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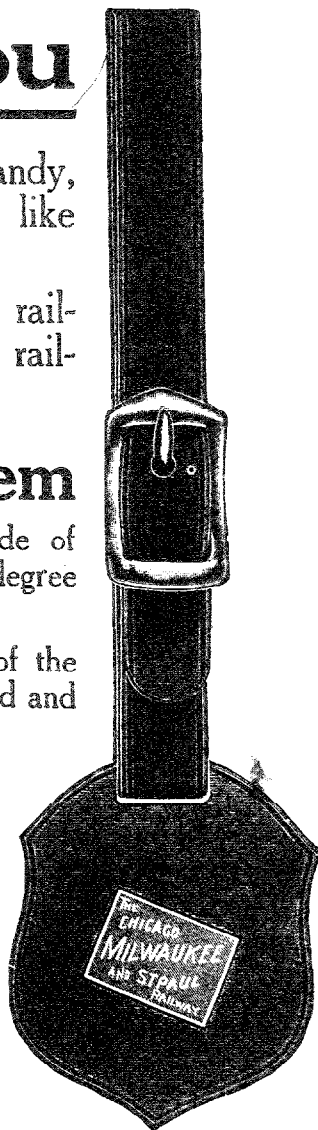
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W. D. HINES, DIRECTOR GENERAL OF RAILROADS

THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

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VOLUME VII

JANUARY, 1920

NUMBER 10

1920



HE New Year is here and what does it hold for Americans?
A year of great achievement, or a year of disappointment
and futility?

Three years ago we faced the great crisis of our lives, as it seemed then, and we lived through two years of such heaviness and heartache for the fate of our beloved country, as few now living had ever known before; followed by the year just gone out, that has left us in a whirl of uncertainty and unrest and foreboding, from which we turn with hope for something better and brighter in this year of 1920.

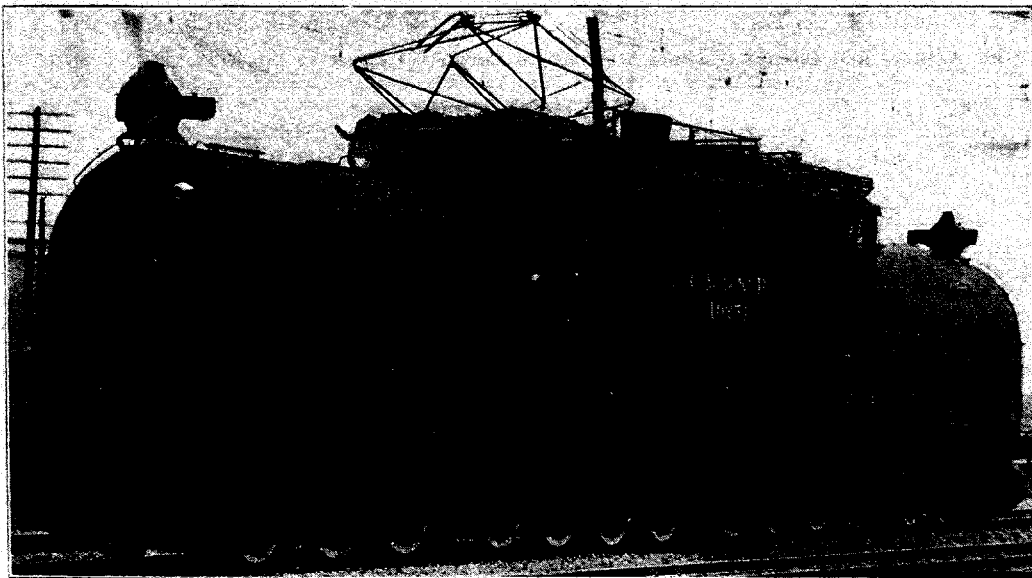
We hope 1920 will mean prosperity—substantial, and founded on the rock of industry and clear vision and true American ideals; prosperity that has for its base, frugality, honest purpose, the square deal, the habit of work, the saner outlook and the strong will to accomplish big things.

America is the best country in the world; it is a country without a proletariat, because it is a country of knowledge and the chance to acquire knowledge, which is a fundamental quality of the American Ideal. If Americans remain true to that ideal, loyal to its teaching and jealous to protect its integrity before the world, what can stop this New Year from being the opening of the way to a splendid destiny. Nothing that we, who live here today and tomorrow, may do can stop the magnificence of the American future, but much that we may or may not do, can delay it. We have only to recall 1917 and 1918 to realize fully that the strength which lies behind the firm and set purpose of the American people is unlimited and irresistible, it needs only the continued exertion of that purpose to set 1920 on its way into the glory that awaits America.

Engine 10251

Engine 10251 is the first of our new gearless electric passenger locomotives, built by the General Electric Company for service in the new electrification district between Othello and Black River Junction and Tacoma. It is the largest and most powerful locomotive in the world. It weighs 265 tons and uses 3,000 volts DC, has 3,240 horsepower, and is of entirely different design from the locomotives which have

armature and wheels is the only dead weight on the track and this is approximately 9,500 pounds per axle. The total weight on drivers (458,000 pounds) is 86 per cent of the weight of the locomotive but, being distributed among twelve axles, results in a weight of only 38,166 pounds per axle. The following description and details of the gearless locomotives is furnished by the General Electric Company:

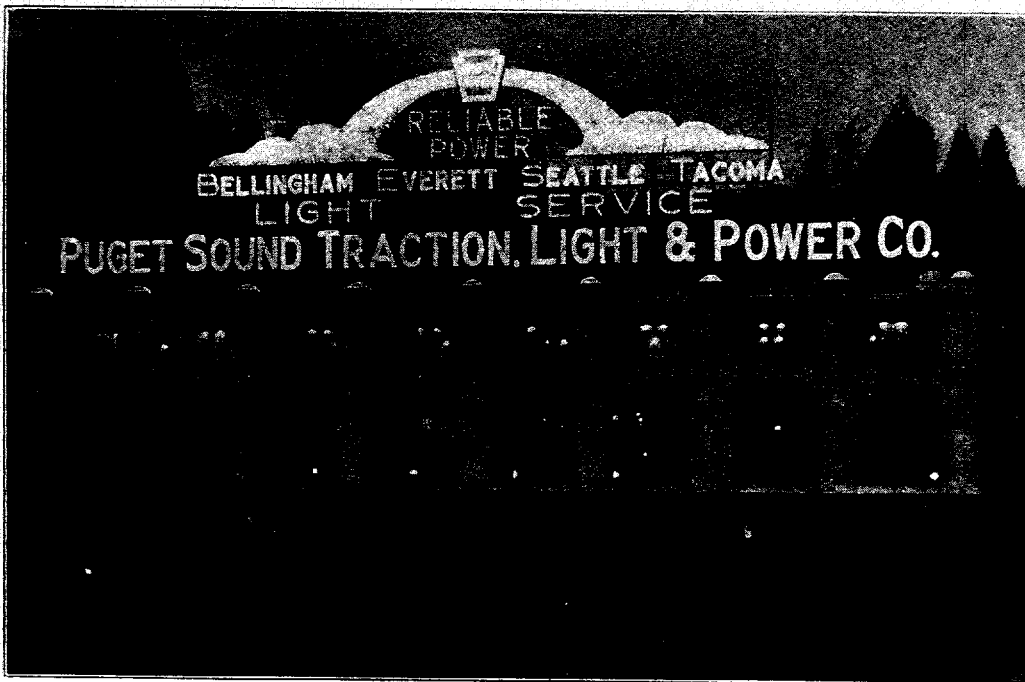


Gearless Type Electric Locomotive.

been in operation between Harlowton, Montana, and Avery, Idaho. The new locomotive is what is known as the bipolar gearless type, with motor armatures mounted on the axles. In this feature they follow the design of the gearless locomotives in use on the New York Terminal of the New York Central Railroad. The chief advantage of this method of construction is the great simplicity of mechanical design which eliminates all gears, armature and suspension bearings, jack-shafts, side-rods or other transmitting devices. The remarkably low cost of maintenance of the New York Central locomotives over the entire period is attributed largely to the gearless type of construction.

The new locomotives have fourteen axles, twelve of which are driving and two guiding axles. The weight of the

“One of the most interesting and important features is the design of the leading and trailing trucks and the method of suspension of the cab weight upon them. The successive trucks are coupled together in such a way as to deadbeat or break up any lateral oscillations which may be caused by inequalities of the track. The weight of the main cab is so supported on the front and rear trucks that any lateral thrust or kick of the leading or trailing wheel against the track is cushioned by the movement of the main cab, which increases the weight bearing down on the wheels at the point where the thrust occurs, and automatically reacts to prevent any distortion of the track. The result of this design is such as to give riding qualities at high speeds which have probably never been attained be-

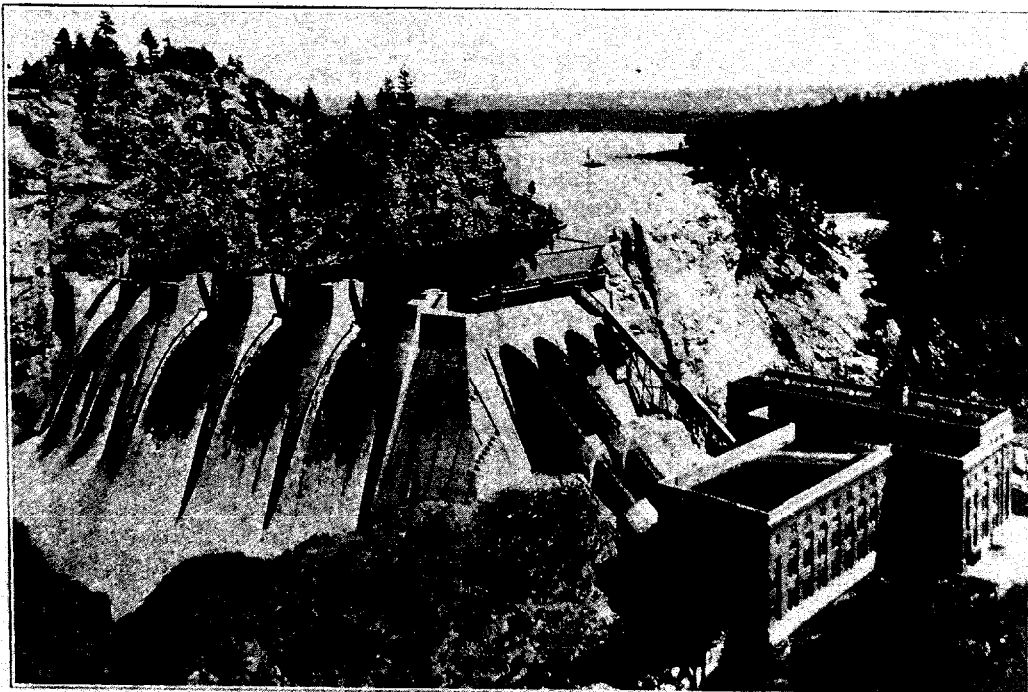


White River Power Plant Furnishing Power for Cascade Division Electrification.

