examine them. Many of them are worn out and men are breaking the switches instead of getting a new key. (Referred to Mr. Cleveland.)

On a great many engines blow-off cocks are not properly adjusted. They should be adjusted so they will blow straight out into the air instead of down to the ground. (Referred to Mr. Sowerby.)

A coal box should be made over on the caboose tracks at Mobridge, as at present brakemen and conductors take coal out of cars indiscriminately for their cabooses and scatter a great deal on the ground, leaving it for section men to clean up. (Referred to Mr. Campbell.)

P. Burns:

Bridge over the subway at Marmarth has a guard rail on it covered with tin with two-inch planks on top of it and switchmen are using this track constantly. There is also a guard rail on each side that is about six feet from the rail. Guard rail should be set out six or eight feet more. Planks should be taken off the bridge and more ties should be put in on the bridge, making a solid floor on the level with the ground, so there will not be so much danger of injury to switchmen and others passing over and getting off cars. (Referred to Mr. Clothier.)

Mr. Hogan:

Tools, particularly hammers and jacks, used by workmen are defective and men claim they are unable to get new ones from the store department. (Referred to Mr. Juell.)

Icehouses at Mobridge should be wet down with hose every day to prevent fire. (Referred to J. Roberts and E. E. Clothier.)

Items taken from letters sent in by different parties:

Mr. Hayward:

Fence on north side of track one-half mile west of Reeder is down, caused by a post burning. (Referred to P. Burns.)

By Mr. Strickland:

First main line switch east of Marmarth has no switch lock. (Referred to P. Burns.)

Platform at Marmarth on April 7th was badly congested with iron pipe. On same date water barrels were empty. (Referred to Mr. Cleveland to take up with M. A. Tripp.)

Station platform at Marmarth has several holes in it. (Referred to E. E. Clothier.)

Coal bin on station platform at Marmarth should be removed on account of danger of people running into it. (Referred to Mr. Campbell.)

On street at Marmarth at west end of depot park there is an old post for oil lamp and a steep descent from our platform to street level. Electric platform lights do not extend that far west. Passengers could easily fall here and sustain injuries. Electric lights should be extended farther west. (Referred to Mr. Sowerby.)

A light should be installed near the Wells-Fargo office at Mobridge. (Referred to Mr. Sowerby.)

Circular gotten out by the Missouri Pacific Railroad Safety First Committee read by Mr. Cleveland.

Suggestion made that Safety First Book of Rules be made and furnished to the men. Also that bulletin boards be established.

Prairie du Chien Notes.

H. R. Mayville.

John O'Connell, known as "Big O," our popular yardmaster, has been laid up for a few days with his feet. "Big O" is some tireless traveler, but his feet demand a vacation occasionally and get it.

Speaking of vacations reminds us of one we took several years ago. None for us this year, however. Expenses around this burg keep us humping trying to keep even.

Joe Spreckner, ticket clerk at East Madison, will

spend his vacation by attending the Mooseheart convention in June.

John C. Prien, local ticket and passenger agent, is in Milwaukee today (May 14th), attending the consistory of the Masons, which is being held in that city this week.

Conductor H. W. Vedder is off for a week or ten days attending the consistory at Milwaukee.

Mr. Buehler, dispatcher, will go later in the week.

Thos. Callahan is taking Conductor Vedder's place during his absence.

J. W. Pratt, who has been on the work-train for the past thirty days, has resumed his job on the main line. So we won't have any more water cross this season. We have been wondering where all the water cross came from. Thanks J. W.

Conductor Frank Hardy apprehended two "gentlemen" leaving a car on his train with goods that did not belong to them and gave both a free ride to Madison, where he turned them over to the sheriff.

D. E. Rossiter, superintendent La Crosse Division, has been a Madison visitor on several occasions during the past month on official business.

Mr. Bradshaw was a Madison visitor during the last month.

John Connors, trainmaster on R. S. W. & R. & S. Lines, was seen in Madison, recently.

Note in the notes for the Prairie du Chien Division last month that Mr. Mix, cashier at Waukasha, sent in some notes. Glad some one from that end takes interest enough in the Magazine to help out. One man can hardly get everything on a division as long as the Prairie du Chien, without some special deputies along the line. Thanks Mr. Mix. Now that we have got the east end fixed up, can't some one on the west end out around Lone Rock or Prairie du Chien, furnish us with news too. Don't all speak at once.

We had planned on having some more pictures in the Magazine from Madison this month, but the man who does our developing fell down, so we will have them in the next issue. Look for them.

O. D. Aeppli, district claim agent, is still on earth, making Madison once in a while.

John Dale, formerly boilermaker helper at Madison roundhouse, has answered the spring call and resigned his position and left our midst. At present he is somewhere between Madison and Kansas City, Mo. When last seen he was headed toward North McGreagor. From there he was to have gone via Dubuque, Savanna and south. John says he is going where money grows more plentiful than around Madison. May be so, John, but we will wager that you will be a sadder, but much wiser lad when we see you again. But here's wishing you luck, anyway.

Conductor R. W. McKay is spending a few weeks' vacation at St. Louis, Mo. W. A. Springer is taking his place on 597 and 598.

A number of the trainmen who willingly enlisted and were serving Uncle Sam for some time past, have been honorably discharged and are back in the "railroad game" again. Among those who have recently come back are Frank Shuler, Thos. Heagney and J. W. Abbott, of the Mineral Point Division and Norbert Barry, J. W. Schmidt, Clifford Peffer and Alvin Clemens of the Prairie du Chien Division. The first four men are all in line for promotion to conductors and will probably take their examinations for same very soon, and will rank along with the other fellows who have taken their examinations and passed, while in their absence. J. W. Schmidt has taken his examination and now has the "much hard worked for" title of "conductor."

Robert Shipley returned to Tacoma, Wash., May 1st, after a three weeks' visit with his parents at Cross Plains and relatives at Madison. This was Bob's first trip east after a stay of nearly two years at Tacoma. He is very much attached to the west and seemed anxious to get back. He is holding down the position of chief night car clerk in Tacoma yards, but we know that isn't the only reason for his wanting to return.

The premises around the west side depot have under-gone the annual spring clean up. It certainly makes a great improvement to have the winter's collection of rubbish taken away.

Maurice Goggins has returned from military service and will resume work as road fireman. Maurice was with the American Forces over seas. He enlisted as a private in the infantry and saw duty in France, Belgium and Germany. A 320 mile hike through Belgium is one of his accomplishments.

Harry A. MacCarthy, also a Prairie du Chien division engineer, has reported for duty. Harry was with the railroad forces in France for about eighteen months. His stores of railroad life in France are very interesting. We would like to have seen him doing the "Ganty Dancing" he tells about. Wonder why some such fellow as he wouldn't write a few notes or sketches of things that happened over there for our magazine?

Wonder what the attraction is at Chicago that causes most of the clerical force to flock to Chicago each week end? Milwaukee stands a poor chance of ever coming back into popularity again. Women are the queerest creatures.

Railway Exchange News.

B. H. Perllick.

The man who hesitates is "bossed," so here goes.

Several readers of our Exchange Building column are complaining that our news is rather slim, has been for some time. Come across with s'more, say we, and we'll have more printed.

Before we go any further, would like to say a word to you, Sampson. We know the windshield joke is an old one, but how can you expect a fellow who works hard all day, and then goes home to his family, to have time to dope up originals. And besides we wanted to see how many old-timers recognized it.

The girls in the office of the superintendent of transportation voted on going somewhere for a lovely time, as they called it, and finally decided on Bartlett. You have all heard of Bartlett, we are certain. They decided to attend a hop in evening and all danced to their heart's content, and then some more. Bertha Melchor, it seems, danced more than any of the other girls and was the first one to look for a place to rest. A box in a corner caught her eye and thither she wandered and sat down. Immediately a crash and a scream were heard and, behold, our friend Bertha—well, the box, you see, was somewhat weak. Bartlett is still raving about it. Bertha said, "Never again, Bartlett."

R. J. Hopf, office of engineer of track maintenance, nearly had a good job during the Victory Loan Drive. Everyone remembers seeing the Victory Loan ship, which was pushed forward a notch each time ten million dollars was subscribed. "Huff" wanted the job pushing the boat and nearly landed it. He lost out because he expected too much. "Huff" wanted the loan authorities to connect up a telephone so that he could be told without much trouble when to push the boat a notch or two. Besides, he wanted his lunches brought to him by a colored man in livery attire, which was too much for the Victory Loan boss. He pushed the boat himself. You all noticed that the boat didn't move for a whole day and it looked as though Chicago was not on the job? That was the day he went duck shooting. "Huff" was known as "Speed" where he came from, you know.

The Misses Plattner, Petrich, Ayres and Mrs. Schroeder spent a Sunday in Minneapolis recently. They report having had a very enjoyable time.

Alice Olhaber reports that she will shortly depart on her annual tour of the world. She, however, does not intend to proceed farther east than Detroit on this occasion and she says she'll be alone. Can or shall we believe it? What happened to him, Alice?

F. M. McPherson of General Superintendent Weidenhamer's office has recently been appointed agent at Kansas City. Since he left one would think that lightning had struck the building and burned up all the old records. The force he left behind is so downhearted. Reason enough there

is. F. M. jumped from Galewood to Western avenue, to Union street, to Union depot and finally to the Exchange Building, and it took him thirty years. When he arrived at the last place they found he was of the right stuff and he made a jump and it was Kansas City. We have lost one of the best friends we ever had and hope he will not neglect us when he is in the city. The best wishes of his friends go with him.

Myrtle Portner, Liberty Loan bureau, receives a letter from Clarence, who we understand is a traveling man, every day. We notice the letters originate at Sioux City. Did you enjoy the trip, Myrtle?

Wonder why they call a certain young lady in the loan bureau Gertrude Farmer one minute and Miss Murphy the next? We can't understand it.

We nearly forgot to mention the fact that Estella Talliaferro is taking toe dancing lessons, and that we are to be given complimentary tickets to an entertainment at which she will appear. If they cost nothing, Estella, sure we'll be there.

Do you remember May 12th, the day the 13th Engineers passed through Chicago? Also the fellow with the megaphone who tried to out do the whistle of the Illinois Central engines?

It was Elmer Schroeder. Had it not been for him there would never have been a peep from the west curb line of Boulevard Michigan.

When Raymond Weshane, office boy in the passenger department, climbed over a case in the advertising department, and his trousers "refused," he did not think of the moment when his friends would read of his accident. You can't always tell, Raymond, what is liable to happen. Advertising, you know, is a great business getter, you'll be quite busy for a few days after June 3rd explaining. Raymond, you see, was tossing a sponge around, and the sponge landed on a case about five feet high. Raymond climbed upon the case, got the sponge and started tossing the sponge, and forgetting, walked off of the case. Raymond "gave" but his trousers would not "give." Glue, sticking cloth, gummed labels, and other contrivances were brought into action but none of these would make "both ends meet." Bill Hill finally located a pair of overalls for Raymond and Miss Monblatt saved the day for Ray.

From the Freight Auditor's Office.

Reinert.

P. J. Collins, head clerk of the Tracing Bureau, resigned on April 30th to enter the mercantile field, hence we have lost one of our champion bowlers, as well as an efficient supervisor. Our best wishes go with you Pat. George Palmer has been elected as manager of the bowling team in place of Pat Collins.

Lieut. James Carney, who recently returned from France, paid us a visit last week and he will be with us again on May 19th, filling the position of assistant freight auditor, which has been held open, awaiting his return.

Henry Kraebber has been appointed head clerk of the Overcharge Claim Bureau, vice Adolph Frandsen, assigned to other duties.

Otto Reinert succeeds P. J. Collins, as head of Tracing Bureau.

Ray Anderson succeeds W. A. Ahern, as head clerk of the Way-Bill Filing Bureau.

L. Merkle succeeds Otto Reinert, as assistant head clerk Tracing Bureau.

Paul Roettgen has returned from overseas and now is engaged in the real estate business, in preference to railroading. Close association with real estate in the trenches over there may have had something to with it.

Herbert J. Collins has returned from France and is now in the Relief Claim Bureau.

With a sunny sky, the Fullerton Avenue office went down to Michigan Avenue, Monday, May 12th, to welcome home the lucky 13th, who under Colonel Whiting, former superintendent at Lewiston, Mont., made such a grand showing on the other side. They received the noisiest welcome and homecoming any army ever received.

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Choose either of these shoes and we will send a pair simply on your request. Don't send a penny—no need even for a letter. A post card will do. They are such tremendous bargains that we know you will want to keep them. But you decide after you get them. They go at our risk on approval. This special offer is made because you can't judge the splendid style, quality and value of these shoes from pictures. You must actually see them. If you don't consider them startling values, ship them back and we will refund your money.

Great Work Shoe

This shoe is built to meet the demand of an outdoor city workers' shoe as well as for the modern farmer. Send and see for yourself what they are. Built on stylish lace Blucher last. The special tanning process makes the leather proof against the acids in milk, manure, soil, gasoline, etc. They outwear three ordinary pairs of shoes. Your choice of wide, medium or narrow. Very flexible, soft and easy on the feet. Made by a special process which leaves all of the "life" in the leather and gives it wonderful wear-resisting quality. Has double leather soles and heels. Dirt and waterproof tongue. Has heavy chrome leather tops.

Pay **\$3.85** for shoes on arrival. If, after careful examination, you don't find them all you expect send them back and we will return your money. No obligation on you at all. This is our risk, not yours. Order by No. X15012

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Remarkable Bargain Work Shoe

Same kind of shoes the soldiers wear. You know that means strong, durable, built for hard service. Will long outlast any ordinary shoes. Lace Blucher style. Special tanning process leaves all the "life" in the leather and gives it wonderful wear-resisting qualities; also makes it proof against acids of milk, manure, soil, gasoline, etc. Genuine Munson Last. Wide and comfortable. Smooth, soft, easy toe. Double oak solid leather soles and double wear leather heels. Color—Tan. The very shoe you want for real wear. Biggest value for your money. Stands all kinds of hard usage, wetting, etc. A wonderful outdoor and farm work shoe bargain. Size 6 to 13. Send today—no money. Pay **\$4.10** for shoes on arrival. See how well made they are. If you don't say this is the biggest shoe bargain you can find, or if for any reason shoes are not satisfactory, return them and we will refund your money. Be sure to give size, and order by No. X16014.

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Don't hesitate a moment. This sent-on-approval money-back offer saves you from any risk or obligation. Keep the shoes only if satisfied that they are unparalleled bargains. And send while these wonderful bargains are offered. Write today.

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At Home



Edith, Five Years Old, Little Daughter of Machinist Charles Richard, Tacoma Shops.

Three Dresses for Three Maids.

One—A red and white plaid gingham, which by the way is exceedingly fashionable this season. A tunic sewn onto a long waistline over a straight underskirt, and a black patent leather belt holding the dress to the natural waistline. A waistcoat of white dimity is blanket-stitched at the top in red and black, and bound at the bottom with the gingham. Each white square is embroidered with three parallel lines of black outlining. Flare cuffs of the white are embroidered in the same manner and buttons are made of the gingham, the white square making a diamond on the top of the button, embroidered again with the three black lines.

Two—King's blue dotted swiss and white organdie. This dress is made with a panel from the square neck line to the bottom of the skirt of white tucked organdie, a plain gathered skirt of the dotted swiss, a plain waist of the dotted swiss and a large collar and cuffs of the organdie. Around the waist is a girdle of bright red velvet ribbon, four inches wide.

Three—Blue challis with a white dot edged with black. The skirt is plain and gathered. From the waist line to within twenty inches of the bottom of the skirt, graduated tucks are laid on white net, about three-quarters of an inch of the net showing between each tuck. The waist has two tucks over the white net running around just above the waist line which gives a bolero effect. This fastens at the back and the round neck line and the bottom of three-quarters sleeves are finished with a pleated frill of white net. A blue picot ribbon finishes the waist line.

An Afternoon Frock for Little Sister.

A charming dress-up frock for the little maid is fashioned of flowered voile and white

organdy. There are so many dainty patterns and colors in the pretty voiles this year that little sister may have her pick of almost a countless number. The body of the slip-on frock is of voile, and the sleeves, pockets and neck trimming are of organdy. The sleeves which are moderately wide at the bottom are finished with an organdy plaiting headed by a band of the voile. The neck garniture is an organdy plaiting with the same heading and the square patch pockets are treated similarly, except that the plaiting at the top of the pockets is narrow enough to stand up stiffly and has the bias strip of voile below it. Either an organdy belt may be used, or the waist line may be indicated with a white beading through which a ribbon is run, the same tying in a bow with long ends at the back.

Notes.

Skirts are wider and shorter. The long tight hobble skirt is singing its swan song.

Black and brown oxfords still hold sway over the footwear kingdom.

A new bed spread is made of white pique with a large monogram embroidered in the center.

Linen hats will be very fashionable this summer.

Tulle veils in all colors are very becoming.

White voile waists, hand embroidered, are seen in all the shop windows.

Organdie is as much in favor this season as ever.

White pique petticoats, embroidered at the bottom with a scallop are always a joy.

Sweaters in every color and style will be worn just as much this season as last year.

Now the Canning Season.

Before another Magazine, the canning season will be in full swing. The Magazine hopes every housemother has learned in the past two years of necessity, how far superior home-canned fruits and vegetables, jellies and jams are to the store variety; and that the victory gardens will be as plentifully planted and cultivated as were the war gardens. If the matter of flavor and quality were entirely eliminated from the desirability of putting up your winter supplies at home, there would still be the vital item of economy to clinch the argument. In the interim between the "last can" on the fruit-cellar shelves to the first "mess" of home grown "garden-sass," one gets the real jolt of the high cost of fresh fruits and vegetables.

Good Things to Eat.

"Starter" for Light Bread. The following home-made or potato yeast, if kept in a cool place makes delicious bread and is the ever-ready help in the country where the corner grocery store and the cake of compressed yeast are not available every day in the week.

Six medium sized potatoes, boiled and mashed; one tablespoon of salt; one large tablespoon of sugar; two tablespoons of flour and one cake of yeast foam or compressed yeast. Add two quarts of water and let stand over night. In the morning, take out a pint or so, for the next "starter" and set away in a cool place. Proceed with your regular bread recipe, using the starter with whatever additional moisture you require for four good-sized loaves.

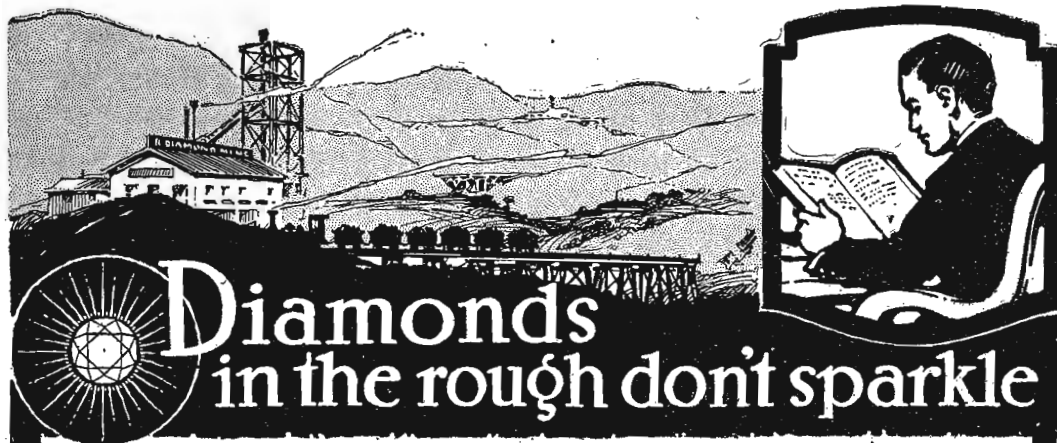
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Diamonds in the rough don't sparkle

WITHOUT training you are a diamond in the rough. You can't make the most of your **natural ability**. Your **real value** is hidden—and always will be until you cut away the rough spots and **polish up** with **practical training**. That's all you have to do to put yourself in the position **where you want to be**—and where you rightly belong. There is no secret to success. It is simply a question of **training**. What are you going to do?

Why Not Get a Better Job?

What would it mean to you if your salary was doubled tomorrow? What would \$5.00, \$10.00 or \$20.00 more a week enable you to do? It would mean a whole lot more pleasure in life—a lot more satisfaction, wouldn't it? **Then why not get it?** You can! It is not impossible or even a hard task. It is simply a matter of training yourself for the position and pay you want.

Only by training can you capitalize on your **natural ability**. If you can **get what you are now earning without training**, think what you could make **with it**. You have a lifetime of work ahead of you—so why not put in your time in congenial, profitable work? Thousands of American School Students will tell you it **pays to train**. Let us send you proof.

Big Future for Trained Workers

—trained men. The war-torn countries of Europe must be reconstructed and America must do its share. America must also catch up with time lost in its own industrial activities. If you want to share in the prosperous times ahead **you can do it**. Get busy—now—and fit yourself with practical instruction that is guaranteed to satisfy you, and, therefore, guaranteed to make you make good.

If you are untrained, take a look into the future. Now that the war is won, there is a period of reconstruction coming which will mean unparalleled opportunity for men who can think and act for themselves

Do Yourself a Favor

Make up your mind **today** to fit yourself for a more congenial position and bigger pay. You can do this—**easy**—if you will devote a part of your **spare time** to study. Check and mail the Coupon for Big Free Bulletin and details of Money-Back Guarantee.



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|Wireless Operator |Fire Insurance Expert |
|Architect |Sanitary Engineer |
|Building Contractor |Master Plumber |
|Civil Engineer |Heating and Vent. Engineer |
|Structural Engineer |Automobile Engineer |
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Name

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Steamed Brown Bread. Two cups graham flour; two cups corn meal; one cup molasses; 3/4 cup sour milk; teaspoon and one-half of soda; pint and a half of cold water. Steam four hours. The steamer may be placed in the fireless cooker at night and in the morning you have hot brown bread for breakfast.

Beef Loaf. Three pounds lean beef; half pound salt pork; two eggs; one cup bread crumbs; one cup hot water; one cup mashed potatoes; table-spoon of butter; salt, pepper and onion juice or chopped onion to taste. Put the meat through the meat grinder, beat eggs and add other ingredients. Form in loaf and bake one hour. Remove the meat from the pan, add flour and boiling water make a rich brown gravy. Serve in separate gravy bowl. This makes delicious cold meat if the gravy is not poured over the loaf while hot.

Mock Escalloped Oysters. Butter the bottom of a baking dish, cover with layer of bread or cracker crumbs; spread over this a layer of cheese; over this a layer of chopped celery. Add bits of butter, season with pepper and salt, and continue until the dish is filled. Then pour milk in until it rises over the top. Bake one hour in hot oven. This makes a delicious luncheon dish, or for Sunday night supper.



Civil War Veteran Edw. F. Lee and-Grandson, World War Veteran Homer Lee.

The above are two veterans—one of the civil and the other of the great world war.

Edward F. Lee, aged 83 years, served four years in the civil war. He is the father of Car Inspector William Lee and Conductor Homer Lee. With him is Ray C. Lee, also a Perry car inspector, who enlisted in a machine gun company and was in four big battles, receiving a wound on August 7th that came near costing him his life. He was, in fact, left on the battlefield three days. Ray is a son of Car Inspector William Lee.

Milwaukee Shops—Foundry Notes.

The foundry department again showed its liberality in the last Armenian and Jewish fund drive. This department exceeded all other departments on the plant in contributing to this worthy cause.

Anthony Lapinski had the misfortune of losing his beloved wife recently. Our deepest sympathy, Tony.

Louis Bartman, foreman at the foundry, informs us that his son Leonard arrived from France April 4th and that he also was a victim of the Dutch, who managed to get a shot at Leonard's leg, disabling it temporarily.

The fishermen's club at the foundry is again getting ready for the opening drive on the funny

kind. Such men as Trost, Van Cura, Weitz, Kammeffs, Marshall and Tom Smith have the record of making the largest catches last year, but John Pink and William Luckow promise to make things more interesting for the men above mentioned, as they claim to have a complete new outfit of fishing tackle.

The foundry is now working on 36,400 new car wheels for the Government and expects to turn them out very fast. In addition to the above they are supplying the C. & M. & St. P. R. R. all over the system with car wheels. It keeps them going at all times to do so, also making castings for the new cars which are to be built at Milwaukee shops.

Albert Fredrick, gang foreman at the foundry, who weighs 295 pounds and is 6 feet 2 inches tall, and Gottfried Hoehnke, who weighs 140 pounds and is 4 feet 2 inches tall, or better known as Mutt and Jeff, are to bowl a match game in the near future, the odds now being on Shorty Hoehnke. A hard-fought game is looked for, as this pair is known to be very good bowlers.

The coremakers at the foundry were all vaccinated recently. Some sore arms these days.

Herman Rahn, better known as Sharkey, is the proud father of an eight-pound boy. Don't forget the smokes, old boy. This young moulder is worth it.

Nick Deppiesse, timekeeper at the foundry, advises that he has started his Victory garden—started it April 12th.

Bensenville Yard.

B. Ville Goozook.

F. C. Wind recently returned from a trip down south. He brought back one of them. Best of luck this time, Zip.

Folks are calling Tom Collins the crawfish expert, ask Tom, he knows.

B-Ville Bowlers from Cameron's yard office had a very successful season, defeating teams from Division St. Station, Union St., O'Brien's office and the office force at Galewood.

The all around roller skate champion, Dutch Miller, challenges all comers—get on 'em boys.

A daily mention—"hello Jawn, scrap iron 5 cents. Alright, Jawn—what say Carl."

Yardmaster J. Cowder has entered the midst of fat ones. Reason—feet under the table, feed bag interstate—Van Noy, some good eats, hey, Jim!

D. L. Ellinwood, a real estate railway clerk, boasts of managing a fine apartment building at Franklin Park, very modern, featuring a dance hall, elevator, library, drawing room, billiard hall, dish pans and can openers. Some palace we must admit. Off duty D. L. E. is known as manager and janitor. Say, Zip, kindly note.

Baseball Manager Minnie Ulrich, alias the Young Mitchell of B-Ville, after lamping the talent, said they will do.

Yard Clerk Alberding left for a tour of the oil fields of Oklahoma. Van said his aspirations always pointed in that direction. John D. had better watch his step.

Appointments.

Effective May 1st.

N. A. Meyer appointed assistant superintendent transportation, lines east of Moberg.

R. D. Miller is appointed trainmaster of Milwaukee Terminals, vice N. A. Meyer, promoted.

Effective May 15th.

T. P. Horton appointed trainmaster of the Kansas City Division, vice R. D. Miller, transferred.

Effective May 15th.

P. L. Rupp is appointed superintendent of the Northern Division, in addition to his duties as superintendent of the C. & M. Division, vice B. F. Van Vliet, transferred.

B. F. Van Vliet is appointed superintendent of the Des Moines Division, vice E. W. Lolliss, assigned to other duties.

W. C. Ennis appointed assistant superintendent Coast Division, Tacoma Eastern R. R. and that part of Columbia Division west of Othello, with headquarters at Seattle.

W. S. Johnson appointed trainmaster, Columbia Division, vice T. E. McFarlane, transferred.

T. E. McFarlane appointed assistant trainmaster and traveling engineer Idaho Division, vice H. R. Calehan, assigned to other duties.

A Fob for You

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

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

The Milwaukee System

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

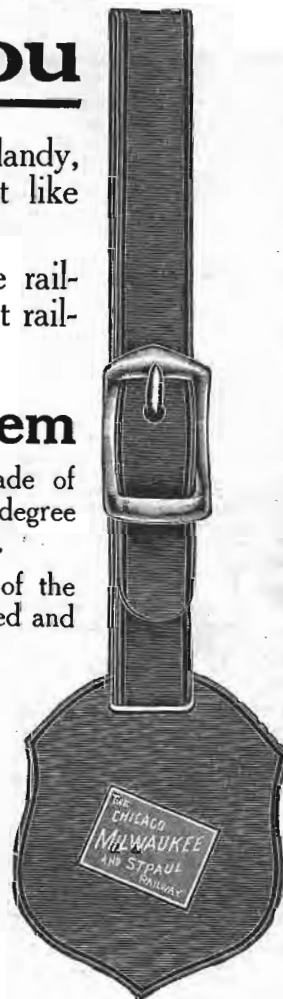
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

Wear a Milwaukee Emblem

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



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



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

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

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

Mark Articles Desired

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

Special Commendation

Employees of the Dining and Sleeping Car Department went over the top one hundred per cent, in the Victory Loan Drive. A total of \$66,600 was subscribed and averages better than \$100 for each man. The D. & S. C. boys have received special commendation for their splendid showing.

H. B. Parker, agent, Tekoa, Wash., has received special commendation for his action in promptly extinguishing a fire on the bridge just west of the station, April 25th. The fire was put out with little property loss or damage.

Richard Salem, Union Grove, Wis., has been specially commended for watchfulness, discovering a broken rail, sticking up about three inches on main line near Union Grove, April 6th. He promptly flagged Extra 2083, thus averting a probable serious derailment.

Section Foreman A. H. Heag, St. Joe, Idaho, has been specially commended for devotion to duty on the occasion of a bad dirt and rock slide near the west switch at St. Joe, on the night of April 4th. Foreman Heag heard rock falling and immediately got up, summoned his men and went to the scene of the slide. Train No. 16 was due shortly and had not this protection been afforded it, a serious accident would probably have resulted.

Dave Stratt, Cherry, Ill., has been specially commended for promptly notifying switching crew when he discovered a broken rail at the run-around track, Cherry, April 15th. Attention and interest in duties of this character are greatly appreciated by the management.

Section Foreman J. K. Johnson, Hettinger, N. D., has received a letter of commendation for careful attention to passing trains, he discovering a badly cracked wheel under D. & S. W. car No. 18038, train 64, at Hettinger, April 23rd. He called the attention of the train crew to the defect and car was set out, thus averting a probable serious derailment.

Musselshell Division conductor, Ted Wolf, Brakeman F. D. Gray and J. E. Vancil have received special commendation for alertness in inspecting train, discovering a broken truck frame on I. C. car 46123, at Thebes, April 28th. Credit has been given them in the Company's roster.

Machinist Frank Ollinger, Madison, Wis., has been specially commended for close attention to duties, he observing a piece of flange broken off of wheel of car in train 61, April 18th, while train was pulling out of Madison. Train stopped at Middletown and car was set out, thus probably averting a serious derailment.

Aberdeen Division extra conductor, C. R. Mitchell, acting as brakeman on 191, April 12th, has been specially commended for watchfulness and prompt action when he discovered car in train climbing the rail on the curve two and a half miles north of Virgil. The train was stopped, but had it not been for his quick action, a small derailment might have been a bad mix-up.

Illinois Division brakeman, Fred Helsden, has been specially commended for discovering a brake shoe caught in a frog in Savanna yard at a point where switch engine was working, and taking immediate action to have this corrected before a derailment resulted. Brakeman Helsden was not on duty at the time, and his action shows a commendable interest in the Company's work.

Columbia Division conductor, J. D. Aitchison, has been specially commended for attention to the Company's interests on the occasion of an accident to the stand-pipe at Beverly. With a high wind blowing, someone had neglected to secure the pipe and it blew over to the track so that No. 16's engine struck it, resulting in the loss of all the water in the tank. After Conductor Aitchison's arrival there, he very quickly remedied the situation and in a short time had ample water for his and other trains, so that suspension of operation was unnecessary, which would have resulted had not the repairs been made as

they were. Service of that kind is valuable and greatly appreciated.

Idaho Division brakeman, Fred Palmes, has received special commendation for discovery of a broken brake rod dragging under dining car on train No. 18, April 17th. This discovery and prompt action in removing the rod undoubtedly prevented a serious accident. Credit has been given Brakeman Palmes in the Company's roster.

Section Foreman Mike Kehoa, St. Joe, Idaho, has been specially commended for watchfulness, discovering a broken flange on wheel under a car in train No. 92, as train was passing. He was unable to get a signal to the crew, but took the precaution to telephone ahead. The car was set out, thus averting a more or less serious accident.

Idaho Division conductor, W. L. Fewkes, has been specially commended for alertness, discovering a broken flange on wheel under car in his train at Ste. Maries, March 27th. The discovery and prompt action in having car set out undoubtedly prevented a serious derailment.

Columbia Division conductor, Geo. Stilz, has been specially commended for watchfulness, discovering a broken wheel under a car in his train at Calder, April 4th. Car was set out and further damage averted.

Columbia Division brakeman, R. Leyde, has been specially commended for strict attention to the Company's interests. He discovered a car derailed in extra, west of Calder, April 9th, and had train stopped at once, undoubtedly preventing a very serious accident.

Commendable Record.

When Engineer W. E. Wilson arrived at Madison, Wis., on time on train No. 8, May 5th, 1919, he had established an enviable record, having traveled a total of 8,170 consecutive miles on trains Nos. 1, 4, 5 and 8, between Madison and North McGregor without a single mechanical delay of any description, and brought these trains into terminal on time in each instance during the three months period.

A bulletin is being posted every month giving names of engineers and conductors with 100 per cent performance during the month and Engineer Wilson's name has been posted each month under the 100 per cent train performance, but he was heard to make remark that he was not satisfied with this, but wanted to establish a three months' continuous record.

This record was established by Engineer Wilson's determination to handle his train on time, as per schedule, at all times, giving particular attention to the power furnished him and guarding against mechanical troubles which might occur through lack of fore-sight and attention on the part of engineman or machinists. Mr. Wilson is commended for this performance, as well as J. J. Shipley, who acted as fireman for him, practically all the time that this record was maintained.

S. C. & D. Division conductor, A. H. Green, on Extra 7233, west, April 3rd, 1919, discovered a chipped tread 3/4 inch deep, about 16 inches long, on left front wheel, rear truck of Soo Line, 109514, government lumber for Bremerton, Wash. Car was set out at Mapleton. Inspection of car developed that a new pair of wheels would have to be put in the car before forwarding. This no doubt avoided a bad derailment.

George Pitts, helper, Westby, Wis., has been especially commended for watchfulness, discovering a broken rail at Westby, April 21st, promptly reporting same to the agent at that station and thus averting a probable serious derailment.

Captain C. U. Smith Awarded the Croix de Guerre.

The following general order and citation will be of interest to Captain Smith's many friends on the Milwaukee:



Stifel's Indigo Cloth

Standard for over 75 years

STIFEL
REGISTERED

In the first line trenches of industry—

In shipyard, munition plant, railroad, machine shop and on the farm—there's where garments of Stifel's Indigo and Miss Stifel Indigo (the special ladies' overall cloth) are giving record service.

It's the Cloth in the Garment that Gives the Wear!

Insist upon overalls, work shirts and pants of **STIFEL'S INDIGO**—it's the strongest fast color work garment cloth made.

Look for this trademark



on the back of the cloth inside the garment before you buy to be sure you are getting genuine Stifel's Indigo Cloth.

Overalls and Work Garments made of Stifel's Indigo are ***sold by dealers everywhere.***
We are makers of the cloth only.

J. L. STIFEL & SONS
Indigo Dyers and Printers
Wheeling, W. Va.

New York.....266-262 Church St.	St. Joseph, Mo.....Sexton Bank Bldg.
Philadelphia.....1033 Chestnut St.	St. Louis.....928 Victoria Bldg.
Boston.....31 Bedford St.	St. Paul.....238 Endicott Bldg.
Chicago.....223 W. Jackson Blvd.	Toronto.....14 Manchester Bldg.
Baltimore.....Coca-Cola Building	Winnipeg.....400 Hammond Bldg.
San Francisco.....Postal Telegraph Building	Montreal.....Room 508 Read Bldg.
	Vancouver.....506 Mercantile Bldg.



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"With the approbation of the Commander-in-Chief of the American Expeditionary Forces, the Commander-in-Chief of the French Armies of the north and northeast, being cognizant of the brave deeds on the field of battle of the following soldiers, awards them the Croix de Guerre, and cites them in orders."

CITATION OF THE ARMY CORPS

Orders No. 14, 382 "D."

Captain C. U. Smith, 108th Engineers.

"For energy and initiative in constructing bridges to enable troops to advance."

By command of MAJOR GEN. LASSITER,

Chief of Staff.

R. M. Beck, Jr.,

Colonel General Staff.

Official:

Edward D. Arnold, Major, A. G. D., U. S. A.,
Division Adjutant.

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

Nora B. Still.

Sans orange blossoms and sans about five train crews (at each end of the Rocky Mountain Division instead of here leading the grand march, which same was led by myself with, as they say in the W. K. reports, 16 ahead and 34 behind), the local order of "Big O's" gave their dance, the evening of April 21st. The decorations were novel and beautiful and many clever "extras" were run during the evening. The Edna Smith orchestra from Butte played for us and a large crowd enjoyed the hospitality of the conductors and their friends from nine-one until the wee sma' hours of the next morning.

Mrs. James Toy has returned home from Billings and is much improved in health.

Operator Perkins from Saltese, relieved Mrs. Hayden on the third trick at Three Forks, while she was off a week visiting her sister, Mrs. Spain, in Deer Lodge.

Mrs. Ferris, wife of Conductor Ferris on the G. V. Goose, left early in the month for a visit with home folks in the east.

Mrs. Kay, wife of Agent Maudlow, was a Three Forks and Butte visitor the first of May.

Many Three Forks, as well as out on the line people, attended the Flying Circus in Butte, April 27th. H. C. Rector and son from here, went over, and our agent had a stiff neck for a week looking at the sky so much.

Jack Weatherly says its nothing to him as he "fys" every time he goes out to Spokane and don't ever expect to get any further up in the sky than that friend of his takes him either.

Mrs. Perkins, who is working for the N. P. as operator at Lombard, came over to visit her husband while he was working third trick here. Mr. Perkins went from here to Avery, where he is now working.

Engineer Mayo was a Miles City passenger the first of the month and went on from there to Minneapolis, where he was called by the death of a brother-in-law.

Mrs. Gosnell and Miss Kate Marrow of Pledmont, attended the conductors' dance at Three Forks, April 21st.

Earl Ross, former warehouse man here, has bought a fine ranch near Boulder and moved there the first of the month. E. V. Bennett, who was working in his place has gone to Malden, where he is located.

Mrs. E. P. Bennett, wife of Traveling Auditor Bennett, has been ill in the Three Forks hospital for some time but is up and around again and is very much better.

Little Harlett Sterling has been sick for the past ten days but is up and around again.

Art Crosby, W. H. Thompson and Fireman Decco are all back on the job again, as well as W. W. Warren, just returned from overseas.

Mrs. Carr, mother of Mrs. T. H. Lefever, has returned to Lennep after a short visit with her daughter here. Kate Chambers, third trick operator at Lennep, has been sick for most of the month with the small pox, but is out again. Her cousin, Miss Gavin, relieved her while she was shut in.

Mr. and Mrs. Rockefeller went over to Butte for the flying circus.

Mrs. Charles Rader has been called again to Livingston by the serious illness of Mr. Burg, her brother-in-law.

W. G. Bennett and wife were Three Forks visitors the first of the month. They were called here by the illness of Mr. Bennett's mother.

Miss Helen and Lieut. Percy Daniels were the guests of Engineer and Mrs. Daniels, over Sunday, one week of this month.

J. A. Wilson made a trip to Lewistown the first of May.

The small daughter of Harry Hamp was badly burned while playing around a washing machine some time ago, but is doing nicely at present.

Tommy Fairhurst had the misfortune to break several bones in his right hand about ten days ago. He is back to work again, however.

Tip Reynolds has gone to Seattle on a business trip.

Sam Harned, special agent for the Milwaukee, located at Roundup, stopped over in Three Forks the 10th.

Pete Klrwan joined the Elks and took the fourth degree in the K. P.'s, and his wife didn't go along with him. She sure has a lot of confidence in Pete.

Jack Troupe makes frequent trips to the pretty little city of Three Forks from Butte, and he also carries boxes of flowers under his arm. I wonder.

Mrs. Sternes and Miss Vaninwegan, unrses from the local hospital, have gone to Helena to take the examinations.

Engineer Shaddock has been quite ill in the Butte hospital. Mrs. Shaddock went over and brought him back home on the 15th.

Dick Wende is again shaking hands with all his friends. He is just the same as ever, after the severe illness he has been laid up with for the past year; and all are glad to see his smiling face again.

What do you know about A. J. Dougherty going and getting married like that and never told a soul about it either. Miss Hazel Ward, was the young lady, and the date was May 3rd. Congratulations from all the folks.

Engineer Barton and wife have as guests the father and mother of Mrs. Barton, Mr. and Mrs. Griffith of Grand Junction, Colo.

Mr. and Mrs. A. D. McDonald of Deer Lodge are the proud parents of a small baby daughter, born the first of May. Congratulations from the R. M. folks.

Operator Bradley of Deer Lodge side table, went afishing in the canyon. He says he got a basket full, but he wouldn't let us look into the basket and although we are not from Missouri, still someway can't believe all the stories told us, as well as the proof, like Harry Buyers and a few others who bring them in wrapped in paper all ready to fry.