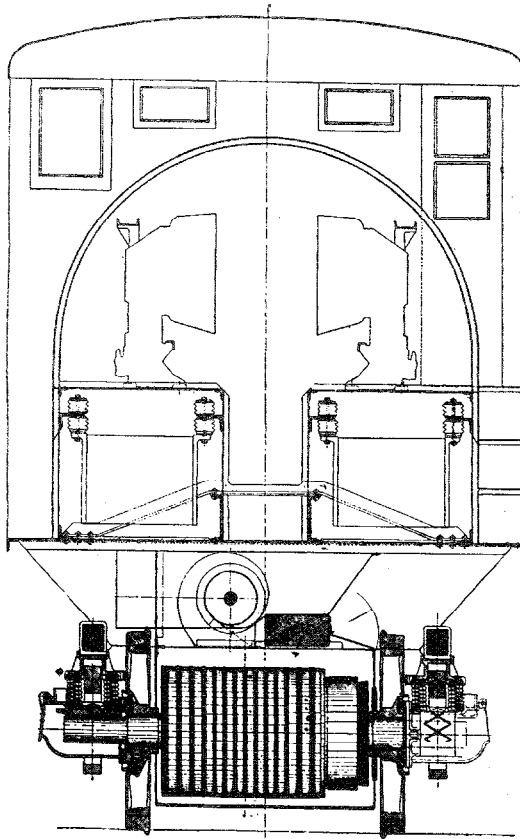
fore in double-ended locomotive. Exhaustive tests on the General Electric Company's test tracks at Erie, Pa., have demonstrated the remarkable riding qualities of the new locomotive at speeds as high as 65 miles per hour which is the limit of speed on the length of test track available. These tests also

indicate that the locomotive will operate at much higher speeds with equal success.

The locomotive is designed for handling in normal service a 12-car train, weighing 960 tons, trailing against a grade of 2 per cent at 25 m.p.h. This performance requires 56,500 pounds



Washington Water Power Company's Long Lake Power Plant, Furnishing Power for Columbia Division



Sectional View of Gearless Motor.

tractive effort, which is equivalent to a coefficient of adhesion of 12.3 per cent of the weight upon the driving axles. The wide margin thus provided between the operating tractive coefficient and the slipping point of the wheels, as well as the ample capacity of the motors, will allow this locomotive to haul trains with as many as fourteen cars in emergencies. For continuous operation, the locomotive is designed to operate at 42,000 pounds tractive effort at a speed of 27 m.p.h.

The total weight supported on driving axles is practically the same as that on the present geared passenger locomotives, weighing a total of 300 tons. The table below gives the principal dimensions, weights and capacity of the gearless locomotive:

Length inside knuckles	76 ft. 0 in.
Length over cab	68 ft. 0 in.
Total wheel base	67 ft. 0 in.
Rigid wheel base	13 ft. 11 in.
Diameter driving wheels	44 in.
Diameter guiding wheels	36 in.
Weight electrical equipment	235,000 lb.
Weight mechanical equipment	295,000 lb.
Weight complete locomotive	530,000 lb.
Weight on drivers	458,000 lb.
Weight on guiding axle	36,000 lb.
Weight on each driving axle	38,000 lb.

Number of motors	12
One hour rating	3240 h.p.
Continuous rating	2760 h.p.
Tractive effort—1 hour rating	46,000 lb.
Tractive effort—continuous rating	42,000 lb.
Tractive effort—2 per cent ruling grade with 960-ton train	56,500 lb.
Coefficient of adhesion ruling grade	12.3 per cent
Starting tractive effort—25 per cent coefficient of adhesion	115,000 lb.
Rate of acceleration starting 2 per cent ruling grade	0.48 m.p.h.p.s

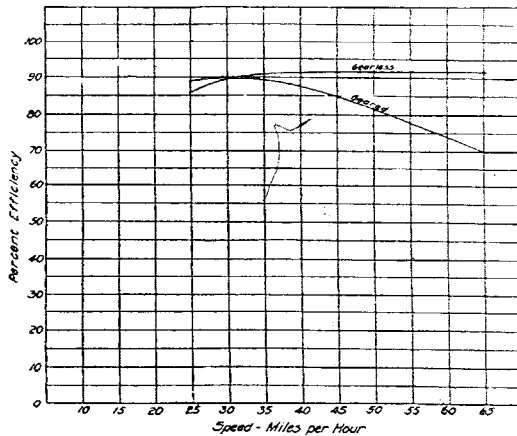
The control equipment for the new locomotive is similar in most respects to that used on the original locomotives which have now been operating nearly four years. Modifications were, of course, necessary to comply with the different arrangement of motors. Advantage is taken of a new scheme of connections by means of which four of the main locomotive motors are utilized to furnish exciting current during regeneration, thus reducing the size of the motor-generator set used for control, accessories and train lighting. An appreciable reduction in the weight of control equipment is obtained, at the same time providing for effective regenerative electric braking on the down grades. The motor-generator set furnishes control current for operating the

contactors and for charging an 80-volt storage battery which supplies lights and power for the accessory apparatus. The battery is, in general, similar to those used on the passenger coaches. The master controller is constructed in three sections arranged for both motoring and regenerating, all of the cylinders being suitably interlocked to prevent incorrect manipulation.

The motor is bi-polar, two fields being supported upon the truck springs with full freedom for vertical play of the armature between the pole faces. The outline of the locomotive with a sectional view typical of four of the motors, indicates the location of the armatures and the magnetic section.

In full speed operation, the twelve motors are connected three in series of 1,000 volts per commutator. Control connections are also provided for operating four, six or twelve motors in series. Additional speed variation is obtained by tapping the motor fields in all combinations. Cooling air for each pair of motors is supplied by a small motor-driven blower. This arrangement avoids the heavy duct losses encountered with a single large blower.

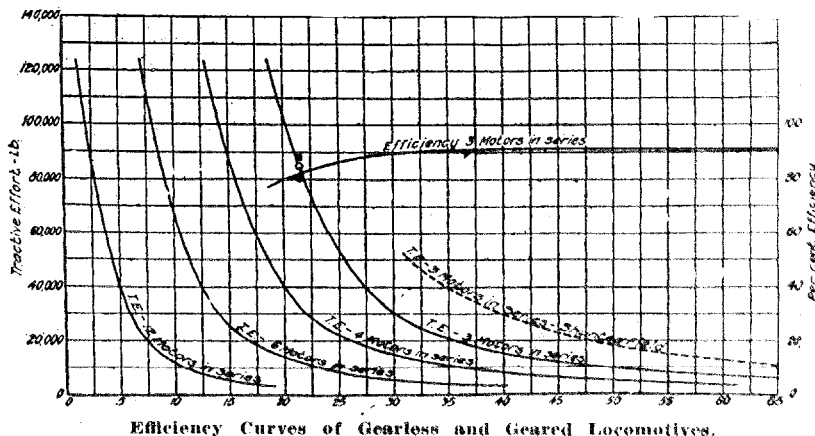
As may be seen from the accompanying curves, the gearless locomotive shows a much better efficiency at high speeds than the geared type owing to the elimination of the gear drive. In passenger service, where there are long stretches of level track and stopping points are comparatively few, as much higher efficiency is obtained in all-day service. These curves show an efficiency at 50 miles per hour, approximately 10 per cent higher than the geared type of locomotive.



Characteristic Curves of Gearless and Geared Locomotive.

The 3,000-volt contactors and grid resistors are mounted in the curved end cab at each end of the locomotive. In one of these cabs there is also located the 3,000-volt direct current air compressor and storage battery. In the other is located a small motor-generator set and the high speed circuit breaker. The operating cabs contain the master controller, indicating instruments and, in the No. 2 cab, a small air compressor operated from the battery circuit. This compressor is of sufficient capacity to raise the pantograph when first putting the locomotive in operation. Near the controller are the usual air brake handles for standard braking equipment.

The center cab is occupied by the oil-fired steam boiler for heating passenger trains, with accessories, including tanks for oil and water, circulating pumps and a motor-driven blower for furnishing forced draft. A slider pantograph, similar in construction to those now in



Efficiency Curves of Gearless and Geared Locomotives.

use, is mounted on each of the operating cabs. This pantograph has two sliding contacts, giving a total of four points per slider with the double trolley. The pantograph and flexible twin trolley construction enables the locomotives to collect current as high as 2,000 amperes at speeds up to 60 miles per hour without noticeable arcing at the contact points. The second pantograph is held in reserve as a spare. Sand boxes, with pipes leading to each pair of driving wheels, are located directly beneath the pantograph outside the operating cab.

The most interesting test of Engine 10251 was made at Erie, before the locomotive left on its way west. The ex-

tests had been run off over the G. E. Company's test tracks, in which this locomotive without gears or transmission, hauled two passenger trains over the four-mile distance at a speed of more than a mile a minute. The train was filled with passengers and the cab carried twenty people. The big test that followed was spectacular. Two modern steam engines were switched to the spur track and coupled securely to the electric locomotive. The possibility of pulling draw bars was avoided by having the steam and electric power push against each other in different directions. At a given signal, the steam engines got under way and began shoving the big electric ahead of them along a short piece of straight-away track. Then the current was gradually turned on the electric, while the engineers of both steam locomotives opened up their throttles to the last notch. Soon the steam engines slowly but surely lost momentum, and finally came to a full stop, still with their throttles wide open, puffing and chugging as under extraordinary strain. Then the apparently impossible occurred, and a great cheer went up from the crowd as they saw the steam engines forced back,—first only by inches, but gradually the full power of the electric came into play and the procession became almost a rout. When, a few moments later, the test ended, the steam loco-



The Beginning of the Tug of War.

hibit was probably unique in the annals of electrification, and was virtually a tug of war between three monsters of iron and steel, to a stand-up finish. Previously, nearly a dozen high speed

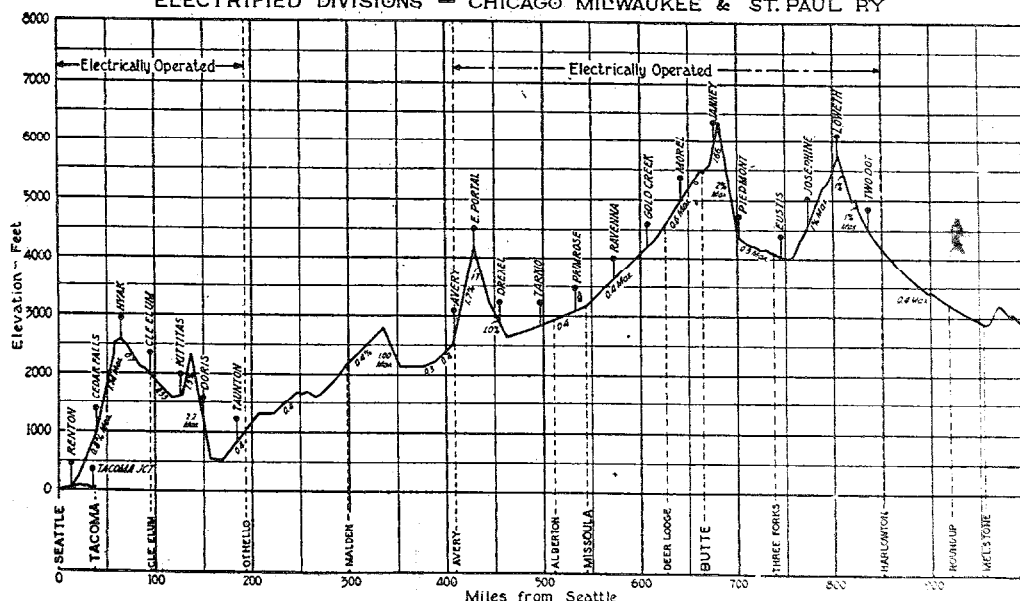


The End—The Electric Motor Victorious.