Sub-station Operator Walters and wife of Eustis, made a quick trip to Seattle the first of the month.

I. A. B., I thought something was wrong with the Magazine, and now I know what is was. Where have you been? You surely know, my dear, that a woman will keep up with the styles if she is on a desert island. We get out with our pad and pencil when the Olympian stops and as they start from Chicago and Seattle your own styles are no newer than ours, and the first thing I noticed was the length of 'em.

C. & M. Division Notes.

B. J. Simen.

Agent Frank Lumber of Ingleside, is laid up with the rheumatism. He is spending a few weeks at Hot Springs, Ark. We hope that the baths there will help him.

A steam shovel has been put in at Wheeler's Pit and Company gravel will be loaded here for the Mineral Point and Prairie du Chien Divisions.

C. E. Larson, our genial night chief, has been promoted to chief at Portage. We wish Clarence much success. He is strictly a C. & M. product.

We are glad to have back with us again, our old friend, W. A. Hammond, who is now our night chief. Accept our congratulations, W. A., and we hope to see you soon.

Farewell to W. Walsh.

Charles A. Wright.

W. Walsh, assistant superintendent of motive power for the past year, with offices and home in Dubuque, has resigned to accept a much better position with the Galena Signal Oil Co., of Franklin, Pa. Mr. Walsh has been associated with railroads for about 15 years and through his ability, has worked himself up from the position of mechanic helper to a \$10,000 a year position as mechanical expert for the Galena Oil Co.

The foreman of all departments at the C., M. & St. P. shops, Dubuque, Ia., arranged a farewell party in honor of Mr. Walsh.

The party was held Saturday evening, April 26th, at the Hotel Julien, Dubuque, and all employees were invited. On the arrival of Mr. Walsh and his wife, escorted by several local officials, the Milwaukee shops' band played Caesar's Triumphant March, when the guests passed through the lobby. The band rendered several selections in a brilliant fashion, which was followed by a ball in the Gold Room.

Master Mechanic James A. McNulty, made a short address in which he stated, that both the foremen and the employees regretted very much the departure of Mr. Walsh, and in behalf of all, he wished Mr. Walsh great success in his new position.

Mr. Walsh replied with a short farewell address, which was greatly applauded. The entertainment in its entirety, was very enjoyable, and was manifestation of the respect and esteem in which Mr. Walsh was held by the employees of the Dubuque Division.

News From Ladd.

Five cars were derailed in a wreck which occurred just north of the roundhouse on the C. M. & St. P. road at 11:30 on Saturday night, April 27. Train was in charge of Conductor Matt Truchetti and Engineer Berry. No one seems to

know just what caused the cars to derail—three cars turned over in the ditch. The wreck tied up the division till late Sunday afternoon.

At last the "Lucky 13th" are home and sure were given a hearty welcome. Frank J. O'Keefe, William Morgan, C. E. Witt and Irwin Efner, four rails off this division, are expected home in Ladd tomorrow.

Anton Petruski, a brakeman, suffered a broken leg in auto accident. He is in the hospital and improving.

Mart Lakin enjoyed the visit of his mother for a few days.

Joe Lonkitis and Virgili Chioni, who have been with the A. E. F., have received their discharges and returned to Ladd. Both men were wounded in the Argonne battles. Joe was a member of the 59th Regiment and Virgili of the 39th Regiment of the 4th Division.

Robert McClure was removed to the hospital two weeks ago and had a serious operation. At this writing he is improving. Mr. McClure is Mrs. Joe Learmouth's father.

Mrs. J. H. Ferris and mother, Mrs. George Kukuck, are visiting friends in Wisconsin.

Joe Tenoglio served with the Scotch Highlanders overseas and has recently returned. He has given many interesting talks on the great hardships and suffering he endured when taken prisoner by the Germans. He was forced to work in salt mines. He was gassed and wounded and was in the service nearly four years.

Thomas Wheatley is laying off for three months and has gone visiting.

May 1, Brakeman Bruno and wife and Fred Devert, our chief call boy, staged the "Strike Breaker" at Ladd Show and had a big crowd.

Ladd roundhouse has been treated to a new coat of paint.

Matt Truchetti and Daddy Kerwin were on the sick list a few days.

A lot has been purchased in Ladd and a fitting memorial will soon be erected to our soldiers.

Every-Day Dependability

RAILROAD men who carry South Bend Watches are enthusiastic because of the lastingly dependable service they give.

Their accuracy doesn't diminish even with years of the most strenuous service. They are dependable every day—year in and year out—in all temperatures and under every condition.

The supply of South Bend Watches is never quite equal to the demand but your jeweler can get you a South Bend if you'll place your order early.

SOUTH BEND WATCH COMPANY

28 Studebaker Street

South Bend, Indiana



South Bend Watches

KNOWN BY THEIR PURPLE RIBBONS



On the Steel Trail

Dubuque Division.

J. J. Reilhan.

Fred Anderson, who has been out of the business for about nine months, returned to his station at Volga City.

Frank Burns has been appointed section foreman on Section 38, at Waukon Junction, on the branch line.

Operator F. S. Jones took a couple of weeks off. He was relieved by Extra Operator Lowe.

Geo. Childe, who has been in charge of the station at Volga City, for four or five months, bid in the station at Mabel, Minn., and took charge May 1st.

The telegraphers on this division got their back pay for the months of October and November, on April 18th, just in time to buy Victory Bonds.

Pump Repairer Lou Hoes is wearing a broad smile on account of the arrival of a baby boy at their home in Dubuque.

A second trick operator will soon be put on at Preston. Billy Ott, who has been agent at Buena Vista for several years, bid in the job and will move to his old home at Preston as soon as an appointment is made at "Buena."

George Mahood, who has been a passenger brakeman on this division several years ago, but who has since that time been on the Illinois Division, returned the latter part of April. He is braking for J. D. Welsh, at present.

Since the new train service was commenced on the Preston line it has made quite a few changes among our passenger men. Fred Libby has the morning run out of Preston and John Kinder took the afternoon trip. Chas. Merwin returned to the main line, displacing George Hibbard, and he bumped Jay Bassett on the Waukon Line. Conductor Bassett will very likely take the Chicago run vacated by "plenty cars."

The station name of Brundage was changed to Norma. This was brought about at a safety meeting, Brownsville and Brundage being similar, and located next to each other, it was decided to avoid any possible chance of confusion to change the name of Brundage.

Harpers Ferry claims the honor of going over first with 100 per cent in the Victory Loan campaign. The 15 employees took \$1,000 worth of bonds the first day.

Operator J. C. Freyhaig of North McGregor, took a few days vacation, spending his time in the Twin Cities.

The April safety meeting was held at the Commercial club, Dubuque. Superintendent Thurber having arranged a nice spread for the committee which was greatly appreciated. Quite a few new subjects were discussed and the same interest was shown as usual.

Herman P. Dettman is now visiting at the Blatzenmezzner home at Milwaukee, Wis.

Clyde Bell, brother of Roundhouse Foreman J. H. Bell, was a visitor at Dubuque after seeing 12 months' service with A. E. F. over there. Mr. Bell served with the 119th Engineers.

Mr. and Mrs. J. H. Bell spent a few days at Olweine, Ia., visiting at Mr. Bell's home.

The laborers at Dubuque Roundhouse received their back pay and this fact accounts for so many absent slips.

"Sonny" Widman is now dispatching at Dubuque Roundhouse and is wheeling them around in good shape.

Olive sold her auto and has now taken up Domestic science. We Wonder Why?

Patrick McGough, our eminent machinist and vocalist, has engaged the services of one of Chicago's leading vocal teachers for advanced training in that art.

William Clark, chief caller, was a Moline visitor Sunday, May 4th.

J. H. Bell and his colleagues are more than busy these days selling Victory Bonds and keeping the roundhouse from falling apart, figuratively speaking.

George Stavoir and Elias Michallas, two of the roundhouse men who were over there have re-

turned and are now enjoying the quietude of content at Dubuque.



First Lieut. O. C. Anderson.

Orlando C. Anderson, first lieutenant of Engineers, returned to Dubuque the last of April, after having served about one year in the army, eight months of this service being with the A. E. F. in France. Lieutenant Anderson received his training in the engineer section of Camp Lee, Petersburg, Va., and was assigned to the 39th Engineers at Camp Upton, N. Y., May 26, 1918. This regiment sailed for France on June 6th, and after its arrival overseas was used on railway construction work for about two months, after which it became part of the great railway transportation corps that played such an important role in winning the war. In August Lieutenant Anderson was attached to the staff of the 85th Division, which served as a replacement in the second army corps. With the 85th he had charge of the movement of all troops and material by rail. Previous to his enlistment in the army he was train dispatcher and chief train dispatcher at Dubuque for the C. M. & St. P. and will soon resume work with this company at that point. "Andy" says it was a roughneck life over there, but he liked France, especially the mademoiselles. He, however, came home single. Engineer Bill Keenan has taken the way freight run on the north end with the LaCrosse Sunday lay-over.

A Liberty Loan special was run over the division on April 22nd. Our division officials were in charge, and they done a pretty good stroke of business.

Martin Galvin, Jr., has returned from 8 months' service with the U. S. Army in France. Martin was on a transport which was torpedoed off the coast of Scotland last spring. He escaped with only a ducking, but after hearing his story of the boys experience, it's a wonder they didn't all go down. The torpedo blew a hole about 12 by 30 in the side of the steamer.

Agent Charles Glynn at Reno was drawn on the jury and had to attend court at Caledonia, Minn. for a week or 10 days. Charlie Lieser was the "Par les Chef" during his absence. F. S. Jones worked second and Miss Russell held the position of third trick operator.

Engineer Andy Graham is now running on No. 5 and 33, displacing Martin Boleyn, who had the run for several months.

We can expect to see Sergt. L. M. Hibbard back any time now. Word from France to the effect that all married men in the transportation corps which he was connected with were to be returned the early part of May.

Section laborers are rejoicing over the back pay they received May 1st for the months of September, October, November and December, 1918.

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M. HAYWOOD
Pres.

Since the 13th have sailed the "Sailing day" system is all off. We got our freight now on express schedule.

Miss Barbars has charge of Harpers Ferry station during the correspondent's absence in St. Louis. Miss Russell is the chief assistant.

The new standpipe has been erected at Waukon Junction and as soon as the mains are laid between there and the tank it is very likely that an engine will be installed and water will be available at that point.

On Sunday, April 13th, while Fireman Sam Keadle was walking between the coal shed at Dubuque Shops and the engine he was going to the Preston line with, a lump of coal dropped off the engine tank striking him upon the head and inflicting serious injury. He insisted on firing the engine as he did not figure he was injured to any great extent, but he had to be taken off at McGregor and placed in the hospital. Upon examination it was discovered that he was suffering from a fractured skull, and he died at 4 o'clock Monday morning.

On May 9th, General Superintendent Weidenhammer, accompanied by Superintendent Thurber, made a trip over the division in business car 222.

Roadmaster W. J. Whalen is confined to the hospital at McGregor with a slight attack of appendicitis. At this writing it is not figured that an operation will be necessary.

L. E. Webb, agent at Dubuque Shops, took a few days vacation, taking in the scenery around Lansing.

The night office at Edmore was closed on account of a temporary lull in business.

John Lund, the new night operator at Dubuque, commenced work there on May 5th. Operator McCaffrey who has been working that position, extra, is now employed by the Associated Press at Muscatine.

Jimmy Cassidy has been on the Chicago run since Conductor Libby gave it up.

Conductor Kearney spent a few days in Cedar Rapids before going to the O. R. C. convention at St. Louis.

Conductor Cutting spent a few days with his daughter in Minneapolis the early part of last

month. Conductor Dana had charge of his run while he was enjoying himself.

R. & S. W. News.

M. J. Caley.

Conductors McGary and Kinney are working overtime selling Liberty Bonds with great success.

Jack O'Connell had a hearty shake with his friends along the B. & S. W. April 14th. Two days off with pay, pretty soft for the Big "O."

James Glaster, baggageman at Delavan, had a finger badly smashed while receiving baggage from No. 23, April 14th.

"Doc, I like to work at this place, so many people transfer here. I think the new style skirts are a boon to mankind. Hope my eyesight holds out."—Hub's brother.

Trainmaster Connors is hustling the sale of Liberty Bonds along the line these days in connection with his many other duties.

Alfred Hohenthanner, son of J. M. Hohenthanner, signal maintainer Beloit, enlisted in the U. S. Navy as second class machinist and left Beloit, March 31st, for Charleston, S. C., for four years' service.

Conductor Herb Stiles received a card recently from Operator E. Stakeholder, who is working at El Paso, Tex.

A sad accident happened at Second street crossing, Delavan, May 5th, when an auto driven by Charles Goff and wife hit No. 23 near the pilot, demolishing the car and throwing both some distance. Mr. Goff died a few hours later; Mrs. Goff received a broken arm and several bruises, but will recover.

Mat Mosher, a one-time operator, ticket agent, train dispatcher and traveling auditor of this division, met many of his old friends along the line the first of the month.

"Archie" was the nickname given the anti-aircraft guns "over there"—a little gun with a big noise. No offense to A. C. M. of Beloit.

Hub, now that the time is at hand, stab in a few cabbage plants for your friends, and don't forget Doc.

Martin Roth is running Nos. 95 and 96 while Conductor Kinney is at other duties.

H. J. Beamish is back on the job at Racine again.



I Earned \$2200.00

IN FOUR MONTHS




This is Richard A. Oldham

Mr. Oldham was telegraph operator for the Illinois Central Railroad for twenty years. He is fifty-eight years old. One day he read one of my advertisements and the possibilities of making money in the Auto Tire Repair Business. In a few weeks, he had purchased and installed a Haywood outfit, and was doing business for himself. A short time ago he wrote us that his income in four months was as much as it had been in Two and One-Half years as Telegraph Operator. There are **thirty million** tires in use every day—punctures and blow outs are common. Something going wrong all the time. New tires advancing to prohibitive prices. Owners forced to have their old tires fixed. I have 500 other places to be filled now.

I Must Have 500 Men
to fill these places within the next 60 days

I have a big interesting book to send you—a book about tires—it tells all about them—how they are repaired by the Haywood method—explains this business—gives inside figures, and profit. Gives actual proof of success. What these men have done you can do. \$2500 to \$4000 a year is conservative. One machine will give you a start. All you do is open a shop—put out a Haywood sign, and auto owners will come to you. There is a big opportunity awaiting you.

Sign the coupon and mail it today, or send a post card or letter.

M. HAYWOOD, Pres.

HAYWOOD TIRE & EQUIPMENT CO.

1214 Capitol Avenue, INDIANAPOLIS, IND.

M. HAYWOOD, Pres.
Haywood Tire & Equipment Co.
1214 Capitol Avenue,
Indianapolis, Ind.

DEAR SIR:—Please send me your book on Haywood Tire Repair Plans and full particulars on your National Tire Repair Service and details of your FREE school of tire repairing.

NAME

ADDRESS

After nearly a year in France, Brakeman George Brinkman is back with the Home Guard. Brink has some mighty interesting things to tell of the customs over there—but seems to find the old scenes very welcome.

Mrs. George Howland was a Freeport visitor the first of the month.

Here's a few from the H. G. S.—Pete Herman, captain of the Junction forces, has hied him to the scrub-pine district for the summer. Pete's dogs were growling and he thought a spell in the rosin belt would benefit them.

Ted Klnney says that the last issue was horribly unfair. Claims they have been spotting cars to wagons at Delavan for years and that he should not be blamed because Uncle Jimmie trailed Doc for just one afternoon.

Agent Simmons is holding protracted meetings with a dentist in Racine. Possibly on the strength of a report of more back pay.

Joe Gibbons went to Chicago to welcome the "Lucky 13th" and look things over once more before the Desert Decree (July 1st) changes all his fondest memories.

Now that the Victory Loan drive is over, G. Y. M. Gibson will have more time to keep caught up on his 'phone work. It's going to be an awful blow to those 'phone girls if they ever find out that Betty Ann is nearly big enough to have a beau.

It was no surprise to those who know him when Smoke Horton was sent to Racine to act as shepherd to the beet-weeding ladies. Smoke, in addition to his uncommon beauty of face and figure, is there with that "manner that captivates and allures."

J. Woodrow Rossmiller, our popular egg merchant, is again able to communicate with his many friends by telephone. The suspension of service was but temporary—said friends attending to the matter with promptness and liberality.

Signal Department Bubbles.

By "Suds."

A. T. Breecher of Savanna graced us with his presence lately. "Breech" says things are quiet on the Illinois.

Bill Luebke of the valuation department called on us the other day. Bill has the automobile bug, but isn't sure just what kind he wants to get. Evidently Uncle Sam was kind in regard to back pay.

F. D. Morehart and H. W. Chevalier were down to Western avenue checking out the wires, etc. Authority has been given to rewire the whole plant which will take close to 700,000 feet. It's a big job and will be some time before it is finished.

The return of the 340th, Custer Division, on April 21st, was truly a wonderful sight. Talk about crowds, and we sure had a reserved seat. The regiment was scheduled to arrive early in the morning and the crowds were down early. Through delays the first train arrived at 11:30 a. m. and the second at 12:15.

Johnny Dunn is back on the job again, but before starting to he went down into Arkansas somewhere to bring back his wife. They then made a trip to Iowa. Johnny is now in Archie Alexander's territory at Minneapolis testing out relays.

A number of A. F. E.'s have been cancelled and the forces reduced somewhat, but we're hoping it's only temporary and the contemplated work will go on in the near future. Some of the jobs that were cancelled are automatics from Mobridge west, Milwaukee depot to Grand avenue and Sioux City terminal.

We have seven crews at the East End. S. V. Bassett is at Duplainville overhauling the plant; A. Koenig is doing repairs at Lake; L. C. Leavitt is following up line changes at Ferguson; O. Dunn repairing at Mankato; F. F. Hammes is putting in cut sections on the Illinois Division, and E. D. Barton is finishing up automatic signals, Milbank to Ortonville.

Recently there appeared in the Milwaukee papers a picture of Major T. P. Morton of the 13th. We are sure very glad that the major and the 13th are safely back home again, and we'll mark time until the major can get back into the magazine with his witty verse and sayings signed "One T. P."

Fred Austerman, Jr., came in the other morning and said, "Boys, behold I'm an uncle." We congratulate Freddie, as he now has a playmate.

Guy A. Edgar of Supervisor Breecher's office contributed the following: "A rookie returning to camp after spending the evening and his money in town was forced to take the railroad track back. While walking along quite downhearted he passed a semaphore which was clearing after a train. The rookie looked up and observing the signal apparently saluting him, waved his hand in disgust and said, 'As you were, old top. I am only a poor buck. As you were.'"

We are indeed grateful to G. A. E. for the above and hope he comes again. We would ask at this time that any others of the signal department or otherwise that have any items of interest send them to "Suds," signal department, Union Depot, care J. C. Mill, chief engineer.

While Elmer was playing polish bank the other day at noon someone left a bouquet of dandelions on his desk. We don't know positively who put them there, but think that a certain young lady whose name begins with M. might know something about it.

Who's the fellow, Margaret, that sees you safely to the depot once in a while? I suppose he's a cousin of yours?

J. C. Mill is making a trip through the west with an automatic train stop committee. Intends stopping in Tacoma to confer with L. W. Smith.

Wooden Shoe Doings.

"Mitch."

The latest topic on the old Wooden Shoe is, "When will the ore business start?" Everybody is anxious for the ore to begin moving, as business is almost at a standstill.

Fireman Frank Sheppard, Peter Lucas, Kline Wallace, "Taxie" McGuire, Tony Ambrosia, Dave Scott, Herman Karsten and Mitchell Basche have taken time card examination and all passed O. K. Another big load off of the boys' minds.

A certain brakeman on a main line passenger, whose first name is Roy, has been bringing bunches of arbutus from the north and sending them to Gladys. Gladys is very fond of arbutus.

Two new callers are working the first and third shifts at Green Bay. "Red" Hammett, fireman, recently discharged from the army, is working the third shift and Brakeman Bunyea is working the first.

The last of the coal which has been stock piled in the yard and has been the cause of much worry to all firemen will be used up this week. Reports are current that we are to get good old eastern coal again before long. Happy days.

Brakeman John Denieen, who has been working in the chief train dispatcher's office for about a year and a half, is talking about going back on the road. The old "railroad fever" gets them all.

Fireman Henry Krist was so interested in the stories Phil De Guire was telling the other night that he left his coat in the roundhouse office and went to Milwaukee on No. 2 without it. "Mitch" brought his coat to him on No. 10, so "Hank" could dress up and get something to eat.

Machinist Charlie Robinson was seen at the Mitchell-Dundee fight in Milwaukee the other night. They say Charlie was somewhat of a fighter in his younger days.

Fireman Alphonse Watermolen, who has been in France for over a year and has been reported killed on two different times, returned last week and looks anything but dead. "Al" says he has so many medals he hasn't room on his breast to pin them all.

Passenger Conductor John Dubois, who has been spending the winter at his home in Florida, has returned and is back on Nos. 9 and 10.

Some are worrying now, and more will be, about the new "raise" with back pay. But what they're going to get this time will not keep their feet "dry" on a rainy day.

Construction Notes.

Guyline.

C. J. Hixon of the General Electric Company, was a recent visitor in Seattle and Cle Elum.

Mrs. Y. M. Yarnell resigned from her position in the electrification offices recently to take a permanent position as the wife of C. V. Rice, who is connected with the wood shipbuilding industry. After all the advice she gave us we didn't think she would do it, but you never can tell. The good wishes of her many friends will go with her.

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Understand that Lieutenant D. H. Miles has returned from France and has settled down in Dowagiac, Mich. With G. S. Babler back on the job, and L. G. Dandler evidently on his way to the U. S., there are only a few more of the outfit left to be checked in. Here's hoping we see them all before many weeks pass.

C. C. Lee and his drying outfit are going over the various substations, drying out the transformers, preparatory to further installation and operation.

"Peg Anspach met with a serious catastrophe on a recent visit to Cle Elum. He mistook a bit of marshy swamp for terra firma and before he could extricate himself, he had sunk in almost up to his waist. It was only knee deep to a tall Injun, but then Peg isn't a tall Injun.

Robert H. Dean of the Seattle office, stole a march on his friends on April 15th, when he and Miss Margaret Mead of Seattle, ventured upon the seas of matrimony. After a delightful honeymoon in Portland and along the Columbia Highway, Mr. and Mrs. Dean returned to Seattle, where they will make their home. Their many friends will wish them both a long, happy and successful married life. The girls in the accounting room were especially grateful for the plentiful supply of candy and cigars which made their appearance around the office upon Mr. Deans return to work.

Gus Hermanson is the proud inventor of a shower bath which he guarantees will make the user think he is in the New Washington. It isn't patented, so I imagine he will have no objections to others copying it.

Jack Dunn reports that fishing and catching around Thorp is pretty fine these days. No, no, Jack didn't do the fishing; he merely reported it. Bresler, the timekeeper, caught the fish.

Our hats are off to the Bonding Crew. With the local running west only every other day, they move camp so fast and often that they have to have the east bound local double back to move them. It is almost a case of breakfast at Cle Elum, dinner at Lavender and supper at Easton.

Prairie Breezes—Aberdeen Division.

A. F. Reuland.

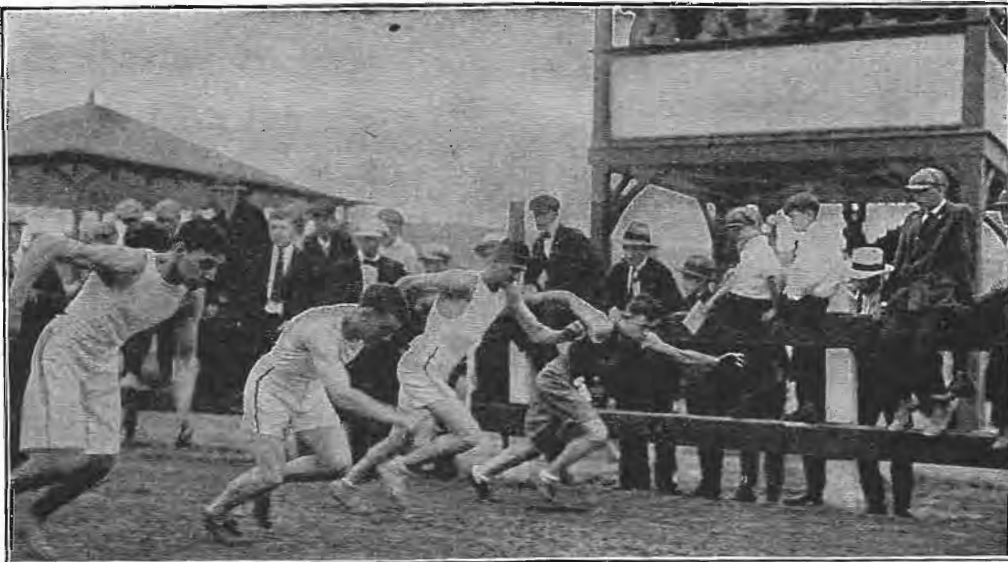
If January don't March—April, May with the Aberdeen Division on the top with "Victory Loan". Almost every employe on the division subscribed heartily for the loan and ranks above all other divisions. While the drive was on and the Victory Bond workers were out, one approached a Greek trucker on the Milwaukee freight platform with some misgivings. "Do you think you can buy any bonds?" he inquired. Tom Mareas frowned at the Victory Bond worker, and trundled his truck along side the merchandise car. "Er, how many bonds would I put you down for?" tried the worried Liberty Loan worker. "Go 'way," said Tom Mareas, gruffly, I'm trying to make up my mind whether to buy \$500 or \$600 worth." "Well," greeted the Victory Bond man, "How Many." "Take \$600 worth," said Tom, and went back to his truck on the platform. Tom gladly subscribed for each loan and mostly all his mates the same way. The heads of various departments were out continually until they were positive that everyone subscribed and have made our division nearly 100 per cent.

Miss Esther Oschsle, clerk to the general car foreman, spent several days in Omaha visiting relatives and friends.

"Texas Pete," as commonly known around the offices, came up from Monte the other Sunday accompanied by Geo. Ring and spent the day here visiting his former office mates. Pete said: "I sure like Monte, but Aberdeen appears too much like the Rio Grande for me to stay." Well, now that's merely Pete's thought. Of course, you understand that we think differently.

Messenger Wendel Schmidt, spent a few days in Minneapolis on pleasure, upon his return was seen bright and early in one of the offices and asked whether he had a good time. "Well," said Smithle, "I went to one show in the afternoon and I just don't know whether I should go there again, but I think I will, anyway there were quite a bunch of them smoking and chewing. Oh, yes, and a lot of women, and sure dolls, wish I could take one out, but they were too old for me, and hurried from the office." Judging from his words, one

OUR "BIG FAMILY" AT PLAY



100-yard Dash by Our Workers in Athletic Contest at Ideal Park, Endicott, N. Y. A PLAYGROUND FOR ALL THE PEOPLE—EVERYTHING FREE—EVERYBODY WELCOME—EVERYWHERE.

ENDICOTT JOHNSON CORPORATION

TANNERS AND SHOEMAKERS
FOR WORKERS AND THEIR CHILDREN

ENDICOTT

NEW YORK

might think that he really attended the "Gaiety."

R. C. Donehower, agent, spent a few days in Minneapolis visiting friends, and while there also attended a meeting of the Shriners.

H. F. Gibson and wife, spent Easter in Minneapolis and also a few days in Wisconsin visiting relatives.

Harold Peckham, chief clerk to the district carpenter of Minneapolis, visited Aberdeen.

W. H. Murphy and wife, spent Easter in Minneapolis visiting relatives and friends.

Art Masche spent a few days visiting relatives and friends at Norwood, Minn., but recently has been seen boarding the west bound Milwaukee at 6 a. m., someone saying its at Java where she lives, anyway, no one seems to see him the following night, so it must be somethings that is keeping him up.

Try as he would, he could not lose her. Everyone at the Milwaukee watched and grinned as a young man, who apparently was leaving Aberdeen on an extended trip, slyly boarded H. and D. No. 6, on the eve of May 8th, slipped through the train and jumped off the rear coach. Close at hand, a young woman, his bride, to all appearances, hurried through the choaches as if in great fear of losing him. The "bride" dressed in white, with a beautiful veil, of lace, which had a striking similarity to one of "mother's" lace curtains, followed the young man, who was without a doubt the most nervous individual that the passers by had ever had the pleasure of witnessing. And pleasure it was, for the laughter of the great crowd at the station could be heard to the main business district, bringing more onlookers. But it was all a horrid joke, played on Kenneth E. Morrison, division accountant and our comrade in arms (particular stress on "in arms"), who left for Minneapolis, at which point, at five o'clock, May 10th, he jumped out of "single track" and into "double harness," taking unto himself a "help-mate," Miss Harriet Asplin, formerly a "rail" employed in the trainmaster's office on the River Division.

His fellow employes heard of his intentions and led by promoter Gus, assisted by T. M. Fisher, formed a wedding party, provided the "bride" and accompanied the "bride-groom to-be," as far as Milwaukee, South Dakota, on his "fatal" journey. The honors go to our "Georgia" as a reward for a wonderful impersonation of a blushing and affectionate bride (Editor: Please lay stress on the word "affectionate") while Clara and Gus "did their little bit," (Wake up, Clara, and hear the little birdies sing that parody on "Oh, Johnny, Oh, Johnny"), as brides-maid and best man. The following members of the party acted as attendants: Misses Pearl Paulson, "Pat" Patton, Sylvia Krueger, Mrs. A. Stewart, and Messrs. T. M. Fisher, Mike Kirkchaser, Art. Maschke, A. Stewart, and A. H. Ostoff. Kenneth, you have our best wishes and those of us who are fortunate enough to have met Mrs. Morrison, offer in addition to our best wishes, our heartiest congratulations on your choice.

Wm. H. Berg, cashier at the local freight office, has been making numerous recent visits to some point in Minnesota, (not able to state the designated place) and seems though Billie is always in a happy mood when he returns. Just recently, he was also seen with our fair young "Sadie," at the Orpheum, Fiske O'Hara playing "Marry in Haste." Now, it couldn't be that Wm. H. attended for information?

Geo. B. Haynes, general passenger agent; W. B. Dixon, assistant general passenger agent; J. T. Gillick, general manager; M. Nicholson, assistant general manager, and J. H. Foster, general superintendent, visited Aberdeen recently. The former two gentlemen spending the day with the passenger department on business.

V. C. Emery, formerly cashier at the local freight office, has threatened several times to give up his liberty, and just recently left his very handsome, young bachelor apartments and hastened to join hands with Miss Esther Oschle. Both have been in the employe of the Milwaukee during the past few years and are well known. We all wish you both our heartiest congratulations for a long and happy wedded life.

J. C. Homer, assistant freight house foreman, spent Sunday at Marion Junction visiting relatives.

Frank Baeth, bill clerk at the local freight office, spent Sunday in Sioux City visiting friends. Frank enjoyed his trip very much and thinks considerable of the city.

Sam Tony, employed at this station, spent a few days in Minneapolis visiting friends and relatives. Sam, as they all know him, being employed for the past eleven years as Janitor in the passenger station, intends to take an extended visit, going to the coast and points in California.

James Davis, train dispatcher, went to Minneapolis last week. While there Jimmie bought a new car, started the trip back, but was forced to leave his car at Groton, account the high waters.

Dick Host, employed as chief timekeeper, resigned his position and accepting a position with J. H. Morrel & Co., of Sioux City. Dick was progressing very rapidly at his work but one day a better offer came and has taken him away from us. Dick, we all wish you a speedy success.

Mrs. Ray Burke, stenographer to the district claim agent, spent a week visiting relatives and friends in various points of Iowa.

Miss Alma Bolan, our timekeeper, in the master mechanic's office, has recently been very thoughtful and invited a number of the clerks to her little home and surprised us, we found that she had a quite a number of nice and handsome young ladies with her. The evening was spent in playing cards and singing, and later a luncheon was served. Oh, it takes Alma to do it, never had a better luncheon in my life.

Notes from Milwaukee Terminals.

"O'Malley"

Here we have been waiting for a few notes from some of our kind friends who helps us to fill our column, only to be informed that they are all too busy checking up Victory Loan subscriptions, with an excuse such as that we can only say that we only wish the subscriptions were so numerous that you would need the assistance of about ten more people to get them out on time, so we will forgive you this time and let us have a long letter for the next issue.

Speaking of the Victory Loan, did you notice how all of us supposed-to-be-pro-Germans, of Milwaukee and Wisconsin, finished the job. How about it, Chicago?

Then some more of our reporters are too busy getting ready for the Big Event of the season, the grand ball of the Brotherhood of Railway Clerks to be held on May 14th, in the beautiful ball room of the Knights of Columbus club house. We will send in some notes of the affair, hope they get in on time.

We are sure that the dance will be a grand success, socially, especially as the following list of ladies of the car record office are on the arrangement and reception committee: Florence Jaeger, Clara Luebke, Marie Hogan, Helene Eck, Mabel Braun, Ester Braun, Agatha Stange, Irene Sett and Alice Graber.

We are going to attend; and we will have the satisfaction of saying to those who did not, "don't you wish you had?"

Well, we don't know just how we are going to fill our column this time, news is very scarce and a good reason for it, no one is thinking of scandal or gossip, the main topic of conversation is the Victory Loan; oh, no, it's not a question of whether Milwaukee will make good, but how much she will over-subscribe.

Well, now, there; we've done gone and done it, away over the top.

Now that we have all done our duty and shown the world that Wisconsin and Milwaukee are 100 per cent American, we will now talk about a few of the vacations that are pending. A. J. Hammere, Ted Rogerts, Art Reisse, and a few more of our "rear fishermen" are going to spend a few days at Phelps, Wis. We understand they are to have a pilot, that good old scout, Joe Glutz.

Look out, folks for some fish (tales) on their return.

We welcome R. D. Miller to the office of trainmaster. Mr. Miller is one of our own Milwaukee boys, he having served in many capacities here, his last position here being conductor on the C. & M. Division, from there he was promoted to yardmaster at Lake, then to Rondout, then to trainmaster at Ottumwa, Ia., and now he comes back home, and we again welcome him and wish him every success and the boys all say they are

going to help him. While we regret to lose N. A. Meyer (who was well liked by all whom he came in contact with), we are always pleased to see any of our old friends go up the ladder; Mr. Meyer you have the good wishes of all the boys here for your future success.

(Dear Editor:—Won't you please publish that poem I sent in about "Bob Foley," so that your humble correspondent may regain his good standing with our fair reporters.) Honest-to-goodness, girls, I sent in that poem. (Here it is.—Ed.)

His name ain't "Barney Carney,"
Nor is it "Freddie Schmitt";
But, that he is full of blarney,
The girls must all admit.

Now, there's "Ann" for instance,
Whom he always calls his queen;
While he's vamping "Mae and Kittie,"
Like a villain on the screen.

He makes love to "Rose and Esther,"
And tells them he'll be true;
But all the while he knows he'll break
The heart of little "Sue."

Now, girls, let's get together,
And give three rousing cheers;
For good old "BOBBIE FOLEY,"
Our faithful friend for years.

I hope you'll all appreciate,
And I surely think you do;
This lad that makes you happy,
Even though you're feeling blue.

(Written by Josephine B. Sweeney), but I don't think she wants her name mentioned, J. J. O'M.

Now let us have a good long letter from "One T. P." The M. N. G. Club should get busy and have a real good time and welcome him home, what do you say folks? I say, let's go.

There were quite a number from here that

went to Chicago to welcome the famous 13th Engineers. Among the Milwaukee delegation were Jesse Warner and wife, Arthur Carlin, Robt. Allen, Frank Doerfler, J. J. Palmersheim and Louis Seidel. Alex Young (former captain of Co. D) accompanied by Mrs. Young, also N. A. Meyer, were among the Milwaukee delegation to give a glad hand and a cheer of welcome to some of the bravest men of the whole allied forces.

The following clipping sent in from a St. Louis paper:

"Judge Blenski speaks Polish, German, English and French, but he can't talk West Milwaukee. He tried to understand it in court and he made a bad failure. A brakeman was being tried for assault and battery on a switchman. The brakeman was on the stand and testifying: 'Judge, I high-balled the hoghead to slip the rat-tlers over the transfer, and this pie-eyed geek—' 'Hold on,' exclaimed the court, 'What kind of language do you talk?'"

"The same as every person in West Milwaukee," answered the brakeman.

"Is there an interpreter present who can speak West Milwaukee?" asked the court. There was and the trial proceeded.

The sympathies of all our readers are extended to the families and friends of Yardmen William Kowalke and Louis Boucha in their recent bereavement.

Too busy with Victory Bonds to gather any notes this time, but we went way over the top, as usual.

Among the good subscriptions gathered by Max Dahlke, were John Bunce "Gateman," \$1,000.00 cash, and F. J. Russell, "Yardmaster," \$1,000.00 cash.

The car record department will soon be losing one of their most charming young ladies, poor Helene is planning on taking the fatal step. That's all right Helen, we all do some foolish things in our lives, only I would chose a more lively spot than Kenosha to live.

When you go to California, Florence, don't for-

SUGAR—3c lb.

In Assortments. Our Wholesaler-to-Consumer Catalogue containing this, and many other bargains Free with Trial Assortment.

THOUSANDS of dollars are wasted by sending expensive catalogues to people who don't mean business. To eliminate such unnecessary waste, so that we may be enabled to sell at the low prices we quote, we will send our Wholesaler-to-Consumer Catalogue only to people who prove they are really interested in saving money on groceries, by taking advantage of the saving offered in our Trial Grocery Assortment.

Some of The Bargains You Will Find in Our Catalogue.

BEST FAMILY FLOUR 196 LB. 7.50
PATENT BBL.

Swift's Pride Laundry Soap, per bar.....2c
Unedda Biscuits, per package.....2c

ACT NOW— Remember, we send our catalogue only to those who order Trial Assortment. We do not sell a part of the Trial Assortment or any items in it separately, but our Wholesaler-to-Consumer Catalogue contains hundreds of great bargains which you are privileged to buy in any amounts you wish. Get this catalogue and save money. Send your trial order to-day. Simply inclose \$1.99 and say, "Send Me Trial Assortment C-50."

TRIAL ASSORTMENT No. C-50

Approximate Retail Price	Approx. Weight, 13 lbs.	Our Wholesale Price to You
\$0.55—5 Lbs. Best Pure Granulated Sugar		for.....\$0.15
.08—1 Bar Ivory Toilet Soap.....		.02
.08—1 Package Gold Dust Washing Powder.....		.02
.15—1 Large Package Fresh Toasted Corn Flakes.....		.06
.15—1 Can Vegetable Soup—Economic and Healthful, prepared, and ready to serve.....		.08
.30—1 Bottle Highly Concentrated Laundry Bluing. 1 Bottle of this Bluing is equivalent to 1 gallon of the inferior grades.....		.23
.30—1/2 Lb. Pure High Grade Breakfast Cocoa.....		.18
.50—1 Lb. Guaranteed Baking Powder.....		.39
.20—2 Bars CINDERELLA—The Wonder Dye Soap. Assorted Colors for.....		.14
.90—1 Lb. High Grade First Crop Uncolored Japan Tea—Very Satisfying Drink.....		.57
.20—1 Lb. Cranberry Fancy Hand Picked Dried Beans.....		.15

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get-we still think of you and want you back again. So don't try your luck at the movies, because you might like it and forget the "Record." We have plenty of movie stars now.

Now, what do you think of Clarence? Getting married without telling a soul. You did not play fair with yourself, Clarence, the boys like to give presents.

I bet Ed won't do anything that foolish, he is in for the present, we don't blame him, it will help along in his new home. We wish you lots of luck, Clarence, in your new adventure.

But, look out, Ed, all the car record girls are looking for an invitation, don't disappoint them.

I wonder if it isn't possible to give Everett a chair at the interchange desk? You had better watch your step, Henry? nobody could fill your place in our hearts.

Now, did you ever see a more popular man than Mac? It's Mac here, and Mac there, and everywhere. He certainly makes a hit with the ladies.

Returns from the Brotherhood of Railway Clerks' dancing party.

It was one Big Success, both socially and financially and the weather was bad too, but we did not care we all went just the same.

S. M. East.

O. J. B.

Chief Carpenter E. J. Auge, has been at Excelsior Springs, recuperating and says now that he thinks he will go back to work.

Mapleton is pleased with the new water tank that has just been placed here.

Pump Repairer Santers spent a day in Spring Valley last week.

Foreman J. Shay has just completed a large job of driving piles, near Winnebago.

Agent at Grand Meadow says he is not afraid of burglars.

Our Efficiency Club is getting on nicely and will surely produce good results if the last meeting is any criterion.

Why is it that when the chief carpenter's clerk asserts that he belongs to a choir and has to go to practice, so many have their doubts—and show it.