Hardly second to the tug of war was an exhibition of the regenerative powers of the electric locomotive in which the strength of its regeneration was demonstrated. To reproduce the same conditions as exist when the engine is coasting with a full load of cars, down the mountain grades of the electrification district, two steam locomotives were coupled behind the electric, pushing it along the track at a good speed. The regenerating system was turned on and the steam engines soon found themselves up against a hard proposi-

A number of Milwaukee officials, among them Messrs. H. R. Warnock, H. K. Fox and O'Neill, went to Erie to witness these tests and returned more than ever enthusiastic and optimistic as to the future of electric power on trunk line railroads.

PROFILE



When the autumn winds a-sighin',
Set the ol' win'mill to cryin'
An' th' leaves of bronze an' gold cut capers
in th' breeze;
An' th' shutter starts to creakin'
Right distinct I hear ma speakin';
" 'Pears to me it's time you're chopping down
them dead oak trees."

When th' trees was felled and seasoned,
Why then ma she had it reasoned
That her boy should do naught else but keep
th' wood-box full,
Seems just when th' tale got thrillin'
Ma would say "The box needs fillin',"
An' I used t' think th' world was awful cruel
and dull.

But as now in meditation,
 'Twould be nigh worth all creation
 To erase th' sixty years that
 Father Time's since quilled:
 An' to jump at mother's biddin';
 Lettin' out th' love long hidden—
 I would work like all get-out to keep that
 wood-box filled.

R. C. Bimson

Handling the Coal Supply.

T. W. Proctor, Chairman, Regional Coal Committee.

Just as Foster predicted seven years ago—a steel strike, a coal strike, and then a railroad strike, and with the three vital industries of the country tied up the radical element would then sit back and demonstrate to this great American nation that the constitution of the United States was a fizzle. Fortunately, however, he did not bank on the great American people who are, and always will, be in the majority. No nation, no people, no class can ever say to the United States Government, "we will" or "we will not," and get by with it.

The coal strike is over and I feel certain that in the deliberations of the miners now and in the future, they will not fail to realize that they are still American citizens and will decide that it is not good Americanism for one class to attempt to destroy and obliterate an entire nation by withholding from them one of the great necessities of life.

On Nov. 7th, seven days after the strike was declared, the Northwestern Region, taking in in a general way the territory North of Kansas City, West of Chicago to Seattle and up to the Canadian line, had on hand 61,537 cars of coal for use and distribution between railroads and industries. It should be understood that the railroads under normal conditions burn 34 per cent of the total coal mined in this country, so that on November 18th this amount had been reduced to 42,416 cars, and the commercial coal available for distribution to industries, householders, etc., amounted to a little over 8,000 cars, which amount, so far as we knew at that time, was necessary to take care of some 30,000,000 people: protect their families from freezing to death, and supply light, heat and power through the public utilities.

Montana, one of the far western states, that depended entirely upon lignite coal mined in the states of Montana and Wyoming; and Iowa that depended upon coal mined in the states of Iowa, Illinois and Indiana, found themselves perfectly helpless. In fact, the amount of coal produced in the states of Iowa and Montana is so small that it only covers a portion of their consumption. The task of supplying this large territory was tremendous, and I am thankful to say that no community has experienced any suffering, disease or disaster from lack of coal, and had this strike continued through the winter with the present mines operating in West Virginia, Kentucky and Virginia, it would have been possible for the present organization to take care of this country and demonstrate to the great American people that it could be answerable to them.

Industries might have shut down; railroads stopped operating, except only to transport foodstuffs and other necessary commodities, but there would still have been a supply sufficient to protect human life and property. We have demonstrated forcibly in this great emergency that the country at large can take

care of itself under the most adverse conditions.

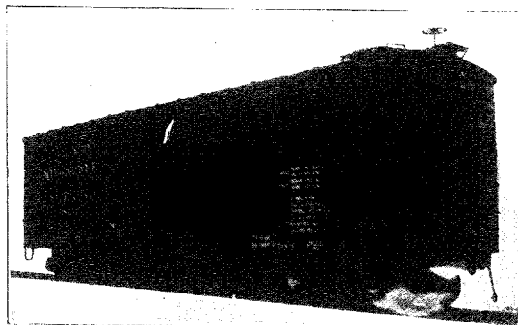
The mines in the coal producing districts of the South and Southeast have been producing about 46 per cent of the entire country's coal production, and their product has been distributed by the United States Railroad Administration with the greatest degree of efficiency, as we had on hand when the strike was at its height, in the Northwestern Region for commercial distribution, a supply equal to the amount that we started with at the beginning of the strike.

It would not have been possible during the strike, for this country to operate on a normal basis. The restrictions placed on the operation of industries and the consumption of fuel were necessary, and unless they had been placed we could not at all times have been able to say that we were able to protect your families in the manner that they should be protected, and in closing this article I feel certain that those that have suffered from lack of business feel as I do that in the regulations that have been established no thought has been given but to the one end—the conservation of life and property.

A Good Slogan.

Guy E. Sampson.

I recently read the following and think that it would be a good slogan for each and every employe to adopt. "Let us, all of us, at all times conduct ourselves and do our work as if the eyes of Opportunity were upon us." This policy of always doing our work as if the eyes of Opportunity were upon us is operative in the field, in the factory, in the store, on the railroad and in fact in every occupation in life, no matter how humble. It is simply using one job as an opportunity for the next, which must be a better one.



New 12-Foot Box Cars with Corrugated Steel Ends, Built at Milwaukee Shops.

If the day looks kinder gloomy,
And the chances kinder slim;
If the situation's puzzlin'
And the prospects awful grim;
The perplexities keep a-pressin'
Until hope is nearly gone,—
Just bristle up and grit your teeth
And keep on keepin' on.

—Selected

\$ Save Material \$

DO YOU REALIZE

A track spike costs.....	\$0.03	A brake shoe costs.....	\$0.75
An ordinary 1-inch nut costs.....	.04	An engine oiler costs.....	.75
A track bolt costs.....	.06	A track shovel costs.....	1.00
A tie plate costs	.21	A lantern costs.....	1.05
An air brake hose costs.....		\$2.35	

DOES IT ASTONISH YOU

TO LEARN THAT THE

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SPENT FOR LAST YEAR

Track spikes	\$107,400	Tie plates	\$306,273
Nuts	108,036	Brake shoes	92,213
Track bolts	67,496	Air brake hose.....	97,020

Over Three Quarters of a Million Dollars for Only Six Items

Don't Waste Material

Many of the European nations are already back on a 10 and even 12 hour basis of labor. We must economize and make every step count, if we are to hold our leadership in the world.

Let's not lag behind. Let's keep America up in front, and let's make the "Milwaukee" the best operated railroad on earth. All of us together can do it.

\$ Save Material \$

The Reclamation Committee

A Milwaukee Girl in Paris

Early in the fall of 1918, Miss Ada Salmons, secretary to Mr. Dickinson of the Milwaukee's legal staff, with Miss Celia Howard, who was also a former employe of the Legal Department, sailed for France in the Red Cross service. They landed in England, but arrived in France before the Armistice and were soon deeply engaged in relief work among the French, Belgian, Russian and Servian Refugees. Miss Salmons and Miss Howard were of course, pledged to a year of service, so they remained on in spite of the cessation of the fighting, and the story of their experience and labors among the destitute and in the devastated districts is the narrative of a splendid work accomplished with whole-hearted enthusiasm and earnestness. Miss Salmons' letters are marvelous pictures of their life and their heroic work and she has generously permitted the Magazine to tell this story, by means of excerpts from her letters home, letters that told of their work, their life, their amusements and the wonderful trips they took on missions of mercy and investigation into the liberated zones. Miss Salmons traveled much through all of the devastated country and her descriptions of the war-torn land, of localities that are known to all Americans because of their association with the service and sacrifice of our own American boys, and of the brave boys of the Allied Armies under whatever flags they served, are realistic and of supreme interest.

Miss Salmons and Miss Howard spent most of their time in Paris and lived together throughout their period of service. When they first arrived there, they made several moves in an effort to find an abiding place where they could keep warm, for Europeans do not keep their houses or offices up to the steam heated standard of Americans, and what seems quite comfortable to them is cold comfort to an American's blood.

The first letter written from Paris, November 27th, goes back to tell of their voyage over and their short stay in England.

We encountered seven or eight icebergs off the coast of Newfoundland the second day out, and one night we had a most wonderful display of northern lights, quivering through a partly clouded sky, shafts of fire shooting through streaks of black clouds in a weird fashion as if coming from the innermost depths of the earth, all casting reflections on the white caps gleaming against the dark waters of the Atlantic. We stood entranced until the light faded; then came the moon, and quickly our old friend Jupiter, larger and brighter than I have ever seen him before. Two nights after that we encountered a gale from the north, and ran into heavy seas—both decks awash, glass in port-holes broken and water running in the hallway outside of our stateroom. The crew was busy shoveling out water and broken crockery and glassware most of the night. We were not allowed to go on deck the next day, but when we did get out, the waves, mountain high, were a sight for the gods, and although we were not sure of not being dumped overboard we were glad we had been privileged to witness it.

The last night on board we were assembled on deck and received orders from the captain to

eliminate from our diaries practically everything we had written while on board—that is, names, dates, ports, convoy, company, passengers or crew, protective measures and nearly everything else of any interest whatever. While we were assembled getting his orders and wondering what would come next, a queer looking craft approached, with strings of electric lights from the top of the mast to bow and stern—the first time we had seen a light on any boat during the trip. Then came a sepulchral voice in a long monotone, with a question to which the captain responded, "Ay, ay, sir." Then questions and answers on both sides, the captain giving all information required and then demanding a pilot. He was refused for the night, and not knowing the channel, he was obliged to anchor outside to wait for daylight.

We went to London for a few days and visited the Tower, went to Westminster Abbey for evensong and to St. Paul's Cathedral for morning prayer, and also heard Bonar Law in the House of Commons, on the Irish question.

All through England were many evidences of the war. In Bristol, while they were waiting for a train in the railroad station, a Red Cross hospital train arrived, bringing wounded soldiers to the convalescent hospitals and homes of Britain. The boys were taken out on stretchers and placed in ambulances in three tiers. They were all smoking cigarettes and shouting to one another as if nothing were the matter. All about them were crowds of little children, who always meet the trains and cheer the soldiers. She says, "We walked around the city and everywhere there were children and women and old men—very old men, for their middle-aged men, as well as the boys, had gone to the war." They noted the absence of flowers in England, and wondered about it until they were told that England had no time for flowers, the war was on and no one could bother with flowers or other beautiful things—a contrast she said to France, where every effort was made to efface the traces of war and devastation by having flowers and beauty as much as possible. That was one reason why they sent their convalescent soldiers to England. To them the war was a grim horror, which the people must not look upon more than was positively necessary.

On December 4 they were settled in Paris, hard at work and she writes: "Celia and I are both busy. I am engaged as secretary for the manager of the general relief in Paris of French, Belgian, Servian and Russian refugees, providing food, clothing, homes, coal, furniture, medical appliances and dispensary supplies; and employment where the applicants are able to do anything at all to help support themselves.

We have visited a hospital that is soon to be evacuated. It was originally the Lycee Pasteur and was given over as a hospital by the authorities at Neuilly at the beginning of the war. There we found American boys lying beside French soldiers, and they seemed good comrades. Some of them had their arms and legs in contrivances suspended from the ceiling, and some of the faces were white and drawn, but always responding with a smile to the greetings of their American sisters. They all took the gum we offered them and we have nearly used up our supply, but when that is gone we have chocolate, and after that we can buy cigarettes at our own commissary and take to them. One of the boys, very young, to whom we talked told us they were trying to save his feet, and if they succeeded in doing that he would not so much mind his right arm being gone. He told us that the only water bath he had all the time he was at the front was when they were crossing the Meuse River over a dam and trying at the same time to dodge the shells that were dropping into the water about them. The rest of the time their baths consisted of a good rub when given a change of clothing.

On Thanksgiving Day we packed up preparatory to our third move since we came, as our hotel has been requisitioned to make place for the delegates to the peace conference.

December 5th.
All day there has been outside of my door a double line of people waiting to be served with groceries on the one side and to be given em-

ployment on the other. Furniture is not given out from this building, nor is clothing, but the refugees have to come here for their "bons," which they present to a "Vestiaire," where they are fitted out with the articles named in their bon. The food they get is very nourishing and of the best quality obtainable. They have cocoa by the sack full and it is scooped into bags and weighed so that every ounce is accounted for; just so with the lard, dried beans, peas, etc. The women in the food department have lots to do and they weigh out their commodities and hand them out to the often foul-smelling refugees with as kindly a greeting and smiles and words of comfort as they ever employed in greeting their college mates in happier days, for they are all women of culture and education. One of them is an English lady and a most delightful companion. I was heart-sick listening to the stories of mutilation she told me while I was down there yesterday checking up supplies. Her brother was a prisoner in Germany and he has told her much. He saw their treatment of young English women, and two of her acquaintances committed suicide as a result of the treatment to which they had been subjected. It was all that was left for them to do.

We live in a different part of Paris now and walk down to our work along the banks of the Seine River, where we see the women washing their clothes every morning. They have to bend out so far to reach the water that I should think it would be quite back-breaking, and I think their heaven could contain nothing finer for them than one of our stationary washtubs, a washing machine, a wringer and water that runs into the tubs while you wait.

December 12th.

They are moving beds into this place all around me, as there seems to be "no place in the inn" for nurses coming in from the evacuated hospitals near the war zone. The peace conference is necessitating taking over whole hotels and other buildings for the accommodation of the delegates, and we must give place. I wish they had not turned us out of the Place de la Concorde, where I worked at first, but we are really experiencing in discomfort so little in comparison to what we were led to expect that we are astonished, but all of you at home think of us when you are taking real baths in real hot water in a white tub, and believe that is luxury. When we come home we intend to stay a whole week in a bath tub, stuff ourselves with pie and ice cream and candy and cake, and stay in bed until noon for at least a week after we get there—that last—maybe.

But girls, don't you go to making heroes of us, because the ones who are at home working in Red Cross and other activities without the diversions we have for compensation are the real heroes, and I "take off my hat" to every one of them. We visit with all the boys we meet, and speak to every American soldier we pass on the street. They look for the greeting and our uniforms give us privileges and entree where we would be on the outside without them. The boys salute us and we smile back and greet them.

Last Sunday we went to the famous old Church of Notre Dame, founded two years after the advent of William the Conqueror into England, but not completed until 1862, as far as it now goes, for even yet it may not be called perfectly complete. There is a replica of the facade, which is the finest part of the cathedral, in the Art Institute in Chicago, where I have spent much time admiring it. It is nice to see the original with the glamor of romance and imagination about it. There are chapels around the ambulatory which encircles the choir and altar, and while we were walking around there were seven funerals being conducted in the different open chapels at once without interfering with one another. The coffins are nearly all coarse wood, just rough boxes—they have no time to cover them now, and nearly all the flowers are made of colored beads.

I saw King Albert and his queen last week, just as they were coming from the mansion of Monsieur Clemenceau.

December 17th.

This afternoon I could have had the chance to go to the Balkans with the commission for

that country, but my superior said we should find our interest here if we came with the right spirit and not with the spirit of adventure; but I had no thought of deserting, for could I lack interest anywhere that the object is to relieve distress in so many forms?

We are making preparations for the happiness of the little refugees at Christmas. These children have been driven from their homes by the war, homes to which they never can return, because the houses are burned and the ground on which they stood so torn by shells that it would be impossible to tell which little plot of ground held any particular house.

Last Saturday we had a holiday in order to greet President Wilson and his party. The City of Paris arranged that the Red Cross Workers might occupy a place of vantage so as to see and be seen by the guests.

We had the front row on the edge of the curb between the "Big Palace" and the "Little Palace," and I, being short, was allowed to stand down off the curb in the street, as that turn was wide enough, or should say narrow enough, to permit of two cars passing, so I stood as near to the procession as possible without being run over. President Wilson and President Poincare were in the first carriage with their laps all covered with red roses. Mrs. Wilson, dressed in black, covered with orchids, was in the next with Madame Poincare. Margaret Wilson, looking very pretty in gobelin blue, was in another carriage with some illustrious lady whose name I have forgotten, and the generals—Joffre, Foch, Pershing, and others. I have never seen a picture of our president which looked so well as he did last Saturday. The crowd was very enthusiastic and he could not complain of his reception. Last night the American Ambassador and Mrs. Sharp gave them a dinner and reception at their home across from ours, and the noise and cheers from the crowds drew Celia and me out onto our balcony, whence we could see the guests getting out from their cars and walking into the house. It was all very festive after the night blackness everywhere, as when we first came, for there were lights in every window, lights from wonderful chandeliers coming to us through lace and rose silk, and we hear that the table was covered with ancient lace and the service was silver throughout. Also that Mrs. Wilson wore a blue and metal brocade dress embroidered, and that she made a very fine appearance. There were five hundred guests at the reception after the dinner, and it seemed a thousand. An American band played and there were many personages of high degree there, but they missed something in not having Celia and me, but as they did not seem to need us, Celia sat on the bed and wrote letters and I did my washing and hung it to dry around the white marble fireplace.

Last Saturday, after seeing that the President was properly received, we had lunch and then went on one of our very productive exploring expeditions, this time to the old church of St. Germain l'Auxerrois, founded in the time of Charlemagne. It is so interesting to mouse around these places and think of the people who trod the same old stones so long ago, heavy-footed with their griefs and light-footed with their joys, and who knows but that their souls still frequent those old places that they loved and where they went on every important occasion of their lives.

December 26th.

After all, Christmas proved very exciting for us. Before we left the office Christmas Eve, we had tea in the Food Bureau and after we were through I got the women who were doing the scrub work in the conciergerie and took them into the tea-room, had them put on a kettle to boil and then they had "tea" from the leftovers of the big party. They had some sugar and condensed milk for their tea, which they consider a great luxury. I was sorry I had no cakes for them, but there is so little of anything of that kind here. At five o'clock we started for the part of Paris called "Italy" with the bundles we had prepared for the little children, given to us by a Red Cross "visitor." We climbed many flights of stairs, felt our way carefully with feet and elbows along dark passageways that you

would never think led to anywhere that a ray of light had ever penetrated; up more stairs, groping along, no light—at last, to a door. A knock—a falling chair striking another article of furniture, a clatter of kitchen utensils, a voice calling "entrez." The door is opened, and accustomed as we had become to darkness, we could see the forms of two children, a soldier, a mother and grandmother, in the flickering light of a smoking flame about the size of your thumbnail. There was no room to sit down. The soldier laid the frying pan of cabbage and potatoes, which seemed to be their only preparation for a Christmas festivity, on a dingy board over the fireplace and held the smoking little light over the packages while we untied them. Oh, little children, at home, who have all you want to eat, to whom an orange is a thing of indifference and a piece of candy something to be eaten immediately and forgotten; who have books and dolls to interest for the moment and be laid aside, could you have seen that dark room with the shadows cast by the tiny lamp lurking in the corner, the single bed to accommodate the whole family, gathered with all their furniture into that little room not so big as the kitchen at home; the preparations for their meager meal, the chair with the Christmas packages, the soldier holding the tiny lamp, the grandmother with hands crossed on her breast, thanking "le bon Dieu" that this beautiful Christmas had come to those little children she loved so much, the mother with a hand on each child gazing at them with her mother-love in her eyes, the little girl laying her doll reverently on the shabby bed; the boy with his book tightly clasped in his arms; the oranges, the candy, the cakes, the figs and nuts—all to be touched and looked at but not eaten, oh no, not yet, not for a very long time. And as we finally groped our way out into the street I felt it had indeed been a privilege, that we had been able to so brighten a passing day for these people.