We noticed a familiar face at Armstrong. The former agent has come back and I understand that the late agent has gone to Huntley.

Next month the bait can will consist entirely of angle worms.

H. R. Laugen of Jackson and F. E. Edwards of Albert Lea, were among the visitors at Safety First meeting at Austin.

We want to compliment the section forces on the splendid work done along the line on switch targets. They look just like new.

Questions and Answers.

What is the time?	Roy and Eleanor.
How do you account for it?	John.
What is a section?	Marcella.
What is a mill?	Nellie.
What do you want to know?	H. A. W.
Give me a pass?	Margaret.
Odd jobs.	Robert.
Lost and found.	O. J. B.
How is stock?	Vern.
How much is it?	Fred.
Coal statistics.	Miss Franklin.
How's the weather?	J. E. Ober.

Iowa Division (East) and Calmer Line.

J. T. Raymond

Covington station has been closed. Agent M. Warner has bid in Atkins, third trick, until Roy Kindig returns.

Quite a number went from Marion to Chicago to greet the boys returning with the 13th Engineers, including Mr. and Mrs. Jas. Tobin, Mr. and Mrs. Curtis Marchant, Misses Alice Grotemarkle, Alice McGuire, D. A. Newman and daughters, Ruth and Mildred; Starr Klink, Carl Oxley, George Carver, Steve Hines and Joe Dumbolton.

Beginning May 1st, baggagemen formerly running through from Chicago to Omaha on trains 11, 6, 3, and 12, now have their runs curtailed to divide at Marion. The crews on trains 29 and

30, now run through from Chicago to Cedar Rapids, instead of to Savanna, as formerly.

Mr. and Mrs. Joshua Williams left Marion for their ranch near Rifle, Colo., and Mrs. Williams will visit her sister, Mrs. Selby in California.

LeRoy Barner is working temporarily in the office of Division Master Mechanic F. P. Miller, as assistant to the timekeeper, W. K. Lothian. Unless the stiffness of the knee in which he was wounded, improves, he will have to give up the engineering work he was studying when enlisting, and take up something else.

Alex Young of Chicago, who was an officer in the 13th Railway Engineers in France, was in Marion on business. Mr. Young preceded the 13th home from France a few weeks and has resumed work on the C., M. & St. P. Ry., as assistant superintendent motive power at Dubuque, succeeding Mr. Walsh.

Conductor and Mrs. Daniel G. Hickey of Marion, have the sympathy of all, in the loss of their son, Daniel, Jr., who died in Mercy Hospital, Chicago, the latter part of April, age 13 years. He was messenger in the telegraph office at Marion for several brief periods and was a favorite of everyone around the office.

Lester Cleveland and Lumir L. Lessinger are new additions to the clerical force in Superintendent's office at Marion.

Miss Bess L. Carver and Wybro B. Griffiths were quietly married at the Methodist parsonage in Marion. Rev. Albert Hanscom officiating. Miss Carver is the youngest daughter of Mr. and Mrs. Geo. W. Carver and is a charming and winsome young woman. Her whole life has been spent in Marion and following her graduation from high school about three years ago, finished a course in the Cedar Rapids Business College, and has been employed in the office of the C., M. & St. P. storekeeper at Atkins. They will make their home at Waukegan, Ill.

Conductor W. D. Shank has relieved Conductor Reardon on the Atkins service train.

Crews on Nos. 29 and 30 are now running from Cedar Rapids to Chicago. Conductors John Reardon and Thos. Nevins are the Iowa Division conductors on these runs.

Born to Operator and Mrs. F. M. Snyder, at Marion, a boy. Congratulations extended.

Agent L. C. Rawson of Arlington was absent for a short period. Operator L. H. Young relieving.

Agent F. G. Zelser, Browns, was away on several days' vacation, G. H. House, relieving.

Conductor C. H. Westcott, who has been ill in Chicago, has recovered sufficiently to return home May 10th. We hope he may continue to improve and be in the ranks again, soon.

Agent F. N. Rathbun was away on a vacation for a couple of weeks, visiting relatives at Waterloo, Ia., and Toledo, Ohio. Mr. Rathbun took additional Masonic degrees at the Lyons Consistory, while away.

Signal Maintainer S. C. Lawson and wife, spent a week in Tennessee, visiting Mr. Lawson's father, who is eighty-three years of age and quite feeble. Their trip was shortened on account of Mrs. Lawson being taken ill.

J. F. Lindmeir has been appointed third trick at Green Island. R. L. Kindig, third trick at Marion for six months, while M. A. DeVoe is doing extra dispatching at Perry. L. A. Kell, appointed agent at Stone City.

Mrs. Henry Gue, wife of Agent Gue of Big Rock, passed away May 6th, and the funeral services were held May 9th. Besides the husband there are five children surviving. We extend deepest sympathy to the bereaved family.

Owing to more clerks being added to Superintendent's office force and not sufficient room, Verto Relchert and Carl Oxley are installed in the office building, northeast of the depot formerly occupied by Roadmaster Geo. Barnoske. Mr. Barnoske has moved into the east end of the building with Chief Carpenter McGuire.

Miss Mary Parkhurst spent a couple days in Chicago.

Lieut. Fisk Marshall arrived in Marion May 14th, for a visit with his parents. The other Marion boys in the "thirteenth" regiment had not arrived home, at the time these notes were sent in, but are expected in a day or so.

Mrs. J. Browns, visit

Here it is for this month other correspondence position as over to the "den" piled of the house shelf and we mill down at sion go unreg of the quest short report "Facts."

A large egg in the super much come force a great beams around other work the wearer ing of the s

On April Clerks, organ 28 members. M. J. Doner, ment; B. A. Kenyon, re urer; Paul E. Jorns, guar arms, Meath from Colum and Reserv officers are boys at ethe

The writ on the "Get ers some ide see just ha this kind, ta your own d most skepti is the miss and capital use by bod closing the the two, efficiency makes the made and es

A Get T age and the started and working ma kindly atta instead of every reason be done. Portage, and make the during the month. Wa of those int find when a

E. J. Ripp general on Portage, old position

Mrs. Schert of La C to her home her at home

Conduct returned to of being at that were caboose ing J. P. him gently car. He some burn wondering

Mrs. J. B. McGulre, third trick operator at Browns, visited at Delhi, several days.

La Crosse Division Facts.
Guy E. Sampson.

Here it is time to get down to "Facts" again for this month and we are wondering if any other correspondent find themselves in the same position as we find ourselves. Entire house turned over to the paper hangers and painters. Our "den" piled high with furniture from other parts of the house and our typewriter way up on the shelf and we compelled to borrow the use of a mill down at the office or let the La Crosse Division go unreported this month—?—no that is out of the question. So with this explanation for a short report, here goes for the most important "Facts."

A large sparkler worn by one of the girls lately in the superintendent's office, has not only caused much comment but has bothered the rest of the force a great deal, on account of its throwing sun beams around the room and into the eyes of other workers. This is a fact, but the name of the wearer will be withheld until the real meaning of the sparkler has been announced.

On April 19th the Brotherhood of Railway Clerks, organized a local lodge at Portage with 28 members. Officers were elected as follows: M. J. Doney, president; L. H. Tracy, vice-president; B. A. Winchel, financial secretary; W. R. Kenyon, recording secretary; G. H. Spicer, treasurer; Paul Roeker, chaplain, W. McMahon and R. Jorns, guards, and James Lashure, sergeant-at-arms. Meetings are to be held monthly and clerks from Columbus, Kilbourn, Mauston, New Libson and Reeseville, have joined the new order and the officers are expecting to take in the rest of the boys at other points along the division.

The write-up in the May issue by Mr. Craft, on the "Get Together Club," sure gave the readers some idea of the working of the club, but to see just how much can be done by a club of this kind, take our advice and start something on your own division and the results will satisfy the most skeptical man, that the spirit of co-operation is the missing link that has always kept labor and capital apart and which when once put into use by both parties will do wonders towards closing the gap that has always existed between the two. Co-operation leads to efficiency and efficiency to economy, the application of which makes the agreements between the two easier made and easier lived up to by both parties.

A Get Together Club is being started at Portage and those instrumental in getting the club started anticipate great improvements in the working machinery of the division and if all will kindly attend the meetings and boost the move, instead of staying away and knocking, there is every reason to believe a great deal of good will be done. Let all employees living at or near Portage, and all those running into that terminal, make the club rooms the one place of interest during the few hours that they meet once a month. Watch the bulletin boards and ask any of those interested in the move and you can easily find when and where to attend.

E. J. Rippberger has been appointed district general car inspector, with headquarters at Portage, vice Mr. Ball, who has returned to his old position, as car foreman at Tomahawk.

Mrs. Schweikert, wife of Engineer J. Schweikert of La Crosse, has returned from the hospital to her home much improved. All are glad to see her at home again.

Conductor J. P. Moran of Milwaukee, has just returned to work after two weeks off on account of being injured when the two big H-2 engines that were pulling his train parted, causing the caboose to make a somewhat sudden stop, throwing J. P. the length of the caboose and landing him gently (?) against the opposite end of the car. He says that two L-2 engines sure make some bunting block for S5 cars and he is still wondering how he ever escaped being killed.

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Much work is being done in both La Crosse and Portage yards in the way of fixing up the tracks. All tracks are being raised and put on a better foundation and this also means that employes can work along the side of a train without wading in mud and slush as heretofore. We all appreciate this improvement.

Brakeman J. B. Monks of the M. & P. way freight, had the misfortune to grab ahold of a nail that some employe had overlooked in accepting a box of freight for shipment, which meant a couple of weeks' of suffering for him and the loss of his service to the company, for the same length of time. A little more co-operation on the part of the employe accepting the box and much suffering might have been saved as well as doing a good turn for the company besides.

Frank Frederick, crossing flagman at Sparta, sure is entitled to favorable mention in the magazine on account of the beautiful flower beds he has built around the crossing where he works at Water street crossing. This particular spot used to be an eye-sore to all who passed it but the soil being pure white sand no one thought it worth while trying to raise anything but an umbrella, near the spot. However, Frank conceived the idea of wheeling in real black dirt and now—well, don't take our word—just notice for yourselves when riding by Sparta.

Brakeman Vic Vaughn, we are told, has tried a new experiment, that of raising wild ducks which he expects to try and tame later. He now has several young mallards at the home of Baggage-man Kugler in Milwaukee. We understand that if it proves a success the officials located at Portage may expect wild duck for their Christmas dinner, next December, as Vic is well liked by all and he in turn being a big-hearted passenger brakeman, could not refuse them this request. However, we would advise that he refused to let Brakeman Forkenbridge kill and dress the ducks, because it is a well-known fact that when the elder Forkenbridge asked his son to go to the shed on the rear of the lot and kill a duck that he had bought for a Sunday dinner, (this was some summers back) that young man hastened to the afore mentioned shed and proceeded to tap an artery in the neck of Mr. Duck. After being sure that the flow of blood would soon place Mr. Duck in the proper condition to have his coat removed, he started to return to the house. As he stepped on the porch of the house he thought he heard a queer sound behind him and as he turned around, imagine him surprise, to find Mr. Duck slowly waddling after him alive. "Forkey" says he never did have the heart to kill anything, not even time.

Engineer T. Clary is back on passenger after a few weeks' vacation.

Brakeman F. Harrington just returned from a fishing trip at Minnetonka, near Minneapolis. Reports having the time of his life.

Otto H. Czamanski of Milwaukee, has been appointed chief carpenter of the La Crosse Division, vice P. S. Boyle resigned. Mr. Boyle, who came to the Milwaukee from a foreign road, remained with us but a short time when he resigned the position and Otto, who has been with the Milwaukee for years, was appointed to the position.

Well, the spring house-cleaning time is here and the make-up of the official force at Portage shows that some changes have been made there. Our Chief Dispatcher W. G. Bowen has been appointed to a position in General Superintendent Bradshaw's office at Milwaukee. C. E. Larson, formerly on the "Chi" Division, has taken Mr. Bowen's place with us. W. H. Hammond, our night chief, has been transferred to a like position on the C. & M. Division, while Sam A. Hunter, our second trick dispatcher, has been appointed night chief. This places F. Krueger on as second and Earl Andres as third dispatcher.

La Crosse Division employes were not a little shocked when the news arrived that one of our oldest passenger conductors, Wm. Russell and oldest passenger conductors, Wm. Russell, had passed away at the home of his son, Dr. Claude Russel, of Lansing, Mich. The body was brought to Portage by the doctor and placed in the family lot. The sympathy of all is extended to the bereaved family. Mrs. Wm. Russel was unable

to accompany the body of her husband to their old home on account of being ill.

Passenger Brakeman Dick Stolle, who has been ill at his Watertown home, is back again on 17 and 4. Glad to see him back.

We are informed that M. Ternes is soon to ride the B. R. T. goat. We are sure that he will have a good time with the boys.

A great many of our employes went to Chicago, May 12th, to see "Our Boys" of the 13th Engineers return and all of one accord say that they were well repaid for the trip. The drum and fife corps composed of Portage employes and known and dressed as the "Boys of '76," were among those who greeted the boys in Chicago.

As our items must be in by the 15th we are unable to meet the boys in their home towns and get an interview for news items this month, but will try and see that they are all mentioned next month.

This is about all we have time for on a borrowed mill and in fact the boys were a bit backward sending any news this month, so hoping they will come earlier next month, we will surrender this mill to its owner.

Kansas City Division.

"Billie."

P. L. Hayes, formerly train dispatcher, Ottumwa Junction, now chief dispatcher, Spokane, was a visitor at Ottumwa Junction the latter part of March.

Fred Packard, machinist, Ottumwa Junction, will beat Barney Oldfield if he keeps up his present speed. His latest speed record with his five passenger Reo is 39.2 miles with one cylinder working and the cut out closed. Think of the speed if the other three had been hitting. Fred says the worst thing about it is that it will not run without gasoline, as he tried it, but surely goes some when you give it gas.

An eleven pound boy arrived at the F. J. Rokey home, Rathburn, Ia., March 20th.

G. L. Gallaher, Sigourney, Ia., has gone to St. Louis, Mo., to attend the Bi-ennial convention of the O. R. T., which commences May 12th.

Conductor Pat Sheridan of the Coast Line, formerly of the Kansas City Division, visited friends at Ottumwa Junction, May 3rd.

A marriage announcement that came as a surprise to all of us was that of Miss Nel Pansler and Henry Bowen, who were married Saturday evening, May 3rd, at the home of friends in Chicago. Mr. and Mrs. Bowen are both employed in the superintendent's office, Ottumwa Junction. The Junction office force met them on their return and escorted them to the office, where a reception was given them.

D. C. Fenstermaker, district engineer of the Southern District, spent a few days at Ottumwa Junction last week.

S. O. S. Tacoma Tide Flats.

R. R.

Director General Walker D. Hines, members of his staff with Regional Director Aishton, were tendered a dinner in Tacoma April 31st, by the Tacoma Commercial Club and Chamber of Commerce. The director general addressed a large meeting of railroad employes in Seattle on Sunday, April 20th. It was very well attended by Tacoma officials and employes. Federal Manager H. E. Byram, General Manager H. B. Earling, General Superintendent W. B. Foster, Mott Sawyer, assistant to general superintendent, and Frank Dow, superintendent of the Coast Division, inspected the Tacoma shops and yards on April 22nd.

Mr. W. M. Harvey, chief traveling disbursement accountant of Chicago, spent three days between Seattle and Tacoma, and called on us twice during his short stay. In this time we got very well acquainted with Mr. Harvey's new system of accounting.

Can't say an awful lot of things about the store department anymore, they're very careful—won't let me in on anything.

Jack Dorsey has solved the high cost of living. He is going to get Tacoma's goat and live on milk—some living Jack.

The whole Tide Flats turned out in springtime style on April 28th, and everyone enjoyed and

appreciated the committee for

Mrs. C. S. H... one over on us... made Charles real... them much happy... doughboy.

H. J. LaMare... time in walking... to town and then... and Johnson and... roadster. It was... and—?

A. C. Belnert... us for awhile. B... clusive for about... come back looking... Am not saying... but how was the... first box front... and—?

I hear B. W. Z... has our hot water... Bob, how are the... I've had was... always had an... "Good Old Gobs... Miss Mary... Seattle, but, oh... I mean in Tacoma... Jean Pollock... it's one "real Am... H. J. LaMare... can't say as to... know, Betty.

Dick Dunwo... just joined a new... on it. They'll... Vesta, are you... Since the account... new office the... deserted and... noon anymore.

Mr. C. C. G... to attend the... hood of Railroad... Miss Velma... ing "American... Yes, we're 100... accounting depart... 8:30 a. m. the... Loan drive, due... Victory Liberty L...

The thing that... the accounting... ence J. Turner... a certain some... the rest of us... draw your own...

H. R. Emer... brought an ord... aren't we suffici... times this year... Oh! folks, I've... "Our Car Depart... Well, I should... We never have... ourselves be... to recognize us... of us.

Several changes... past year—K... with Mr. Wilson... Mr. Botsford... who has taken... Mrs. Mae Williams... Kellogg, Mrs. M... remain. Don't... will remain—she... and is only wait... luck, May.

Mrs. M. Wil... near future to... tion. Hope you... Mrs. Meeker... We are all d... grows wild on... wild after we've... F. D. Camp... the offices being... Mr. Delaney... his typewriter... Irene Camp... her trip south... in, and here's... "Sunny California...

appreciated the efforts of George I. Matson and the committee for the evening—some dancing.

Mrs. C. S. Hawkins (nee Rose Swift) just put one over on us all on Saturday, the 26th, and made Charles real happy. We all join in wishing them much happiness. Charles is one more lucky doughboy.

H. J. LaMare and someone else spent a little time in walking from South Thirty-sixth street to town and then some, on the 25th, while Dorsey and Johnson and someone else enjoyed a chummy roadster. It wasn't at all fair—Poor Hazen and—?

A. C. Beinhart of the time department has left us for awhile. He has decided to be very exclusive for about four weeks. We hope he will come back looking better and feeling fine.

Am not saying much about the "two S. S.," but how was the "Pan" on April 28th from first box front on right side, "Slim."

I hear B. W. Zillely has a new office. He also has our hot water heating apparatus. Oh; say, Bob, how are the military affairs. Last report I've had was "Art" will be home in May. I always had an idea the Navy would win out, "Good Old Gobs."

Miss Mary Semm spent Friday shopping in Seattle, but, oh, yes, she spent Sunday at home—I mean in Tacoma.

Jean Pollock doesn't receive any French mail—it's one "real American male" now.

H. J. LaMare is still with us sometimes, but can't say as to how often he is present. Do you know, Betty.

Dick Dunwoodie is a social climber. He has just joined a new club. Dick, let the bunch in on it. They'll help you up a rung or two.

Vesta, are you in civil or military life?

Since the accounting department moved to their new office the store department is a wee bit deserted and you can't see Betty for dust at noon anymore.

Mr. C. C. Ganty left on a trip to Cincinnati to attend the annual convention of the Brotherhood of Railroad Clerks to be held on May 13th.

Miss Velma Ehen is also among those receiving "American male."

Yes, we're 100 per cent "real Americans" in the accounting departments. Had all subscribed at 8:30 a. m. the first day of the Victory Liberty Loan drive, due to George Pyette's efforts as a Victory Liberty Loan volunteer.

The thing that's got us all guessing here in the accounting department is where was Clarence J. Turner on the 28th, when he promised a certain someone to be up to the K. C. with the rest of us. He refuses any explanation, so draw your own conclusions.

H. R. Emerson has come back to us and brought an orchestra with him. Now, folks, aren't we sufficiently equipped for some real jolly times this year.

Oh! folks, I've received some S. O. S. from "Our Car Department." Here they are:

Well, I should say we do want to be seen. We never have had the chance before to let ourselves be known as no one took the trouble to recognize us. We are here alright and lots of us.

Several changes have been made during the past year—K. Brautigan being our chief clerk with Mr. Wilson as assistant.

Mr. Botsford is taking the place of Mr. James, who has taken a position at the coach yard. Mrs. Mae Williams is a recent addition, but May Kellogg, Mrs. M. Meeker and Irene Campbell still remain. Don't know how long Miss Kellogg will remain—she is greatly interested in the Navy, and is only waiting until he returns. Wish you luck, May.

Mrs. M. Williams expects to go east in the near future to take her long earned spring vacation. Hope you have a nice trip, Mackie.

Mrs. Meeker has purchased a farm in Puyallup. We are all dining on rhubarb, which she says grows wild on her place. Hope none of us get wild after we've eaten it.

F. D. Campbell will consolidate the offices—all the offices being put together.

Mr. Delaney will have to hunt a box car for his typewriter and stenographer.

Irene Campbell has no thoughts now but for her trip south in July. It's a lovely place to live in, and here's hoping Miss Irene will enjoy "Sunny California."



Men! Be Up-To-Date

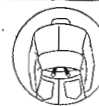
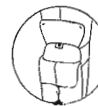
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C. M. & ST. P.

Wisconsin Valley Division Notes.

Lilly Ann.

Mildred and Mae left last evening for Milwaukee to do some shopping and visit the French pastry parlors. We are very anxious for their return as we are promised some samples.

Van was down to Chicago for a couple of days recently on business. He was greatly missed around the office and his return was welcomed by all.

Brakeman G. E. Stoddard was married last week. The nuptial knot was tied at Hurley, the home of the bride. They expect to make Wausau their future home. A hearty welcome and best wishes for a long and happy wedded life is extended by all railroad employees.

M. F. Smith, master mechanic, was a caller at the office this week.

F. Huntzicker, assistant to roundhouse foreman, has been on the sick list for some time, and Mrs. Huntzicker recently had an operation for appendicitis. We hope the condition of both will soon improve.

Superintendent P. H. Nee and Chief Clerk C. H. Conklin were down to Chicago attending a meeting in regard to Supplements 15 and 16 to General Order No. 27.

The young lady employees in the building were treated to a dinner party at the Chrystal Hotel on Monday, which was very much enjoyed by all. It was almost necessary to go by way of boat, as this part of the town was pretty well flooded by a heavy rain which started early in the morning. However, it was felt that the invitation must be accepted, so we would not let a little thing like rain spoil the fun. Everyone appeared more than satisfied upon their return, and are longing for another invitation. Well, we may hope.

When the news of this issue reached our readers, Conductor P. Hollenshead will have celebrated another anniversary of his birth, which falls on May 19th. We have a vivid picture in mind of the illuminated "birthday cake," as well as a secret longing for a taste. We extend congratulations and hope to be able to make mention of this fact many more times.

No slackers around on this division—everybody subscribed very liberally to the Victory Loan and we expect to be 100 per cent or over before the close of the campaign.

John Sullivan has been on the sick list, but has again reported for duty and will be able to make his usual run.

E. A. Wescott recently had the misfortune of losing the index finger of the left hand while assisting in the repair of a fence. Mr. Wescott has been employed in the C. M. & St. P. Ry. in the capacity of brakeman and conductor for the past twenty years, always observing the Safety First Rules. It is unfortunate that Mr. Wescott would meet with this accident in his first attempt at farming.

Wm. A. Streeter is spending a few days in Milwaukee.

Mrs. D. Callahan and children are visiting with relatives at Mosinee.

Arthur Redlich, son of Roadmaster H. Redlich, is visiting with relatives at Chicago.

Would be glad to receive items of news during the month from anyone who has anything to contribute. We could make the Wisconsin Valley Division news very much more interesting if everyone would take a personal interest in collecting same.

C. & M. Division Notes.

B. J. Simen.

The 13th Engineers have returned covered with glory. They were given a whopper reception and welcome in Chicago and all the nice things the Chicago papers said about our regiment would fill a book. Operator George Campbell and Fireman Campbell were C. & M. boys in Company D. One T. P., our Major, we welcome you home.

Section Foreman William Monahan of Avalon is handling the work connected with building the new tracks for the General Motors Co., near Rock River Tower, Janesville.

We have on several occasions received a bunch of notes sent without any signature, and while we are greatly obliged for the interest taken, the Editor declines to permit anonymous contributions to be used in the Magazine, and we have therefore to pass up all such communications.

Deer Lodge Shop Notes.

"Patsy"

Mrs. E. Boyer, wife of Conductor Boyer, left Monday evening for New Orleans where she will visit relatives for a short time. Mrs. Boyer will go from there to Chattanooga, Tenn., for several weeks' stay.

Mrs. Mary Steinberger returned Wednesday from a visit to Tacoma.

Mr. H. C. Peck, Boardman at Avery paid Deer Lodge a visit the other day.

A large delegation of Deer Lodge sojourned at Butte on Friday, April 18th, for the purpose of being conducted across the burning sands of the Great Sahara Desert in the Temple of Bagdad. Among the most distinguished was Rocky Mountain Division Engineers, W. E. Douglass and A. J. Buchen, and last but not least, the portly person of Big Bill Davis. It has been reported that Bill was shown exceptional favor by the Rulers of the Realm and a special conveyance was provided for his convenience. Hope Bill did not have cold feet.

On April 21st, the Order of the Eastern Star gave an Easter Ball at the Milwaukee Hall, which proved to be a great success. This was given for the benefit of the new \$80,000 Masonic Temple which is soon to be erected in Deer Lodge. Worthy Matron Mrs. Frank McAvoy and Worthy Patron A. J. Buchen lead the Grand March which was very impressive. The dance proved to be a success financially as well as socially, as I understand they netted \$250.00.

Architect H. C. Whitehouse from Spokane is working on the plans for the new Masonic Temple.

All the prize fight fans of Deer Lodge Shops are highly excited on account of the proposed Willard-Dempsey fight which is going to be held at Deer Lodge in the near future.

J. B. Cox, representing the G. E. Co., of Schenectady, N. Y., was greeting Deer Lodge friends recently.

Capt. T. J. Hamilton, who left here for service in the Engineering Corps in France, returned recently. Capt. Hamilton was Asst. Supt. at Avery, Idaho, before he left, and was immensely popular with everyone. He was met at the station here by a large number of friends who were pleased to shake his hand again.

Several parties from the shop motored to Butte to see the "Flying Circus." Among those from the Shops were Messrs. and Mesdames E. Sears, M. R. Moody, C. A. Fox, W. I. Luzzard, F. McAvoy, Mrs. L. F. Hines, Miss Bessie Larsen, Miss Helen Reardon, Miss Hilda Sikla and a number of others. They all felt well repaid by the splendid exhibition.

Roundhouse Foreman L. F. Hines has returned to work after being ill for a few days.

Electrician W. H. Cook is confined to his home with small pox, but I am told he is entirely out of danger and will soon be able to be out again.

Mr. and Mrs. W. M. Harvey, Auditor of Material Accounts, of Chicago, were visitors in Deer Lodge recently.

Electrician L. G. Talbot and wife have returned from Portland, Oregon.

Mr. M. R. Moody recently purchased a Dodge car.

Mrs. J. W. Hurst, wife of Stationary Engineer, Deer Lodge Shops, returned last Friday from Seattle where she spent several weeks with her daughter, Mrs. Volmer Hansen.

Our old friend, Dick Wende, is again with us, after having been confined to the hospital for several months. Everybody is glad to see Dick around again. Guess he was rather surprised to see all the new and pretty faces in the Supt.'s office when he got back. That is, they were new to Dick, but leave it to him to make himself known to the ladies.

A number of Missoula Division Firemen who enlisted in the Navy and Army service have returned to their old positions. Among those being W. A. Meek, W. D. Van Housen, C. D. Kennedy and J. H. Hearing.

Our genial Asst. Supt., D. J. Hagerty, made a trip to Deer Lodge the other day where he is always welcome to his many friends.

Director-General of Railroad, W. D. Hines, Federal Managers F. E. Byram and party, recently made a successful trip over the electrified territory, making the entire distance from Deer Lodge to Avery, a distance of 211 miles, without a stop.

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M. C. B. Jottings, Milwaukee Shops.

Well, we just got our May magazines, and as I noticed the M. C. B. news was printed, here goes for just a little more.

Mr. and Mrs. Ed. King entertained a number of employees of the Master Car Builder's office at a house party, those present being the Misses Edna Powell, Catherine Butler, Grace Campion and Izetta Esler; Messrs. Erwin Bertram, Walter Foesch, Jerry Rosare and T. Bernard, and Mr. and Mrs. Harry Gathman. Dancing was the enjoyment of the evening after which lunch was served.

Mr. Ed. Bloom, Statistician, is spending more and more of his time in Chicago. Has "the Oxford" lost its charms, Eddie?

Harry Gathman is minus just a little bit of wisdom, the reason being his having one of his wisdom teeth pulled. This piece of ivory had been causing Harry quite a few sleepless nights, and he thought it best to be minus a tooth than minus so much sleep.

Mr. J. J. Hennessey, Assistant Master Car Builder, wife and daughter, returned from Florida after spending the winter. Mr. Hennessey looks very well, indeed, and surely was sunburned.

Mr. Ed. Klug, who was our pay-roll estimator, has left the Master Car Builder's office and accepted a position in the Valuation Department, this building. We all wish Ed. the best of success in his new duties. Walter Foesch, who was formerly a stenographer in this office, is now acting in the capacity of pay-roll estimator. Upon leaving, Mr. Klug was presented with a fountain pen, which was a gift of the employees of the M. C. B. Office.

Miss Edna Bremser has been away from her desk for some time during the month, she having quite a sick spell. However, at this time she is back and seems to be feeling like herself again.

Mr. Gilbert Alcott, of this office, surprised us by announcing the fact that he had decided to take a ride on the sea of matrimony. "Gibby," as he is better known, and his bride-to-be, betook themselves to Waukegan on April 19th, and had the knot tied there. As yet, we haven't had the pleasure of meeting the new Mrs. Alcott, but hope to shortly. The best wishes of the employees are extended to you Gibby.

Miss Gertrude Haas visited her brother in Chicago the early part of the month.

Mr. Geo. Voth, our M. C. B. Interchange and Record Inspector, has been out of the city on an extensive trip and is now out on Western lines.

One person answered my call for news items. Oh, but how they do hit the one writing the news items. Anyway, thanks for the news, and I hope the others will send in items, too.

Mr. R. L. Whitney of Federal Auditor Bunting's office, has been a frequent visitor at Milwaukee Shops during the last month. Always glad to see you and your umbrella, Mr. Whitney.

The Misses Norma Lutzenberger and Bernice Kruse spent Easter Sunday in Chicago.

Miss Catherine Butler is about the happiest girl in the M. C. B. Office—as her brother, Lieut. Wm. Butler, is expected in Milwaukee shortly with the great 32nd Division. Lieut. Butler has been in some of the greatest battles, and came through the fray without even a scratch. The last I have heard, Lieut. Butler was presented with a cross for valor in action. Katy, remember we all don't know "Bill."

Mr. F. P. Brock, Chief Clerk, made a short trip to Chicago on Thursday.

O, yes, the dance given by the Shop Band was a well-attended affair. Quite a number from the M. C. B. employees were present. We won't say much about it in this column, for there will be a big write-up elsewhere in this magazine about it.

Mr. L. K. Silcox, Master Car Builder, has been out on Western Lines the past week, and expects to be gone for some little time.

Mr. M. Parkinson, District General Car Foreman, Dubuque, Iowa, was at our office last week. We tried to convince him that our band dance was as big an affair as the Dubuque Shops St. Patrick's dance, but Mr. Parkinson didn't seem to want to believe it.

Miss Lillian Reiff, stenographer, who substituted during Miss Stella Huelsbeck's leave of absence, is again with us, and this time the position is permanent. We all are glad to see Miss Reiff back with us, and trust she will like her work with the C. M. & St. P.

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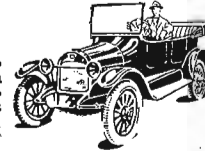
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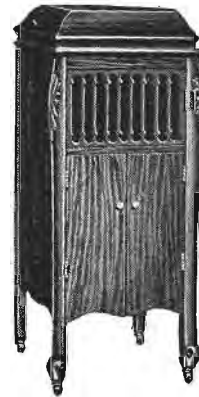
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Malden News.
Ida Hooper.

Hello, everybody. Hope you are enjoying the same spring weather that we are having.

The ball game played by the roundhouse and high schools teams resulted in a victory for the high school, the score being 3 to 2. Better luck next time, boys.

Machinist Helper Russell Peterson is back on days again since Mr. Holton returned from California.

Are you going to be 100 per cent American and buy your share of bonds in the Victory Loan? We are.

Charles Munns is taking an enforced vacation on account of the "flu."

Miss Francis Haydon, who was roundhouse clerk at St. Maries for over a year, is now working in Mr. Shooks' office in Spokane.

"Oui, Oui, Marie" is a very popular song around the office now.

W. H. Ohnesorge, foreman at Othello, visited at Malden recently. John Wiklund accompanied him to Spokane, where they attended a business meeting. Mr. Wiklund said he saw a real French girl up there, and all she could say was "Oui, oui."

General Boller Inspector E. W. Young and J. T. Wilson were Malden visitors recently. Mr. Young complimented us on the good roads between Malden and Rosalia, and also said that he enjoyed the ride immensely. The trip was made in Malden's jitney bus.

Everyone is planning on attending the firemen's ball, Monday, April 21.

Friends of Carl Plybon will be grieved to learn of his death, which occurred Friday, April 4, at St. Maries Hospital. Death resulted from a severe case of pneumonia, contracted while he was at work. His parents live in Spokane, and he was buried in that city, a delegation of firemen attending the funeral. The deceased was well known and liked, having been a fireman for a number of years. The sympathy of the entire division is extended to the bereaved relatives.

Machinist Helper Charles Holton and wife, and A. M. Foreman and daughter Berniece returned from their vacation last week. The trip from California was made by boat to Seattle.

Miss Esther Mead, daughter of Engineer Mead, was in Malden a few days renewing old acquaintances.

Brakeman Floyd Putman, who was injured in a wreck at Rye, Wash., is back at work again.

The Bug is in service again between Marengo and Plummer. We rather think that it will continue so for a few days at least. Engineer Maxwell is rejoicing over it and hopes that it will run all summer. During the scarcity of engineers, the firemen have been running the switch engine.

Fireman Walter Klinger and George Fry, who have been on the sick list, are back at work again.

The freight house has been rebuilt and the office forces have moved in. Guess they are quite proud of their new building, because that is all one hears when they go down there.

Chief Electrician Nofke has been in Malden the past few days. Electrician Collins is now finishing the wiring of the new office.

Ditcher X 62 has been at work at Malden for the past week, loading all the company coal that had been stored for winter use.

Someone is going to be minus some very nice cows if they don't keep them at home. About a dozen of them pay a daily visit to the roundhouse and feed on the green grass. Mr. Wiklund is getting to be quite a good runner. He says it's good exercise to chase them away.

Council Bluffs (Iowa) News.
Helga Heuwinkel.

General Car Foreman Schmidt has returned from a western trip on business pertaining to car inspection.

Theodore Schmidt, formerly car foreman at Council Bluffs and later at Sioux City, has been promoted to general car foreman at Miles City, Mont.

Samuel Jensen, who was formerly car foreman, has been transferred to head inspector, East Council Bluffs yards.

Inspector Allen Fleak has been given the position of night head inspector in the Council Bluffs east yards.

Andrew Thompson has the position as car foreman.

John Niedert of Milwaukee was acting general car foreman in the place of Martin P. Schmidt during his absence.

Lamoine Knowles has been appointed head storekeeper at Council Bluffs, vice James Harris, resigned.

Miss Irene Stapleton, clerk to Roundhouse Foreman Kling, has returned from Perry, where she visited over Sunday.

The ice put up at this station this season looked fine, and the yard foreman, Mr. Learning, advises that same was put up at considerably less expense than heretofore.

Superintendent C. H. Marshall was here on business.

Chief Carpenter E. Collings was here recently and advised us that he was not on business this time, but was taking a sure enough vacation.

Special Agent Lorenzen has been making discoveries in the matter of stolen material, which was taken from the premises, and made several arrests of employees.

F. M. Haas of Marion was here recently on business.

Mr. Bemler of Dubuque was also a business caller, pertaining to injury settlements. We have corresponded with Mr. Bemler and heard a great deal of him, but this was our first opportunity of meeting the gentleman. He was accompanied by the division adjuster.

Elmer Moen, son of Car Carpenter Moen, has returned from the navy.

We have also been advised that Carl Schonberg, who was with the car department prior to his enlisting in the navy, is soon to return.

Mrs. Emil Zenisek, wife of car repairer, has returned from Oshkosh, where she went to get her aged father, who is to make his home with them.

Car Inspector William Spies has been on the sick list for some time. We wish him a speedy recovery.

This is about all, too much business.

Illinois Division.
Mabel Johnson.

Assistant Yardmaster E. Graves, Savanna yard, spent a few days in St. Paul recently.

Conductor Will Hyde on the Freeport-Clinton run is again on duty after being in a Chicago hospital for a few weeks. His friends are glad to again have him on the division.

Mrs. Mark Klugh, wife of former dispatcher in superintendent's office, is visiting friends in Savanna. Mr. Klugh, who is in military service, is now in Russia.

Leo McGrail, who recently returned from overseas and is stationed at Camp Grant, visited his parents, Mr. and Mrs. Joseph McGrail, in Savanna for a few days. In spite of the fact that Leo was gassed while in the service, he is looking fine. He will return to Camp Grant for further treatment.

Conductor E. Alban went to Chicago recently, where he visited with friends.

Sympathy is extended to Miss Hazel Des Parios, chief clerk, Savanna roundhouse, and members of the family, on account of the death of their brother and son, John Des Parios, which occurred at Colorado, due to tuberculosis.

Lloyd Donald, who has been chief clerk at Milwaukee, has been promoted and is now on the Superior Division at Green Bay, Wis. Lloyd was at one time employed on this division.

C. M. Langley, machinist Savanna roundhouse, has returned from Huntington, W. Va., where he was at the bedside of his brother, who recently submitted to an operation.

Engineer Will Young and wife went to Milwaukee for a few days to visit with Mr. Young's mother.

We have word that Lieut. J. H. Chambers, formerly chief clerk at the superintendent's office, is at Rome, Italy. From Rome he expects to go to the Swiss border and from there into the Rhine country.

Mrs. James Holland, mother of Herman Holland, storekeeper Savanna roundhouse, died at her home in Savanna on April 15th. Sympathy from the division is extended to the family.

James Nolan, formerly acetylene welder, Savanna car shops, has returned from overseas, having received his discharge at Camp Grant, and is again among his friends in Savanna.

J. Shand and J. E. Imbler, formerly fireman and brakeman on the Illinois Division, recently called at the trainmaster's office, having been discharged from military service. We welcome these men back on the division.

Conductors M. F. Coyle and Thomas Coyle were relieved from duty April 15th on account of the death of a relative. Conductor G. Burt also was relieved recently on account of death in his family. Sympathy is extended.

Car Accountant's Office.

"Sis Hopkins"

Mr. Gloom, our present weather forecaster is a very sympathetic sort of a creature having saved Morton Grove several headaches by postponing the game.

News came to us of the arrival of a baby girl at the home of Mr. and Mrs. E. M. Noffs, both are well-known in this office, therefore our congratulations.

Miss Clara Arends, who has been an employe for some time has left us, she expects to be out of the city for some time, but this office takes a hint quickly and presented her with a beautiful mahogany clock, if a certain fellow by the name of Elmer, is late every morning at the Union Depot it is no fault of ours.

To buy shoes in a railroad office would probably sound absurd, but we get our mail promptly from O'Connor and Goldberg.

Our former Car Accountant, W. E. Beecham, who has been in the Oak Park Hospital for some time, was removed to his home in Elm Hurst, Ill. Friends of this place, hope for a very speedy recovery.

Art Kahn writes from Germany and wishes to be remembered to old friends, he expects to be home soon.

A few girls of "C" Bureau recently had a spread in honor of Miss Mary Moran's birthday.

We notice Carl Knigge doesn't smile of late, perhaps he misses the "dainty maid."

Rudolph Veeck and Carl Knigge have been assisting the ice man of late, Harry drives the wagon while his assistants peddle the ice—but the boys say he'll get the chance to handle it alone this summer.

Miss Elsie Schlueter of the Dictaphone Bureau, is wearing a new diamond.

On Sunday morning, April 27th, our baseball team defeated the White Lilies, one of the fastest amateur teams of the North Side, by a score of 5 to 2. We sure have a fast team and a very good slugger in the person of Joe Pacelli, who slammed out four hits. Art Koschel pitched and it sure will be hard to secure his job, as he pitched masterly ball. We can book a few games for Sundays during June, address, A. Hanfler, Car Tracing Department.

The Misses Conroy and Mondry are much interested in music, their conversations runs largely to "Hymns."

News of the Prairie du Chien Division (East End).

(Misc.)

Mr. John Murphy, former roadmaster, took a trip over the division and reports same in good condition. Mr. Murphy, although yet quite weak, is gaining his former strength slowly. The boys of the division wish Mr. Murphy a speedy and complete recovery.