Christmas Day Celia and I worked in a canteen run and paid for by a titled French lady. We waited on five hundred soldiers between eleven in the morning and near five in the afternoon. We both worked harder than we have ever worked in any one day in our lives. The boys had excellent dinners of turkey, vegetables and doughnuts with chocolate sauce and after coffee they went into the other part of the canteen and received candy, cigarettes and oranges. They were very grateful for the dinner, some of them were in Paris just for the day, on their first leave from the trenches where there still seems to be work for them. One of the boys said it was the first day in eighteen months that he had not been in rubber boots. They are all dear fellows and we feel we own them all. Some of them asked us questions that we knew they did not expect an intelligent answer to, just to start a conversation, and they showed us their little presents, some for mother, sister or sweetheart and they all wanted letter paper to write home. After it was over, we went home, lay down for half an hour, then dressed up in our silk frocks, the first time we have had them on since we left home, and went to a lovely Christmas dinner with that very charming English lady of whom I have written before.

The letters in the next issue, will tell of Miss Salmon's trips into the War Zones and the progress that had been made up to last August in the work of reclamation and rebuilding. Nothing that has been written from across the seas about this slowly awakening land and people is more vivid and compelling than these letters from our "Milwaukee" girl.

"Existence is a thing apart,
A fleeting show, a passing dream,
But that is life which of the heart
Doth make us ever all we seem."

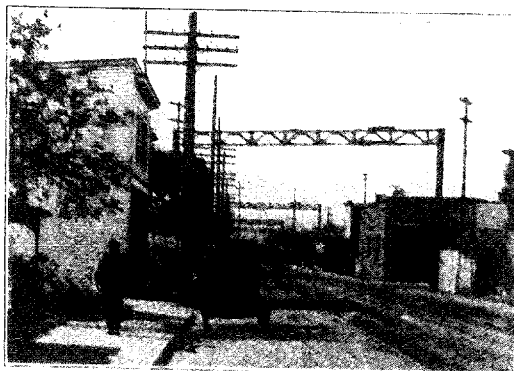
Tommy.

E. W. Dutcher.

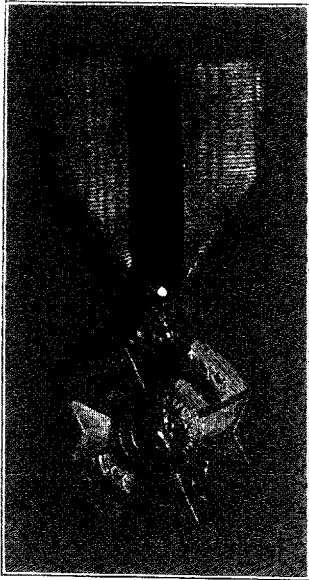
Tommy was the nicest little chap I ever knew;
It seemed to make him nicer every blessed inch he grew;
He wasn't cross, nor anything, just smiled when he was mad,
And I could always play with any thing that Tommy had.
Yes, Tommy was my brother, and two years younger 'n me,
You don't know how I miss him, because he's gone, you see;—
Mother says the angels took him last summer time one day—
I wonder what they wanted with our Tommy, anyway?

I know one time when playing he said it hurt his head,
And when I tried to tease him he turned to me and said:
"Billy, I'm awful tired, my throat is dry and hot,
I guess I'll go and rest a spell, if you just as lieve as not."
Mother looked so frightened when the doctor whispered low,
And when she asked him something he said he didn't know;—
But mother told me afterward that Tommy couldn't stay—
I wonder what they wanted with our Tommy, anyway?

And now I'm just as lonesome,—I can't begin to tell—
I wish that little Tom was here, alive and feeling well;
I'd let him have my kite and ball, I'd swing him up so high.
He'd think it wasn't very far up yonder to the sky.
Do you s'pose that Tommy sees me? My mother says he can.
And that he'll always know me when I grow to be a man.—
I don't see why they took him, when I want him here to play—
I wonder what they wanted with our Tommy, anyway?



Type of Bridges Carrying Trolley Lines Over Tracks in Streets of Renton, Wash.



Medal of Order of Leopold II Awarded to General Manager Gillick and C. T. P. A., G. A. Cobb.

Above is the medal of the Order of Leopold II, which was conferred by King Albert of Belgium, upon General Manager J. T. Gillick and Chief Traveling Passenger Agent G. A. Cobb. The letter transmitting the decoration to Mr. Gillick follows:

DEPARTMENT OF STATE

Chief Special Agent

Washington, D. C., Nov. 3, 1919.

Mr. J. T. Gillick, General Manager,
C. M. & St. P. R. R.
Chicago.

My Dear Sir:

I have been directed by his Majesty, King Albert of the Belgians, to present you with the inclosed Medaille d'Or of the Order of Leopold II, as a token of his appreciation of your efficient attention to duty in connection with the movement of his train over your road.

Please return the inclosed blank form to me properly filled out and your signature affixed, and I will see that it is forwarded to his Majesty's secretary. In the first column, insert your full name, in the second column your official position; in the third column, the date and place of your birth; and in the fourth column, your present address.

Very sincerely,
(Signed) J. M. NYE,
Chief Special Agent.

Seventy-Six Times Around the World.

Seventy-six times around the world is considerable mileage, isn't it, and all of it on the Milwaukee, too. That is what H. & D. Division Engineer Kenneth Ferguson has to his credit, also to his credit 58 years of continuous service railroading in Wisconsin and Minnesota, according to the Minneapolis Journal of December 7th. Mr. Ferguson lives in Minneapolis and he pulls The Olympian between that city and Montevideo. During his 58 years of service he has reeled off 1,900,000 miles, and the earth's circumference being 25,000 miles, a little arithmetic discloses the fact that he could have gone within that mileage, seventy-six times around the world. On the day he completed his record years of service The Olympian pulled

into Minneapolis, its pilot covered with snow and ice, and the first to climb down from the cab was the veteran engineer, himself encased in an icy coating. He didn't complain of that, however, but "I brought her in on time," was his comment. Talking with the Journal reporter, Engineer Ferguson fell into reminiscent mood. He reverted to the little old, slow moving engines of his earlier days, and back of those to the wood burners with their huge, bonneted stacks. "The modern railroad locomotives is not as comfortable for the engineer as the old-timer, slower and less powerful engine," said Mr. Ferguson. "The large, jacketed boiler of today keeps the heat in the boiler and very little of it escapes into the cab. The result is the engineer and fireman suffer from the cold if there is any weather outside, for the cabs are so large and so open, being windowless, that you can't keep them warm. When it is snowing, as I often find it in my run from Montevideo, the engineer cannot see beyond the smoke stack and we have to drive by instinct. I have made that run so long I can tell by the noise as we pass through a cut or across a bridge, exactly where we are. Of course, those bob-tailed train dispatchers don't know the engineer can't see when it's snowing on the prairie. That's why they make such a noise when we're five minutes late pulling into a station. But times have changed, even the weather. Back in the '80s, near Olivia, Minn., my engine got stuck in a snowbank for two days and nights. The train had seventy-five passengers, and but for the superintendent being on board I guess we would all have starved to death. He walked into town, loaded up supplies on a sled and brought them out to us."

Mr. Ferguson enjoys good health, except for an occasional touch of rheumatism, and of this he says: "I'm getting old, I guess. The cold bothers me more than it used to; my system won't stand the weather as it once did; but I'll soon reach the 2,000,000 miles mark, for I'm knocking out about 40,000 miles a month. When I reach that, it will be time, I guess, for me to yank the bell rope for the last time, set the brakes and climb out of the cab for the last time."

Limericks.

E. W. D.

There's a road, the C. M. & St. Paul,
The best, as conceded by all.

We say, "The Milwaukee."

Even down in Pensaukee,
And it goes by that name at your call.

There's a station just west of St. Paul,
Has a caller who knows how to call.

His voice rings as clear

As a bell on a steer,
And he doesn't act chummy at all!

There was a nice brakeman named Brinkley,
He called all the stations distinctly;

All the patrons could hear,

And he made it right clear,
For he didn't call "Hooplala" for Brinkley.

NOTICE**United States Railroad Administration
Director-General of Railroads
Chicago, Milwaukee & St. Paul Railroad**

Chicago, December 20, 1919.

All annual and term passes issued by the C. M. & St. P. R. R. expiring December 31, 1919, are hereby extended and may be accepted by conductors as transportation up to and including February 29th, 1920.

Trip passes bearing date of 1919 may be extended by writing date in proper place on face of pass.

B. B. GREER,
Federal Manager.

Rapid Transit for Roumania.

"The present inefficiency of the Roumanian state railways is due to the lack of locomotives, passenger and freight cars, and to insufficient trackage," said Mr. Robert S. Doman, of the American Red Cross Commission to Roumania, in a recent report on commercial conditions there.

A few months ago there were only eighty-four locomotives in the entire Kingdom. The number has since been increased but hundreds more are needed. The most important state lines are single-tracked which makes transportation by rail very difficult. Traffic is so heavy that passengers are forced to ride on roofs of the trains if they are in a hurry to get to their destination.



American Box Cars in Rumanian Railroad Service.

If Roumania's natural mineral resources are mined as she is desirous of doing with the aid of American engineers and capital, the demand for rapid transit will mean more railroad construction. The advantage of being an American was never a bigger asset than it is in Roumania today. The people have the greatest respect for American ways which have shown them how to get quick results.

To build the miles of railroad needed will require a large amount of iron and steel which Roumania has in large quantities but it must be mined. Before the war she depended upon Transylvania and Germany for steel. There are rich undeveloped iron deposits both in old Roumania and in Transylvania, especially along the Carpathians which Roumania wants Americans to develop.

This love for all things American resulted from the aid extended by the United States through the American Red Cross in the hour of Roumania's greatest need—when typhus and smallpox had the little country in its grip. Twelve shiploads and nineteen train-

loads of supplies—food, clothing, and medicines, arrived at the crucial moment and stamped out these plagues. And the Roumanians haven't forgotten.

Within the next few years, three to be exact, trains arriving in Bucharest, the capitol, will run into a new railroad station, which will be known as the Central Station. The present one proved totally inadequate during the war years. In addition to the building, there must be an installation of more trackage, a signalling apparatus, and so forth. Whether these things are accomplished or not by Americans, remains to be seen.

Remembrance.

I can never dance again,
But I dance with you, my dear.
All the lovely shaded lights
And the music sweet and low
Just as on those other nights.

Long ago.

So I feel your hand in mine
And your arm around me, dear
And I dancing, make believe

You are here.

I can never dance again,
But I dance with you, my dear.

—N. B. S.

**Need of Closer Economy and Increased
Production of Railroads.**

Charles A. Wright.

To attain the highest degree of efficiency, two things are vitally necessary. First, to operate the railroad at a minimum cost, and second, to create a maximum of production at a minimum cost.

In order to accomplish the greatest amount of production at the least expense of operation, it is necessary to develop some form of co-operation between the railroad management and the employees. As a means of attaining this, I would suggest that an economy board be formed of representatives of all department of the railroads. The duties of such a board would be to study the economic condition of the road from all angles, and, also be prepared to offer suggestions as to how expenses might be curtailed or production increased. It would be understood, of course, that the representatives on the board would be better qualified in whatever branch they represented or in whichever line of employment they were most familiar with.

I believe such a plan would result in a great deal of good and develop a deeper interest of the employees in economic matters. Such a movement would create a co-operation between the management and labor that would in time eliminate or correct many of the difficulties now arising on railroads.

For some reason or other many railroads have been very backward in the adopting of new and up-to-date methods, by which they could operate more cheaply and achieve better results. I have never had it explained to me satisfactorily, why this should be.

For an example, we will take our shops and roundhouse at Dubuque, Ia. Having

been employed at Dubuque shops for about eighteen years in the capacity of machinist and one year as telegraph operator. I am better informed on the conditions here than at any other point on the system.

Our back shop and roundhouse buildings were built a great many years ago, long before the compound engine was known of, to say nothing about the "L-2" type of engine. In those days we only had a few eight-wheel and ten-wheel engines, which were about one-third or one-quarter the size of our "L-2" type of today, and in those days the buildings were perhaps large enough and constructed to suit the needs of 40 years ago. Today our pits are scarcely long enough to hold our large engines, to say nothing of there being no room for material or sufficient room for the men to work.

The doors of the entire locomotive department are too small, and in many instances it is difficult to run an engine in or out of the shop without danger of knocking the walls down. The roundhouse is not half large enough to house and take care of the engines properly; neither are there enough back shop pits to take care of the volume of business at Dubuque shops.

Many of the machine men and floor men are working under inconveniences which cause unnecessary labor and delay.

I could cite dozens of similar handicaps which Dubuque shops are laboring under, and all for the want of shops and buildings designed for modern times.

Dubuque possesses as good a labor market as there is in the country, and our official staff is capable and faithful. The output is remarkable considering the facilities the men have to work with.

Since this is the case at Dubuque shops, how would it be to construct new buildings, large enough and so arranged as to take care of all engines and material, and give labor at Dubuque shops a chance to prove its true worth. I claim that the volume of production at Dubuque shops could be nearly doubled by building a modern shop, and without adding one man to our present force, neither would the men have to work any harder than they are at the present time. A new shop would be a great benefit to the railroad, to the employees, and to the city of Dubuque.

United States Railroad Administration Washington Information

Statement of Earnings.

Reports covering the financial results of operation for all Class I railroads under federal control during October show an upward trend in net profits. These roads comprise 232,149 miles, or 97 per cent of the 240,177 miles of road federally operated:

CONDENSED INCOME ACCOUNT			
	Month of October		
	1919	1918	Amt. of Pct.
			Increase Inc.
Op. rev....	\$503,488,334	484,372,562	19,115,772 3.9
Op. exp....	399,400,334	378,975,377	20,425,177 5.4
Net op. rev.	104,087,780	105,397,185	*1,309,405
Taxes, etc.	27,128,003	19,212,699	7,915,304
Net inc....	76,959,777	86,184,486	*9,224,709
Op. ratio..	79.3	78.2	1.1

* Indicates decrease.

One-twelfth of the annual rental due the companies covered by the report amounts to \$74,356,354, so that the net profit to the government was \$2,603,423 for these properties.

In this connection it should be observed that, on account of the restoration on October 1st of car per diem charges as between railroads in federal operation, the equipment rents in October, 1919, included \$6,000,000 car per diem debits, while the corresponding credits which inure on this account to other railroads in federal operation on account of October transportation will not appear until November; also that there was a large amount of revenue, estimated to be not less than \$3,000,000, from coal traffic transported in October which is not included in the October revenues because, on account of the impending coal strike, such coal traffic was held in transit in the last few days in October and the revenues shown on the way bills relating thereto were not taken into account for the month.

The net result of these two items would be to add approximately \$9,000,000 to the net operating income, as stated above, which would result in a net profit to the government of \$11,603,423.

In making comparison with last year it should

be noted that freight and passenger rates are on substantially the same basis in both years. The expenses in October, 1918, include about \$12,800,000 back pay applicable to prior months, but they do not, on the other hand, reflect the increases to employees granted subsequent to October, 1918, which are included in the October, 1919, expenses. In addition the expenses for October, 1919, include about \$1,800,000 back pay applicable to previous months.

The results for the ten months ended on October 30th, were as follows:

	10 mos. to Oct. 31,		
	1919	1918	Inc. or Dec.
			Amount
Op. rev....	\$4,234,992,130	\$3,985,178,160	\$249,813,970
Op. exp....	3,556,720,774	3,201,838,204	354,882,570
Net op. rev.	678,271,356	783,339,956	*105,068,600
Taxes, etc..	199,288,721	183,363,173	15,925,548
Net op. inc..	478,982,635	599,976,783	*120,994,148
10-12 annual rental	743,563,540	743,563,540	
Op. loss....	264,580,905	143,586,757	120,994,148
Op. ratio....	84.0	80.3	3.7

* Indicates decrease.

It should be remembered that the comparison between the ten-month period is substantially affected by the fact that the rate increases, approximately 25 per cent, which were in effect this year, became effective for passenger and freight traffic, respectively, the middle and latter part of June, 1918, and also by the fact that numerous important wage increases which were effective for all of 1919 were effective for only part or none of 1918.

For the first ten months of this year the net gain or loss to the government, after allowing for one-twelfth of the annual rental has been:

	Net Gain	Net Loss
January.		\$97,782,557
February.		68,430,856
March.		61,881,856
April.		48,757,066
May.		33,642,128

June	22,031,860
July	\$ 1,968,453
August	16,397,112
September	2,392,584
October	2,603,423
Net loss for ten months	\$269,164.735

The following comparison of net ton-miles per mile of road per day indicates that the freight business during October was greater than in October, 1918, or October, 1917, and about the same as in September, 1919:

	Revenue and Non-Revenue Ton-Miles per Mile of Road per Day		
	1919	1918	1917
January	4,275	3,878	4,770
February	4,002	4,591	4,511
March	4,059	5,273	5,192
April	4,134	5,471	5,257
May	4,524	5,226	5,617
June	4,615	5,423	5,694
July	4,878	5,487	5,441
August	5,075	5,691	5,351
September	5,025	5,731	5,217
October	5,651	5,584	5,385
Average for ten months	4,687	5,234	5,168

Passenger traffic during October showed a substantial increase over October, 1918, so that both freight and passenger traffic were greater than last year.

Reducing "Bad Orders."

Steady and gratifying progress continues to be made in connection with the bad order car situation.

Excluding cars held out of service as not worth repairing, bad order cars had fallen on November 15th to 130,833, or 5.2 percent. Figures for eleven weeks to December 13th follow:

	Number	Percent
October 4	172,210	6.9
October 11	169,343	6.7
October 18	163,986	6.5
October 25	156,372	6.3
November 1	146,702	5.8
November 8	136,238	5.4
November 15	130,833	5.2
November 22	133,208	5.3
November 29	135,238	5.4
December 6	132,027	5.2
December 13	130,918	5.2

Including cars held out of service as not worth repairing, the number of bad order cars had decreased to 148,292, or 5.8 percent, on December 13th. The figures for the eleven weeks to December 13th follow:

	Number	Percent
October 4	191,656	7.6
October 11	188,308	7.4
October 18	183,070	7.2
October 25	175,348	7.0
November 1	166,514	6.5
November 8	155,564	6.1
November 15	150,133	5.9
November 22	148,529	5.9
November 29	152,118	6.1
December 6	132,027	5.8
December 13	146,056	5.8

The showing for the week of November 29th was affected by the Thanksgiving holiday.

Agreements Concluded.

On December 16th a national agreement became effective covering the rules and working conditions for employees represented by the United Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers, to continue in force during the period of federal control.

This agreement covers seniority rules and regulations in connection with grievances. It provides that overtime for regular section laborers and other employees, except laborers in extra or floating gangs and certain employees whose positions do not require continuous manual labor, will be paid on the basis of time and one-half after the eighth hour of service. Hitherto such maintenance employees have been paid overtime at pro rata rates for the ninth and tenth hours and time and one-half after the tenth hour.

Under this agreement laborers in extra or floating gangs will be paid overtime at the pro rata rate for the ninth and tenth hour, and time and one-half after the tenth hour, while employees holding positions not requiring continuous manual labor, such as watchmen, signalmen at non-interlocking crossings, lampmen and pumpers, will continue to be paid for their present hours of work a monthly rate equal to their pay at the time the agreement was signed.

As announced in the December Bulletin, the Railroad Administration in discharging its responsibility to make such readjustments as are necessary to avoid inequalities in compensation to different classes of employees, proposed to representatives of the train and engine men that time and one-half would be paid for such time as was required if the average speed of twelve and one-half miles per hour were maintained, provided arbitraries and special allowances previously paid in various forms of freight train service were eliminated for the railroads as a whole.

After consideration of this proposal by the representatives of the organizations affected, an agreement was reached providing for time and one-half for overtime, effective on December 1st, affecting employees in slow freight service. Under the settlement all arbitraries and special allowances formerly applicable between terminals are eliminated. Special allowances for switching and similar work at initial terminals are preserved, but at the former rates. Allowances for switching and delays at final terminals are preserved, payable at the former rates, where the work is performed prior to the overtime period. These allowances have been agreed to in the past for relieving men of work which has not been considered part of their regular duties, and correspondingly it is felt that the same conditions exist in connection with the payment of time and one-half for overtime.

Passenger Train Performance.

During November 86.5 percent of all passenger trains on Class I roads under federal control made on-time runs, or, if late at initial terminals on account of waiting for connecting trains, made as good as schedule time or better. This is a slight decrease compared with October, when the percentage was 88.2.

In the same period 81.7 percent of all passenger trains arrived at their destinations on time, compared with 83.9 percent in October.

Factors affecting train performance in November were severe winter weather in northern and mountain states, heavy and continued rains in the south and southeast and the dislocation of traffic due to the coal strike, which also resulted in the necessity for using inferior locomotive fuel in certain sections.