J. G. Pronold, agent at Genesee, was a visitor at Waukesha.

Wm. F. Sicker, formerly second trick operator at Waukesha, is now acting first trick, at Lone Rock.

We are pleased to see Richard Barry back on the job again. Richard looks very much refreshed, the vacation seems to have done him good.

Percy Roberts, Company C 18th Battalion, U. S. Guards, stationed at Ft. Brady, Mich., and honorably discharged, January 22nd, has accepted second trick at Waukesha. Mr. Roberts entered service May 29th, 1918, and although not having been overseas, has had quite an experience.

Ed Tucker, agent at North Prairie, spent a few hours at Waukesha.

Ernest Mix with the 110th Field Signal Battalion, 35th Division, arrived at Newport News, Sunday, April 27th. Well done, Earnie, we are glad to see you back again.

The Home Coming and Old Settlers celebration at Palmyra, June 19th, will eclipse anything here-

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A 8-fold combination BILL-FOLD, PASS and CARD CASE, of genuine black leather. Secret bill-fold at back, window with 12 monthly calendars, window for your pass—in all, 7 useful pockets. Size folded, 4 1/4 inches x 3 inches. Will wear for years. **THIS BARGAIN ONLY 60c POSTPAID with your name in GOLD FREE.** Send in your order at once.



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tofore attempted in the village. Great preparations are under progress. Fully 1,500 people are expected to attend and keep Z. C. Wilson busy.

Waukesha is planning a big celebration June 16th, 17th and 18th, in connection with the annual G. A. R. convention, and in honor of the returning soldiers and sailors. The affair will be under the direction of the Elks and promises to be an elaborate celebration, lasting three days. We hope to see many employees of the Prairie du Chien Division attend.

Ezra Clemons, formerly superintendent on the P. S. line, state of Washington, is spending a few weeks with his brother at Eagle. Mr. Clemons brought the cremated remains of his wife to Eagle for burial in the old home cemetery.

Mr. Seaman from Milton Junction, is taking H. Shortell's place as section foreman on the Eagle section. H. Shortell has charge of the extra gang at Madison, for the summer.

Extra Man Siker, relieved Station Agent B. P. O'Neil at Eagle for a few days, while Agent O'Neil was attending a funeral of a relative at Madison.

Jimmy Evans, our Eagle jolly section hand, having no family has taken unto himself for adoption one of Henry Ford's roadsters. Go to it, Jimmy, now, and enjoy yourself.

The fish at Eagle lake, we are told, are biting good and B. P. O. advises all fishermen to come before July 1st, in order to be able to spit on the worm for luck and fish.

John Marsh, engineer, Prairie du Chien Division, received his honorable discharge May 7th, 1919. John Marsh served with the 14th Engineers and has thirteen months overseas service to his credit. Here is good luck to you, John, we are surely proud of you.

News of the S. C. & D. Division. "Tip."

J. A. Stark, formerly agent at Utica, and just returned from railroading in France, has made up his mind he can endure unlimited difficulties, and was married last week to Miss Ella Rile of Yankton. The trip over there has given a number of the boys plenty of nerve. Congratulations.

W. W. Bowers, formerly in the restaurant business, bid in third trick at Yankton and drew it. He has been out of the game for twenty years, but has come back in good form. They say you can't come back—not so with Dad.

President R. M. Calkins made a visit in Sioux City today.

Conductor E. Fraser has left for a visit in Wisconsin.

Quite a lot of interest is being shown in the Sioux City Telegraphers club by the operators and agents on this division. At their regular meeting Sunday afternoon, May 11th, they had the pleasure of listening to a very interesting and able address by our superintendent, Mr. Larson, which was enjoyed by all present. Mr. Larson addressed the club as a co-worker in the railroad work, and touched on the importance of the class of work that this class of employees are engaged in, also the advantages of promotion. His talk made a big impression on the boys from this division, as well as those present from other lines entering Sioux City. The employees from the other roads congratulated the Milwaukee men on being able to work with a man like Mr. Larson.

H. A. Wicke from Mr. Whipple's office called this week regarding merchandise loading schedules in this district.

Clyde Kinser, agent at Meckling, took the Shrine degrees at Sioux Falls, last month. With the exception of a few blisters on his feet received from crossing the hot sands, he came through in good shape.

The S. C. & D. Division are practically building a new railroad this year, laying 25 miles of new rail through the Missouri River bottoms on the Eastern Division, also hauling gravel over the one per cent grades to the east end, graveling 19 miles from Elk Point to Chatsworth over the old mud track and also from Napa Junction to Scotland Junction, a distance of 21 miles. With the bank widening and ballast work on these two divisions, the S. C. & D. expects to have an air line between Manilla and Mitchell.

W. F. Kryselmire is back to work after being sick for about a month.

Geo. Apted, who was baggeman at Sioux City for many years passed away May 3rd, after a

long illness. Our sympathy is extended to the family.

F. L. Howard, principle stock holder in the Midland Packing Co., is working on an air tight pneumatic tube. He refused to state whether this is to be used to convey dividends to his home or the canned products of the packing company to some other point. Fred was held up recently and relieved of the sum of 65 cents. Some of his associates connect this incident with the pneumatic tube. Fred says the hold-ups were black, but—well, Fred was excited.

Reported that Dispatcher E. Gilbertson purchased a new Chevrolet car, but have not heard of any invitations to ride.

A letter received from Dispatcher C. W. Hickey, who is still in France, says he is ready to come home anytime, but don't expect to sail before July.

Kathryn McLaughlin of the master mechanic's office, was married May 7th. Congratulations.

Mrs. Ealy, wife of Roadmaster T. A. Ealy, arrived at Scotland last week, which accounts for the smiles on Mr. Ealy's face.

Frank McManus, cashier at Sioux City, has resigned and Raymond Fouts has been promoted to cashier.

J. E. McDonald and wife have returned from an extensive trip in the west.

C. N. Curtis and wife have just returned from a week's visit at Excelsior Springs.

C. L. Emerson, formerly with the D. & R. G. Railroad has been appointed Division Master Mechanic at Sioux City.

Otto Wentz is back from the service.

P. D. Moran has just returned from a trip to Philadelphia. He had a good visit with his son, Chester, who is still in the navy yard there.

C. S. Rifenbark was married to Miss Helen Henderson, daughter of General Yardmaster Henderson, April 30th. Congratulations.

W. S. Pinkley is again back at work after being off several weeks with the "flu."

Deputy Sheriff, Asst. General Night Yardmaster M. M. Noonan is back on the job again after closing up the I. W. W. hall and telling the city mayor what he thought of him.

C. A. Smola has been appointed division storekeeper, succeeding C. R. Houx, who resigned.

Agnes Tiller is wearing a brand new sparkler. Haven't heard when it is going to happen.

Harry Apted of the 13th Engineers, has been home for a few days, but has returned to Camp Grant for his discharge. Harry looks fine and is glad to be at home again.

Conductor Alexander on the Running Water Line has been laying off on account of sickness. Conductor Medin has been taking his run. Conductor Biggs on the opposite run is also laying off, so between the two it keeps "Mud" busy, but when he gets his passenger uniform on, you should see the ladies smile.

Operator Nellis of Scotland and recently returned from France, is working second trick at Vermillion.

Ralph E. Thomas, rate clerk, is spending a few days back on the old farm at Platte, S. D.

Dispatcher C. L. Jacobs has changed to third trick and J. L. Bauer is working second.

Milton de Guibert, who resigned as demurrage clerk at Sioux City to join the army, has just returned after spending eighteen months with the Rainbow Division, all covered with glory, service stripes and wounds, and carrying a German bullet in his "innards." Milton says that while he seen a whole world of girls, there are none like the old brand, "Made in America."

It is rumored the wedding bells will soon be ringing merrily at Sioux Falls, announcing the marriage of one of the fair lady clerks in the freight office.

Agent Wood of Ravinia, spent a couple of weeks visiting relatives at his old home in Missouri, recently.

Mrs. Manley of the superintendent's office, made an extended visit in Chicago recently.

Mary Walton spent Sunday at Kansas City, this week.

"Gone, but not forgotten."

Iowa Division. Ruby Eckman.

Edward Anderson, stationery engineer at Perry roundhouse, has been spending some time with his relatives in Davenport.

Roy B. house, account their H. L. ductor C. Conduct went to the 13th there to Ray May Wm. B. been of modeling

Condo one day James of her September from the action death learned to hear report of heroic ad uncertain for her esteem

The M first app Bailey H machine cert and tended by The boys practice their w in the

A. W. Alonzo S Lyons of gates to be held

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Roy Brokaw, fire builder at the Perry roundhouse, was off duty considerable time in May on account of his wife having fallen on the steps at their home and injured her ankle.

H. L. Balsbaugh of the roundhouse force, Conductor C. L. Tucker, Yardmaster R. O. Michael, Conductor J. F. Briggie, and their families, all went to Chicago to meet their boys, who were in the 13th Engineers. Arthur Yates, machinist, was there to meet a brother, who lives in Savanna and Ray Maynard went to meet a friend.

Wm. Bollerman of the car department force has been off duty for a few weeks, supervising the remodeling of his home.

Conductor P. W. Tighe's wife was in Boone, Ia., one day the fore part of May to see Sergeant James Reese, a lad who was a close companion of her son, Venner, who was killed in France on September 26th. Conductor Tighe received word from the government that the son was missing in action and after several weeks, confirmation of his death was received, but no particulars could be learned. It was quite a satisfaction to Mrs. Tighe to hear from one of Venner's companions a full report of his military work, and the details of his heroic action which resulted in his death, as the uncertainty of the reports has been quite a strain for her. Venner's companions held him in high esteem.

The Milwaukee roundhouse band made their first appearance in public at a concert given in Bailey Hall in Perry, May 5th. Fred Anton, a machinist is manager of the band, and the concert and dance which was put on was well attended by railroad employes, and others as well. The boys are doing very well for the limited practice they have had and expect to continue their work until they can compete with any band in the locality.

A. W. Bergland of the B. & B. Department, Alonzo Springer, water supply man, and A. E. Lyons of the shop laborers, were selected as delegates to the Maintenance of Way Convention, to be held in Detroit in September. Perry lodge

has a membership of 280 members in the white local and 40 members in the colored local.

Lieut. Col. Donald McCrea, company surgeon at Council Bluffs, who has recently returned from France, where he made such a wonderful reputation for his work, has been given a very warm welcome by all his Milwaukee friends. The ovation given Lieut. Col. McCrea and Unit K, was one of the biggest events pulled off in Council Bluffs.

Otis Stump of the freight house force, who was in France with a bakery company for some time, has been returned to the states and received his discharge, the fore part of May.

Mrs. E. J. Ricketts and daughter, formerly of Dubuque, spent a few weeks visiting with Car Foreman E. J. Ricketts and family, in Perry the latter part of April. They were on their way to their new home in Spirit Lake, Idaho, where the senior Mr. Ricketts has been located for some time.

Engineer Charles Stoner, who has recently returned from the army, has gone to housekeeping in a neat cottage in Perry.

Conductor H. O. Whitlock has attained the honor of the position of grandpa, a son having been born to Mr. and Mrs. Carl Whitlock, at their home in Marshalltown.

Mrs. Marlow Stotts and children, family of Yard Clerk Marlow Stotts, have gone to Graniteville, Ill., to spend a few weeks visiting with relatives and friends.

Earl Nunn, agent at Keystone, was the champion Victory Bond purchaser on the Iowa Division, he having purchased a one thousand dollar bond.

Brakeman E. B. Oehler, who has been visiting with his parents at Delhi since his discharge from the navy, has returned to Perry and resumed work on the road.

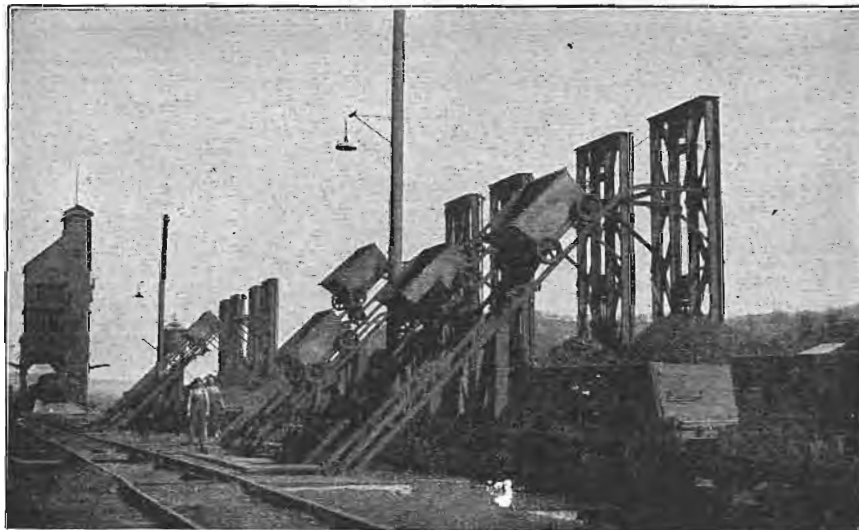
Conductor Charles Kreger has been at Rochester, Minn., for some time under the care of the specialists.

Catherine and James Pendy, children of Engineer Thos. Pendy, have been at Iowa City for some time to have operations on their ears.

Sixty Thousand Men for Uncle Sam

When the Railroads of the United States adopt the ROBERTSON CINDER CONVEYOR

To prove this statement, ask the Master Mechanic the cost and man power required to shovel cinders, compared to the cost and number of men required to handle them with the Robertson Cinder Conveyor



WILLIAM ROBERTSON & COMPANY Great Northern Building, Chicago

Ruptured?— Throw Away Your Truss!

**For Many Years We Have Been Telling You That No Truss Will Ever Help You—
We Have Told You the Harm That Trusses Are Doing. We Have Told You
That the Only Truly Comfortable and Scientific Device for Holding
Rupture Is the Brooks Rupture Appliance—and That It Is**

Sent On Trial to Prove It

If you have tried most everything else, come to us. Where others fail is where we have our greatest success. Send attached coupon today and we will send you free our illustrated book on Rupture and its cure, showing our Appliance and giving you prices and names of many people who have tried it and were cured. It is instant relief when all others fail. Remember, we use no salves, no harness, no lies.

We send on trial to prove what we say is true. You are the judge and once having seen our illustrated book and read it you will be as enthusiastic as our hundreds of patients whose letters you can also read. Fill out free coupon below and mail today. It's well worth your time whether you try our Appliance or not.

Cured in 6 Mo's after 18 Years

Hinton, Ky.
C. E. Brooks, Marshall, Mich.

Dear Sir:

I never wore the Appliance a minute over six months and was cured sound and well—and I want to say no man ever did any harder work than I did while I was using it—I hauled 40 perch of rock, too big for any man to lift.

I was ruptured 18 years and words cannot tell how thankful I am. Use my name if you like.

Yours sincerely,
RUFUS FIELDS, R. R. No. 1.

Child Cured in Four Months

21 Jansen St., Dubuque, Ia.

Mr. C. E. Brooks,

Dear Sir:—The baby's rupture is altogether cured, thanks to your Appliance, and we are so thankful to you. If we could only have known of it sooner our little boy would not have had to suffer near as much as he did. He wore your brace a little over four months and has not worn it now for six weeks.

Yours very truly,
ANDREW EGGENBERGER.

"Seems Impossible"

Holland, Ind.

C. E. Brooks, Marshall, Mich.

Dear Sir:

Have used one of your Appliances until it was worn out. I have been going without it for nearly a year and have not been troubled the least bit with my rupture, so I am well satisfied I am cured.

It seems nearly impossible, but I have gone through a summer's work on a farm without one and have not been troubled.

I was born ruptured and never wore a truss until I was 21 years of age, and got your Appliance. If I ever need another one I shall send in my order.

Yours truly,
BARNEY OSKINS, R. F. D. No. 7



The Above is C. E. Brooks, Inventor of the Appliance. Mr. Brooks Cured Himself of Rupture Over 30 Years Ago and Patented the Appliance from His Personal Experience. If Ruptured Write Today to the Brooks Appliance Co., Marshall, Mich.

Pennsylvania Man Thankful

Mr. C. E. Brooks, Marshall, Mich.

Dear Sir:—Perhaps it will interest you to know that I have been ruptured six years and have always had trouble with it till I got your Appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on; it just adapted itself to the shape of the body and seemed to be a part of the body, as it clung to the spot, no matter what position I was in.

It would be a veritable God-send to the unfortunates who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They would certainly never regret it.

My rupture is now all healed up and nothing ever did it but your Appliance. Whenever the opportunity presents itself I will say a good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers.

I am, Yours very sincerely,
JAMES A. BRITTON.
80 Spring St., Bethlehem, Pa.

Ten Reasons Why

You Should Send for Brooks Rupture Appliance.

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.
2. The Appliance for retaining the rupture cannot be thrown out of position.
3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.
4. Unlike the ordinary so-called pads, used in other trusses, it is not cumbersome or ungainly.
5. It is small, soft and pliable, and positively cannot be detected through the clothing.
6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.
7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.
8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.
9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.
10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no hesitancy in sending free coupon today.

Remember

We send our Appliance on trial to prove what we say is true. You are to be the judge. Fill out free coupon below and mail today.

FREE INFORMATION COUPON

Brooks Appliance Co.,
115A State St., Marshall, Mich.
Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name

City

R. F. D. State

FREE TO MILWAUKEE R'Y EMPLOYES



**This
42 pc. Set**

**Wild Rose China
with any initial or
emblem you want**

***This Wonderful
Offer May Not
Be Repeated***

You Can Be Sure TODAY—Tomorrow May Be Too Late!

The above picture gives not the faintest suggestion of the wonderful beauty and elegance of these dishes. You must see them to realize the startling nature of this absolutely extraordinary offer.

**42 pieces lovely China with Wild Rose and C., M. & St. P.
designs or any initial you want in gold and colors**

No Money in Advance

Our Startling Offer. Beautiful Dishes FREE!

like this set. You can be the first among your friends to own and use the newest thing in fine table china—beautifully decorated and with your own initial or the emblem of any lodge or order besides—absolutely unique in china making. We have arranged for a limited number of these sets made especially for you, and can only say "first come, first served." These dishes cannot be bought in stores anywhere. They can only be had from us and in the way set forth below. One or two hours' time will get you this set of elegant dishes, and win the envious admiration of all your friends. "How did she do it?" they will say, and this is the secret:

We take this costly but effective way to advertise "Kibler's All-Round Oil," the most wonderful quick-selling, cleaning, polishing and lubricating oil ever made. It works like magic. House cleaning time is here and your friends need a good cleaning and polishing oil. "Kibler's All-Round" is the best. Once used, always used. Put up in liberal sized bottles, selling for only 50 cents per bottle.

We Trust You

We will send you without any money in advance, or delay for references, 24 bottles of the Oil. Sell the Oil for 50 cents per bottle. Send the \$12.00 you collect to us and we will immediately ship you the entire set of 42 dishes.

No Reference Required

We know whom we are dealing with. But you should act quickly. We don't want any one disappointed, and will guarantee a set of the dishes to every one who orders our assortment, but we cannot extend the time for acceptance indefinitely. Remember, no money in advance, no references. Just send us your name, postoffice and nearest express office. You have everything to gain, nothing to lose, by accepting this unprecedented offer. We guarantee your sales. Any you don't sell we'll take back. Could we do more? Write today and be sure of your dishes.

**If you care to send the \$12.00 WITH YOUR ORDER we will include an
EXTRA FREE PREMIUM with the oil, and ship the dishes to you at once**

The Kibler Co., Box B-17, Indianapolis, Ind.

KIBLER'S ALL-ROUND OIL

It cleans, polishes and preserves. Sells like lightning and works like magic. Every home wants it. All bottles are packed securely and guaranteed against breakage.

**W. D. KIBLER,
President.**

**THE KIBLER COMPANY, Dept. B17,
Indianapolis, Ind.**



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Help You—
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Mrs. E. E. Clothier, wife of chief carpenter at Mobridge, S. D., spent a few days in Perry the fore part of May, with her daughter-in-law, Mrs. Elmer Clothier. From Perry she went to Omaha to visit her son, who is practicing law there.

George Williams and G. E. Maske, steam fitters from the Milwaukee shop force, were in Perry for a few weeks doing some necessary work at the roundhouse.

Conductor F. L. Tice and family spent some time in May visiting with relatives in Mt. Pleasant.

Mrs. J. J. Kindig, wife of the chief dispatcher, spent a couple of weeks in April and May with relatives in Herdsfield, N. D.

Traveling Auditor J. W. Will's wife has been spending a few weeks visiting with relatives in Madison, Wis.