Following is a record of the performance of trains which arrived on schedule time or which, if late, made their runs in schedule time or better:

Region—	No. of Roads	Trains Operated	No. on Time	Pct.
Eastern.....	Nov. 43	87,957	77,966	88.6
	Oct. 43	93,659	83,664	89.3
Allegheny....	Nov. 15	72,938	67,040	91.9
	Oct. 15	77,480	70,882	91.5
Pocahontas...	Nov. 3	8,421	7,495	89.0
	Oct. 3	8,923	8,262	92.6
Southern.....	Nov. 34	48,660	43,298	89.0
	Oct. 33	49,945	45,222	90.5
Northwestern	Nov. 15	24,149	18,351	76.0
	Oct. 15	26,274	22,288	84.8
Cent. Western	Nov. 24	41,579	33,968	81.7
	Oct. 24	43,091	36,207	84.3
Southwestern	Nov. 22	26,005	14,721	73.6
	Oct. 23	20,806	15,724	75.6
Average....	Nov. 156	303,718	262,839	86.5
	Oct. 156	320,178	282,247	88.2

Number of trains which arrived on schedule time:

Region—	No. of Roads	Trains Operated	No. on Time	Pct.
Eastern.....	Nov. 43	87,957	75,027	85.3
	Oct. 43	93,659	80,593	86.0
Allegheny....	Nov. 15	72,938	64,525	88.5
	Oct. 15	77,480	68,286	88.1
Pocahontas...	Nov. 3	8,421	7,277	86.4
	Oct. 3	8,923	7,897	88.5
Southern.....	Nov. 34	48,660	40,831	83.9
	Oct. 33	49,945	43,440	87.0
Northwestern	Nov. 15	24,149	17,149	71.0
	Oct. 15	26,274	21,288	81.0
Cent. Western	Nov. 24	41,579	30,516	73.4
	Oct. 24	43,091	33,224	77.1
Southwestern	Nov. 22	26,005	12,816	64.1
	Oct. 23	20,806	13,772	66.2
Average....	Nov. 156	303,718	248,141	81.7
	Oct. 156	320,178	268,500	83.9

Suburban trains are not included in the foregoing compilations.

Safety Accomplishments.

A comparison of the number of accidents during the two-week period of the National Railroad

Accident Prevention Drive, from October 18th to 31st, 1919, with the similar period of 1917, prior to the formation of the Safety Section, gives some startling figures and shows with more than ordinary clarity just what has been and can be accomplished in this work. From October 18th to 31st, 1919, 2,455 employees were killed or injured. In the same period of 1918, 5,228 employees were killed or injured, and in 1917, the number was 6,245. Taking into account the increase in the number of employees, the number of casualties has been cut to less than one-third of what it was in 1917, or from .36 per hundred persons employed to .119.

The Safety Section was not functioning fully during 1918, the national machinery not having been gotten into complete working order until January, 1919.

The following figures show what was accomplished in the first nine months of 1919 as compared with similar periods in 1918 and 1917. These figures are based on the accidents reported under Interstate Commerce Commission regulations. It will be noted that not only has there been a wonderful reduction in the number of employees killed or injured but an almost similar ratio of reduction as applied to persons other than employees:

	Employees K'd or Inj.	Others K'd or Inj.
January to September, 1917..	134,959	19,977
January to September, 1918..	119,853	18,532
January to September, 1919..	94,866	16,624
Decrease in 1919 compared with 1917.....	40,093	3,353

Acting on suggestions from safety committees throughout the United States in their regular monthly meetings, 141,081 unsafe conditions and 58,498 unsafe practices on the part of employees were corrected during the first nine months of 1919.

Following is a comparison of accidents to employees in September, 1919, and September, 1918:

	1918	1919	Dec.
Eastern	2,336	2,337	99
Allegheny	3,120	2,959	161
Poconontas	325	241	84
Southern	1,971	1,533	438
Northwestern	1,836	1,578	258
Central Western	1,871	2,004	*133
Southwestern	1,278	1,528	*250
Total	12,737	12,080	657

* Indicates increase.

Handling Grievances.

Grievances affecting employees belonging to classes which are or will be included in national agreements which have been or may be made between the United States Railroad Administration and employees' organizations will be handled as follows:

(a) Grievances on railroads not having agreements with employees, which grievances occurred prior to the effective date of any national agreement, will be handled by railroad officials in the usual manner with the committees and officials of the organizations affected, for final reference to the director of the Division of Labor as provided in Circular No. 3 of the Division of Labor. Grievances on railroads having agreements with employees, which grievances occurred prior to the effective date of any national agreement, will be handled by railroad officials in the usual manner with the committees and officials of the organizations with which the agreement was made, for final reference to the railway boards of adjustment as provided in the general orders creating such boards. Decisions made as the result of such reference will apply to the period antedating the effective date of such national agreement, and, from the effective date of that agreement, will be subject to any changes that are brought about by the national agreement.

(b) Grievances which occurred on the effective dates of any national agreement and subsequent thereto will be handled by the committees of the organizations signatory to such national agreement for final reference to the appropriate railway board of adjustment, except on roads where other organizations of employees have an agreement with the management for the same class of employees, in which case grievances will

be handled under that agreement by the committees of the organization which holds the agreement, for final reference to the director of the Division of Labor.

A. F. of L. Scores Reds.

At a conference of leaders of unions affiliated with the American Federation of Labor held in Washington early in December, the following resolution was adopted declaring the federation's opposition to bolshevism and I. W. W.-ism and to the irresponsible leadership that encourages such a policy:

"Resolved, that this conference of representatives of trades unions affiliated with the American Federation of Labor, and other organizations associated in this conference, repudiate and condemn the policy of bolshevism and I. W. W.-ism as being destructive to American ideals and impractical in application."

Opportunities For Apprentices.

Apparently the opportunities open to the sons of the railroad employees and to other young men between the ages of sixteen and twenty-one to obtain positions as apprentices in the various crafts in railroad shops are not fully realized.

The national agreement which was recently concluded between the Railroad Administration and the shopmen provides a ratio of apprentices in railroad shopwork of one apprentice to five mechanics. So that the exact situation may be known, the Railroad Administration has just completed a canvass, whereby it has been developed that, at the ratio permitted by the national agreement, 64,076 apprentices could be employed, while there are actually employed but 17,268 apprentices, which is a ratio of one apprentice to 18.58 craftsmen.

At the rate of pay for apprentices provided in the national agreement, apprenticeships become very desirable positions, as they not only provide steady work at reasonable compensation but put these young men in the way of learning some one of the numerous desirable trades in railroad work.

The national agreement has for the first time classified all carmen as skilled mechanics, fixed a rate commensurate with the service performed and provided an apprenticeship system in the car department. The opportunities in this branch of service should not be overlooked, because the larger percentage of the money spent for maintenance of equipment goes to the car department, and, now that the recognition of the importance of this work has resulted in a suitable rate of pay, positions in this department have become fully as desirable as in the locomotive department.

Instructions issued by the Railroad Administration provide that each apprentice shall be given the opportunity to learn all branches of the trade to which he is apprenticed.

In addition to the shop training, a number of roads have highly developed apprentice schools, in connection with their shops, for the education of apprentices. The Railroad Administration has approved co-operation with the Federal Board of Vocational Education in the matter of training apprentices, which will tend to facilitate the work of giving technical instruction to those who enter this line of work.

Taken as a whole, the opportunity for young men to become proficient in the various trades has never been so good, and, with the technical instruction which is given, they may qualify for the highest and most desirable positions in the mechanical departments of the various railroads.

These opportunities should be directed to the attention of the employees so that they may take advantage of them, inasmuch as sons of employees are given preference to the extent of 80 percent of the apprentices employed. The officials should also realize that the only way to provide a future supply of skilled mechanics is to keep the apprenticeship lists filled with desirable young men and they should be constantly on the lookout for suitable candidates.

Safety First

A. W. Smallen, General Chairman



Safety Committee, Dubuque Car Department.

H. & D. Division meeting held at Montevideo, Minn., October 28th.

Those present were: J. F. Larson, E. W. Phelan, O. P. Ronning, J. F. Gassler, V. E. Edgman, H. D. Renbarger, W. L. Schmitz, R. E. Sizer, W. C. Westfall, A. L. Jackson. Agent W. F. Harris was a visitor.

"No smoking" signs should be placed in depot at Montevideo.

Matter of better ventilation in roundhouse, Montevideo, to carry out smoke and gases. (Referred to District Master Mechanic Riccius.)

Door between first and second houses, Montevideo roundhouse, needs attention. (Referred to Chief Carpenter Engman.)

Water leaking out of eave gutters of station at Webster, falling on platform and freezing, causing slippery condition. (Referred to Chief Carpenter Engman.)

Cueve just west of depot, Webster, No. 6 coming in at night slips in very quickly and sometimes there is poor chance of getting across the double track before arrival of train, especially during winter when it is snowing or blowing. (To be taken up with superintendent.)

Deck hoses on engines flooding deck with water causing slippery conditions in cold weather. Hoses should drip below decks. (To be taken up with superintendent.)

Practice of cleaning engine ash pans on No. 1 lead, Montevideo, should be stopped. (To be taken up with superintendent.)

Chairman Flanigan read statement of injuries and deaths on the C., M. & St. P. Ry. for the first week of the "No Accident Drive," showing the H. & D. Division still 100%.

The proposal brought up at last meeting to ask the co-operation of ministers of religion, newspapers and moving picture houses in bringing the matter of the "No Accident Campaign" before the public was acted on and it is the belief that a great deal of good resulted.

Following this there was a general discussion on "taking chances" and injury resulting.

The chairman spoke briefly: There are two things that were brought out in this accident campaign; first, if we can go two weeks without an accident then we can, if we try, if we school ourselves sufficiently, prevent ourselves from being injured or killed and avoid setting traps and thereby being negligent of injury to others; second, by keeping this up and schooling ourselves it will become a habit, or mechanical—it would be done without special effort.

Statistics of investigations of accidents show that about 99% of them are due to negligence on the part of the party injured or killed.

I do not know what fruits my efforts will bear, but I have written a letter to every minister of the gospel in the division. I wanted them to talk about this "No Accident Campaign" to their congregations, and particularly lay stress of the campaign to laymen and women folks, as well as to any railroad men that might be there, to be particularly alert for trains before crossing railroad tracks, for automobiles before crossing streets, and at any or all times and places where negligence might cause an accident whether resulting in injury or not.

In spite of all that is done to avoid crossing accidents automobilists persist in "taking a chance" and see if they cannot cross over tracks ahead of fast trains. In most cases I find that automobiles try to get across tracks ahead of trains running from 30 to 60 miles per hour, and of several cases of automobiles striking freight trains 10 and even 15 cars back of the engine, not to say anything of slamming into the side of the engine itself.