Agent E. O. Kinser has taken a four months' leave of absence and has gone to California to rest for awhile.

The steam derrick which has been at Atkins for several weeks, returned to Perry the latter part of April. The men in charge were mighty glad to get back home.

J. J. Brown, who spent the winter and spring with his children in Ohio, has resumed work on the hostler's job at Perry roundhouse.

Yardmaster Arthur Peterson deserted the ranks of the bachelors, the middle of April and took unto himself a wife.

Mrs. H. C. Van Wormer, Mrs. Oxley, Mrs. Willis Jordan and Mrs. Frank Cleveland of Marion, were in Perry, the later part of April, attending a house party at the home of Conductor John Briggie.

Emmett Callahan, who has been working at Yankton, S. D., for some months, has returned to Perry and taken a position as machinist at the roundhouse.

Conductor W. H. James has gone to Atlanta, Ga., to spend some time with his mother.

Charles Book and family have gone to Washington to spend a month with relatives. Charles

is employed in the Bridge and Building Department.

The correspondent was one of the several thousand on hand to welcome the boys of the 13th on their arrival in Chicago.

Milwaukee Shops Items.

H. W. Griggs.

Timekeeper F. L. Budzein has moved to the main floor, car department, where with the accounting department, they have a force of 53 clerks. W. Braid is Budzein's right hand man. F. S. Brand is at the head of the accounting department with D. H. Brown and Jas. Kouzrk as first and second lieutenants.

Veteran Jas. Garside was in the hospital two weeks in February and at his old place as machinist in the roundhouse the middle of April. Mr. Garside is about the oldest machinist now on any roundhouse force.

Henry TeBrake is again at work after an attempt to get in the harness again during the winter. Henry's smiling disposition seems to make the best there is for him out of this life, which wins him a host of friends.

Geo. Campbell, one of the oldest engineers of the Milwaukee Road, an old timer of the Prairie du Chien Division, died suddenly May 2nd, and was buried the 5th. Mr. Campbell has worked only during the summer for the last few years, and had just reported for work, when taken with a chill and died in four hours. Many of his old time friends and co-workers from Madison and out on the division were at the funeral. Interment was at Forest Home.

The May Magazines reached us the 8th. Our itemizer over in the car department started in well, doing fine. "Izetta."

The Car Department landscape guarded with its stone flag and monograms is being extended farther west, making about the prettiest shop plat in the country. Wonder if we could not get up a grass patch here in the locomotive department.

Max Schwarze, head light inspector, has invented a reflecting water glass that seems to do the

The Bolt Can't "Bolt"

It's there to stay when the "BOSS" Lock Nut catches hold. No chance of the bolt getting away and causing life or property loss.

When you order a locking device

Write It Right--

Put it down this way

"BOSS" LOCK NUTS

More than one hundred Railways, Private Car Lines and Industrial Corporations now use millions of "BOSS" Lock Nuts annually.

Write for New Catalog and learn why

BOSS NUT COMPANY

Railway Exchange Bldg.

CHICAGO, ILL.



business all right, needless to say it is patented. Flying ships are an almost every day occurrence in Milwaukee now. They soon may be like the old safety byke, convenient for almost everybody to have one. (Individual machines, \$2,000.00.)

Chief Clerk Geo. Dayton, was in Minneapolis the 8th and 9th.

Statistician Thompson was over the Milwaukee plant the 9th.

Someone is suggesting a \$100,000.00 Railroad Y. M. C. A. building across the tracks for the benefit of the railroad boys. Not a bad idea, although an old one.

Quite a bunch of the boys went to Chicago the 12th to welcome the 13th Engineers. Wait 'til they get to Milwaukee where they also will get a rousing reception. By-the-way, where is our "Old Glory" for the main office. We need a new flag, and the rope connected up.

"Remember your parcels" is repeated twice by some of the trainmen, and please remember that this Corporation has a soul. The other day a lady left her pocket book containing \$200.00 on the seat, leaving the car at Beloit. On its discovery, a mile out by the trainmen, the conductor backed the train to Beloit and handed the frantic woman her purse. "Remember your parcels."

The District Master Mechanics of the Middle District met at the shops in their monthly roundup the 14th. H. G. Dimmit of Minneapolis, was also here, and Alex Young, assistant S. M. P., at Dubuue.

Gust Kline, passenger engineer of the Bluffs Division called at the shops the 13th.

Shop Superintendent A. N. Lucas has a nice council room fitted up on the ground floor, next to his office.

Ten more locomotives from the Baldwin works are laid up in the Blue Mound yard, the entire 50 are nearly all there now, except the bells which are stored at the shops for safe keeping.

C., M. & St. P. Ry. Co.'s Employes Band Concert Dance.

C. Peran.

The big event of the season was the concert and dance given by the C., M. & St. P. Ry. Co.'s Employes Band, Milwaukee Division.

Promptly at 8:10 p. m. forty-five shop men appeared on the immense stage of the main hall of the Auditorium, Saturday, May 3rd. The band has a regulation dark blue uniform. As soon as all were seated, Director DeSio appeared at the leader's stand all dressed in a white uniform. The concert of eight numbers was all that could be asked of a first class band, and Mr. Meyers and Mrs. Nelson, as soloists, were excellent.

Sharply at 9:41 p. m., railroad time, the band struck up the grand march, which was lead as per schedule by our own Federal Manager, Mr. Byram, assisted by Messrs. Killilea, Lucas, Juneau and Deppe, the attendance being so large they had to start the grand march in double column.

Everything went ahead in promptness and in good spirit, and every one present enjoyed themselves. It is estimated 4,000 were in attendance. Some of the special features were the use of a

locomotive whistle, also a bell and four locomotive head lights used for a shadow dance.

One must marvel, when he stops to think that the boys that composed the band are all working at the shops, in every capacity as mechanics and helpers, and can go out of their vocation and in eight months' time be able to give such a grand musical treat to their fellow workers. At 10 p. m. the treasurer of the band received the following message:

Spirit Lake, Idaho, May 3rd, 9:50 a. m.

C. Petran:—

Secy. Band Concert Committee, C., M. & St. P. Shops.

Have not forgotten great occasion at Auditorium tonight, wish you all success possible and happiness, regretting that I cannot be present, believe me always, sincerely.

L. K. SILLCOX, M. C. B.

3:48 p. m.

No matter where Mr. Sillcox is, he as the Band's champion does not forget it. May his shadow never grow less.

Scraps From the West End.

I. A. B.

If I get in the magazine this month it will surely be a wonder. I've simply been the busiest woman in Seattle with all the Ninety-first to welcome home, and if anyone thinks I would willingly let a single parade go by without seeing it, they better guess again. At that I did miss one and know I shall never be the same any more. But, honestly now, don't the boys look pretty classy and are we not proud of them all? I'll say so. (Yes, I belong to the I'll-say-so gang; a grand old family the say so's, and at present known all over the U. S. A.)

The other day I strayed into the general manager's office and there was Harry Wurzbarger, overseas cap, service stripes 'n' everything. He has turned our railroad down, however, and gone to work for an outside firm. What do you know about that?

Base Hospital No. 50 is home with Lieut.-Col. H. Eugene Allen looking very natural, but extremely well-fed, which speaks highly for his organization. Linn Foster also returned with the unit and all the boys look fine, and we hear lots of nice things about the good work done by everyone connected with the unit.

And just this minute I was talking to George W. Hibbard, and the 18th Engineers are in Tacoma today, and according to all we can learn Lieut.-Col. Rice is with them, decorated with the Legion of Honor medal, but I'll give you the particulars about them next time.

By the way, what has become of the 13th Engineers? (See page 6, I. A. B.—Ed.) Last we heard they were at Brest waiting to leave for the U. S. A. Nice place, Brest! Oh, well, there are only a million more men over in France, so these little welcoming parties will be popular for some time to come.

Capt. George Egeler, formerly electrician at Deer Lodge, was in the other day. At present he is enjoying a couple of months' furlough re-

BUNN SPECIAL RAILROAD WATCH ON CREDIT

Guaranteed to Pass Rigid Tests of Every Road



Don't pay extra profits! Eliminate the middlemen! Buy direct from us at CASH prices on EASY terms. Your credit is good with us. We trust you. The celebrated Bunn Special watch is the watch for you. It is never set, 21 jewels, adjusted to 8 positions, isochronism and temperature, has Double Roller Escapement, Montgomery R. R. Dial and is fitted in 14kt. Gold Filled Substantial Case.

Pay Nothing in Advance. See the Bunn Special in your own hands before you decide. If not satisfied, send it back. You incur no obligation. First, you must be satisfied. Only then do you accept the watch and pay only \$2.50 and the balance only \$4.75 monthly until the CASH PRICE of \$47.50 is paid—only a few cents a day. You wear the watch while you pay—without Red Tape—without Security—without Disagreeable Features of any kind. Send your order TODAY. Let us tell you how we can fight the Watch Trust.

Send for your FREE Catalog No. 88L. Contains over 1000 photographs of Diamonds, Watches, Jewelry, Silverware, etc. Everything sent WITHOUT RISK FOR FREE EXAMINATION, all charges prepaid. Send no money until you are convinced LYON VALUES cannot be duplicated elsewhere. Write to Dept. 88L

J.M. LYON & CO. 1 Maiden Lane, New York



FREE KHAKI UNIFORM

Boys, answer at once—fellows, here's your chance—this wonderful regulation khaki uniform—absolutely free—patch pockets, snappy belt, regulation army trousers, overseas cap, bronze collar ornaments, spiral puttees—everything the regulars wear. All this is free to you when you join the Junior Yanks—and the first boy from each neighborhood gets an officer's commission.

Join the Junior Yanks

Now Don't wait. Learn to drill—dig trenches—operate a machine gun—become a Junior Yank. All you have to do is send us 10c for the official magazine, "The Junior Yank" and the manual of drill and rifle practice. We will send them at once and tell you how to get the uniform and overseas cap, ornaments and puttees **ABSOLUTELY FREE**. Hurry—write today—have all your boy friends write at the same time.

Junior Yanks, 142 W. Ohio St., Chicago



Commercial State Bank

MILES CITY, MONT.

CAPITAL AND SURPLUS

\$125,000.00

Special Attention Given to Savings Depositors

W. A. CLARK

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Bankers

Established 1877

BUTTE, MONTANA

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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

ILLINOIS — INDIANA COALS

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

WRITE FOR PRICES

ROSENGRANT COAL CO.

McCormick Bldg.

Chicago, Illinois

cuperating from his strenuous service in the Argonne.

But, positively, I must talk of something else beside the army, so I will mention the navy.

The worst has happened, Val Spies has been let loose in France—only for two days—but much can happen in two days. As near as we can learn, Val is chaperoning troops across the "pond" and from his glowing description of French girls I fear all is lost.

Fred Schmidt, formerly employed in this office, suffered a stroke of paralysis about six weeks ago and is at present in the Providence hospital. He seems to be gaining slowly but surely, and his many friends join in wishing him a complete and speedy recovery.

P. H. Turner has lost another tooth. Sympathy, Perce. Friends may deceive, and teeth may leave us, but the Milwaukee Employees Magazine will never desert you. How's that?

Just as I got all introduced to our office force they up and left. H. C. Lieben moved down to the L. C. Smith Building to help out an export and import firm; H. S. Jones beat it back to Centralia, and Leo Koenigsburg left us in favor of an automobile concern.

H. E. Moody of Spokane spent a couple of weeks in our office, gave us the up and down, and then went back to Spokane. Now I ask you if that is any way to do? What's the attraction in Spokane anyhow?

A. L. Clemmons is at present holding down the job as statistician, and as he comes from Tacoma we are reasonably sure he won't want to return. (I guess that's handing it to 'em.)

We have got to convey our thanks to William Wilson for a big bunch of Japanese camillas. They grew in Alonzo White's yard and were the largest I have ever seen. He has promised me a bunch of white narcissus, and I do hope he comes across.

Not long ago I dropped in to see our genial purchasing agent, G. F. Wilder. I almost backed out of the office feeling that I had gotten into the handkerchief counter of the Bon Marche by mistake, for there artistically draped around the room in various degrees of moisture were sundry large masculine handkerchiefs. Being afflicted with a noticeable cold, and only bringing down half a dozen "mouchoirs," he was having a busy day.

Did you all see the flying circus which ushered in the Liberty Loan Drive? I temporarily strained my optic nerves and dislocated my neck watching them dip, spiu, stand on their heads, etc. But where did R. B. L. and E. M. G. sneak off to?

Mrs. Charlotte James has bought a new house. The nicest little place you ever saw. How about that invitation to dinner, Jessy?

Our honorable chief clerk, R. B. Long, received a May basket containing one small daughter, who, after much care and deliberation, has been called Elizabeth for her mother and Virginia for grandmother. According to all reports, she is now able to say "daddy" and is a very remarkable child. We don't doubt it a bit, and wish the young lady a happy journey through this "vale of tears."

Again I call attention to that touching paragraph in my last effort. No news! No write-up? Said cryptic words still stand.

Miss Thelma Rule is taking a short course in French as well as Latin. She is progressing very rapidly, having been the star pupil in her high school days.

Our illustrious Substation Clerk recently made a bet to "Tiny", the General Foreman's clerk, that he would not go out with another girl. (Rash promise Claude), whereupon "Tiny" took him up, a box of candy being the forfeit. However, the next night he was seen tripping up the street with a charming young damsel, whereupon, Claude being caught with the goods, had to pay up.

Traveling Engineer G. T. Spaulding is sporting a new pair of amber colored "Specs" to match the wind shield on his new conveyance. I "specs" he is saving his eyes to sustain him in his old age.

Christy has retired from the chicken business, having sold his patent on his new incubator to H. W. A. at an enormous profit.

Flashovers from Deer Lodge Store Department. "Betz"

A. J. Kroha, assistant general storekeeper, from Tacoma, looked over the Deer Lodge grounds, May 12th.

M. R. Moody wants you all to know his candy on April 1st wasn't soaped. He claims it had a stick in it and he chewed an hour or so before discovering the trouble.

Beulah Blakeman, our stenographer, evidently must have been trying to kill two birds in one shot. You can't swim and fish at the same time, Beulah. One thing at a time the next trip.

R. A. Nofke, electrical foreman at Tacoma, passed through Deer Lodge during the month, and passed through was all. His Deer Lodge friends intend to rob the train of a through passenger, providing he does not stop off on his next trip. The coast surely agrees with Dick, for he is looking fine.

Wade Cook and Merrill Gay, noted electricians, have returned to work after a siege of illness.

James Ferguson and Tom Healey, over head maintenance men, made Deer Lodge, a welcome visit.

What did Axel Strand, car foreman, see when he unexpectedly entered his office, and what was Cornelia Kantner all fussed about when he entered? It must have been the old familiar dance played to that beautiful Hawaiian music that caused the excitement.

The Store Department regrets the loss of Bryan Irvine, electrical foreman, who will follow his vocation as a short story writer. Charley Waymire will fill the vacancy, and Sam Stanley has accepted the position as upper floorman.

We have a new one hundred and fifty ton wrecker at our Deer Lodge shops. It is brilliantly electric lighted and propels itself. Bet the wrecking engineer makes himself right to home.

Ensign Irvine ("Wiggs") Shiplet has been honorably discharged from Bremerton, and when he entered the office it was hard to tell whether he was a bandmaster or belonged to a traveling circus, but the minute he spoke we recognized our old friend "Wiggs."

Since the advent of time books in general foreman's office, one of our electrician apprentices has rather a jaunty air. Wonder if two months' pay in one has anything to do with it?

Storekeeper J. V. Miller was called to Lewistown on business April 22nd.

D. J. ("Pick Handle") Burke, prominent Montana railroad grader, who assisted in opening the Milwaukee line through this section, was married in Lewistown April 22nd. He is reported on his way to California on his honeymoon.

A great number of Milwaukee shop employees attended the ceremonial of the Shrine in Butte, April 18th.

Um! The store department can be good now. We possess a deacon. Harry, who is he?

Mr. and Mrs. Harry Watson have returned to their new home in Deer Lodge after a honeymoon in Seattle, Tacoma and Olympia. They report a wonderful day spent in Point Defiance Park in Tacoma.

One of our clerks had to bid good-bye to three soldier boys at the Butte depot, recently all at one time. Any wonder she leaves Deer Lodge every Saturday night. She took in the Flying Circus, April 26th, and must have sprained her neck looking at the machines, for she missed the train that night, and had no excuse. Oh! Helen, I can do better than that.

J. A. Wright, general foreman, is the proud possessor of a Baby Grand Chevrolet, and he has already joined the jitney bus club, but on June 8th, we all expect to help celebrate Mr. Wright's birthday, providing he is generous with his car on that day.

Frank Starr, electrician, thought he knew everything about a Ford until one day the Ford slipped one over on him. It is true he cranked the Ford when it was in low and the darned thing ran right over him.

Paul Hertz, assistant timekeeper, is going to be some athlete before long, but everyone knows that his little teacher will look after that part of it.



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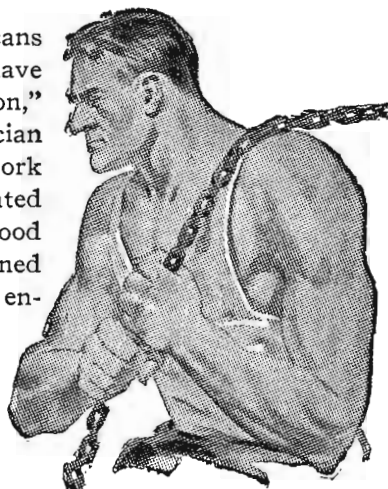
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Channing Scraps.

F. M. Hawley.

Engineer George Hanson with his family were Channing visitors for a week this spring. George is now at Gary, Ind., but wishes business may soon pick up so he can bring his belongings back home and be with his friends again. His hopes are high, for ore will soon be running again.

Engineer Ebbe Johnson and wife were Chicago visitors last month.

Dispatcher Paul McCormick took a few days off to have his dry pipe moistened. After his new musical comedy rehearsal he had a sore throat from singing so loud.

As the new mallets have put in their appearance, it has been noticed that the young brakemen and firemen have been singing "Silver Threads Among the Gold."

Fireman Paul Bauman took a short trip last month.

Ore has commenced to run in good quantities and has put a little pep into the boys. But they have not had their eyes on the new mallet engines.

Machinist Elmer Peterson is back on the job after being in the service nearly two months. Basco is looking well, but he doesn't do much talking when home cooking is put before him.

Machinist Barney Seibel took a day off to purchase some new music. He didn't overlook the fact that "Lead Kind-See-You" was his favorite piece.

The Good-Fellows Club, composed of railroad employees, gave their grand ball, April 23rd. The weather was fine and a large crowd attended. The respective committees worked hard to make the ball a success. Vandenburg's orchestra furnished the music. The Channing people turned out in large numbers.

Night Roundhouse Carsmith Shimick has been off a couple of days on account of sickness. He seems to take those sick spells quite frequently now that spring is here and the water in the Ford is getting lower. Can't blame him, there are a lot more who have the same kind of spring fever.

Machinist Helper "Dutch" Lindemann wants to borrow a diamond ring to slip on the third finger of "her" left hand. In the language of love, that can mean but one thing.

Machinist Helper Owen Radder is up against it when it comes to tools. It is hard to distinguish a pipe wrench from a Stilson wrench, but we will make him acquainted with James and his troubles will then be over.

Engineer Carl Fogle opened the gates to civilization when he came to the swamp with his flagship the 9506. The natives of the swamp were, however, bewildered and a little frightened when they saw the big mallet. After the missionary group brought in civilization it took some time before the natives could understand the ways of the newcomer. The air reverse was explained, but many thought they had spears and clinked hooks in their hands. The result was Chief John and Big Mike almost had a couple of spokes broken. The flagship lay at anchor a while so the natives could look around and get wise to the machinery.

Mrs. F. Hawley and Mrs. P. Bauman spent a few days in Green Bay.

Machinist Helper Courtney Duff took a day off and went to the Bay to ride the goat and take in the sights.

Fireman Paul Bauman was a Republic visitor last month. He returned with a two-gallon can and a paint brush.

Chester Anderson is back on the job helping boilermakers after being off about a year on account of a shotgun accident. He says he is feeling fine, but his arm is a little stiff yet.

The first annual trap shooting of the Cloverland Rod and Gun Club, composed of railroad men, took place May 4th. Eight squads took part in the shooting and made a favorable showing. F. King was high score shooter for the club, and Claude Parmalee demonstrated Winchester guns and pistols and fancy shooting, also was high score shooter at the trap. His score was 24 out of 25 clay birds. The next shoot will be held early in June.

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