I know of no better way to promote Safety First than for men with families to talk to their families about Safety First, crossing tracks, and streets, boarding cars, slippery walks, etc., and especially to impress it upon the children, to drill it into them until they make it an involuntary habit. I have done this with my own little boy, and there is seldom a time now even when he is down town with his mother, that he doesn't look up and down the street first before crossing, and even cautioning his mother. I try to make it a point to caution him about the house so that he won't attempt risky things whereby injury might result and he seems to take to the idea in good shape.

There is another thing I want to mention and that is the damaging of cars in switching and in trains. The cost of building and repairing cars now as compared with the year 1914 is practically four times greater. This also includes track and bridges, and loss and damage to freight in the cars, either through rough handling by switching in the yards or in trains or on the road, the cost of which is in the same proportion to the railroads, practically four times as much more in 1919 as in 1914.

Discipline will not always correct these matters, but it is the only means we have aside from a direct appeal to the men to interest themselves in their work, to take special notice of loss and damage to property and safety to fellow employees and others, and endeavoring to correct matters themselves, if possible, and if not by bringing them to the attention of officials or heads of departments who can correct them.

Agent Harris, of Webster, complimented trainmen, of wayfreights especially, on close watch of crossings while switching at Webster Station, stating no movements are ever made over or near street crossings there without one of the crew is found there watching the crossings closely.

Safety First Inspector A. L. Jackson, distributed pamphlets entitled "Why Don't Daddy Come?" to those present.

There being no more suggestions offered for correction, or topics for discussion, the chairman adjourned the meeting.

Date of next meeting, November 25, 1919.

Milwaukee Terminal meeting held at Union Depot, November 26, 1919.

Those present were: B. F. Hoehn, R. D. Miller, Mr. Cobb, C. A. Bush, Ben O'Hara, P. H. Casey, H. Eggert, E. E. Ross, J. Garrity, A. B. Mitchell, C. A. Hansen, F. E. Buetz, Wm. Duer, A. G. Meixner, A. G. Wilson, H. H. Krohn, A. W. Wiens, E. A. Brown.

E. A. Brown reported the rope carrying the Tell Tales east of 27th Street viaduct is broken, letting the Tell Tales hang down against the pole voiding their usefulness entirely. Taken up with chief carpenter. (Corrected by chief carpenter.)

It was also reported the bridge leading into the Central Coal Company has no covering on top of ties nor a railing along side. The men have to make couplings on this bridge and it is a very dangerous place and should be covered. (Corrected by Chief Carpenter Eggert.)

Mr. Brown also advised that the curves in the Falk Company track are so short the tank rubs the grab iron on the cab, making a penalty defect every time the engine goes in there to do work. (Taken up with District Engineer O. H. Frick for correction.)

He also suggested that the paving blocks along the railroad company's tracks were so close to the track that they will not clear a foot board. (This matter was taken up with the people doing this work and they advised they would clean up at once and they have done so.)

Mr. Brown reported that the gravel at the Badger Construction Company is piled too close to the track. (Took this up with the foreman and he said they had their last car in for the season and that they would clean up the track at once.)

It was reported that a lot of rubbish lay between the rails at the Tews Lime & Cement Co. (Corrected by the Tews Lime & Cement Co.)

Mr. Brown reported the bumping post at the hind end of track No. 1 in the coach yard is too low. Recommended that it be raised high enough to let the chafing iron strike it the same as the regular coach bumping post. (Referred to Roadmaster J. Garrity on November 7th.)

Mr. O'Malley advised there were draw bars and scrap iron between the south engine track and Omaha lead Muskego yard. (Referred to J. Garrity and corrected by him.)

He also reported a dangerous condition—pile of coal, cinders and rubbish lying between north and south engine tracks Muskego yard, has been there so long that grass has grown up. (Corrected by Roadmaster J. Garrity.)

A. M. Loye reported that the people picking up wood from cars broken up in Blue Mound yard are crossing over main lines instead of using viaduct. In many cases they are using wheelbarrows. (Taken up with District Inspector Casey.)

Mr. Brown advised that the planking in the street crossing at West Water Street is loose. (Mr. Brown notified Carpenter Foreman Wende and he corrected same immediately.)

It was reported that there was an improper clearance at the Cohen Iron & Metal Company. (Corrected by Trainmaster Miller.)

F. E. Butz reported that the east gate at Chestnut Street crossing does not cover the walk on north side of street. The building obstructs the view of incoming engines. It is dark when travel is the heaviest. Weinbrenners Shoe Company and other firms discharge hundreds of people every evening who use this crossing. (Referred to Chief Carpenter Eggert for correction.)

Mr. Brown advises that the Merchants Transfer & Storage Company have a pile of dunnage on their platform making it impossible for switchmen to walk on platform. (Taken up with foreman and corrected.)

Report made that boys were jumping on and off of switch trains. (Corrected by R. D. Miller.)

Mr. Wiens advised that pile of rock south of Pritzlaff Hardware Co. be moved to four-foot limit. (Taken up with R. D. Miller.)

Report made that the loading platform at Mueller Furnace Co. in need of repairs. (Referred to H. Eggert.)

It was reported that the gateman at West Water Street was not attending to business. (Taken up with W. B. Minrichs.)

Rule No. 26 not followed by W. J. Barr, inspector did not protect himself with blue light by night. (Referred to Master Car Builder L. K. Silcox for correction.)

Mr. Wiens suggested that Police Department be more particular and strict with men riding from cut-off to depot on light engines; not to hang on pilot or front end. (Corrected.)

Mr. Dunphy suggested that a platform be built around switch stand at Standard Oil Company's National Avenue Track as this is a very dangerous place. (Referred to Mr. Eggert for recommendation.)

Committeeman Meixner reported that employees of the Johnston Company were playing ball on the track elevation during noon hour. (Taken up with Johnston Co. for correction.)

Committeeman Duer reported that safety chains were fastened to brake beam in many cases by wire. (Taken up with Mr. Silcox.)

Also suggested a high switch stand be placed leading from Air Line yard to Lapham yard. (Assistant roadmaster reported switch installed on 26th.)

He made another suggestion that the space in the Employees Magazine reserved for Safety First be used to advertise suggestions in line with Safety First movements. (Referred to Mr. Smallen.)

Committeeman Bush reported that employees of the Harley-Davidson Company were in the habit of riding on the four o'clock beer transfer. (Taken up with the Harley-Davidson Co., also with Mr. Casey.)

Mr. Bush reported that the Worden Allen Company have a pile of cinders near hte Pt. Washington road. (Taken up with roadmaster.)

Also reported a lot of loose scrap lying between tracks 1 to 9 in the Stock Yards district. (Referred to Roadmaster Garrity.)

Suggestion made at the Chicago Terminal Safety Committee meeting referred to in Mr. Smallen's letter of November 7th, was discussed and it was recommended by the committee that when putting on foot boards on switch engines the bolts be put on the inside and the nuts on the outside. (The bolts should not protrude after the nut is applied and should be cut off.)

Meeting adjourned at 9:30 p. m.

Next Safety First meeting Thursday, December 18th.

Tacoma Shops meeting held November 7, 1919.

Those present were: John Kline, C. E. Eppert, Wm. Strensky, Wm. Delaney, B. W. Zille, A. Pentecost, M. F. Hogan, Otto Schuetze, H. F. Arndt, A. W. Rickett, W. G. Bitters, George Bortles, C. Hart and J. Smith, were visitors.

Suggests that crossings be brought up to level of rail to prevent hand trucks from jumping and injuring workmen. (Otto Schuetze.)

Ordering of safety first cards referred to M. F. Hogan.

Suggests numbering or lettering valves on hydraulic ram at Seattle "Up and Down" to prevent opening of wrong valve. (Referred to G. E. C.)

Reports that all ladders in boiler shop in need of repairs and should be repaired or renewed, are very dangerous. (Rickett made chairman of committee to report.)

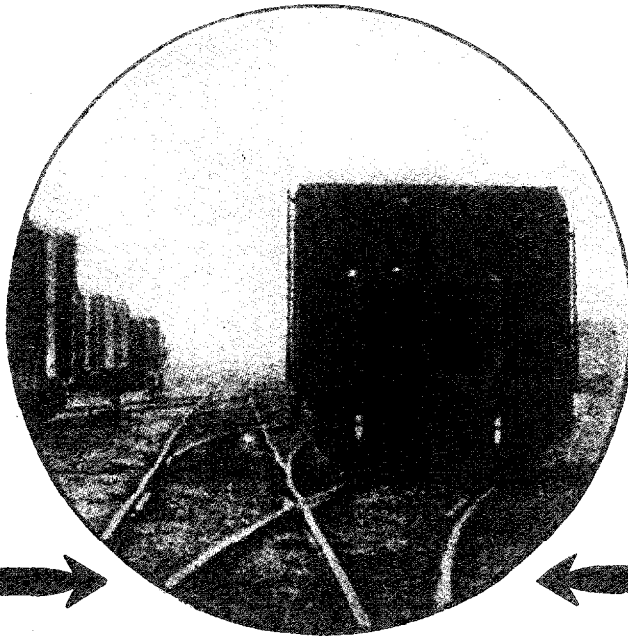
Reports that bridge from viaduct to shop in need of repairs.

Suggests that medicine for burns be ordered and installed in first aid kit. (Edw. Morrison.) (Referred to general foreman.)

Overhead walk in boiler shop loose and in dangerous condition. (A. W. Rickett.) (Referred to general foreman.)

Emery wheels in boiler shop in poor shape and dangerous. (A. W. Rickett.) (Referred to general foreman.)

It's a Mankiller



This car fouls an adjacent track. Hundreds of men have been squeezed or brushed off, by a car in such a situation, receiving serious injuries—sometimes fatal.

Shove them in the clear

National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

Reports that sticks used in unloading wheels are left sticking out, endangering pedestrians. (W. T. Emerson.) (Referred to general foreman.)
Sill under platform between roundhouse and machine shop, near hose house No. 4, rotted away or broken, ends of planking spring. (H. P. French.) (Referred to B. W. Z.)

Sand house at Tacoma roundhouse clears engine tanks only 15 inches. (H. P. French.) (Referred to B. W. Z.) (Found to be standard construction.)

Reports and recommendations of meeting held November 7, 1919.

Reports safety valves on wrecking car unsafe. Jack handles likewise. (C. Hart.)

Reports trusses loose and shafting throughout buildings in shop and suggests thorough inspection when shop is idle. (H. F. Arndt.) (Referred to Arndt.)

Reports platform by power house in bad condition. (Otto Schuetze.) (Referred to J. Smith.)

Small door near boiler shop, defective. (Rickett.) (Referred to Griswald.)

Swing doors in machine shop in bad condition. (Referred to A. J. K.)

Suggest that small window be placed in all swing doors in shop. (Referred to Arndt.)

Planking between machine shop and boiler shop in bad condition. (H. F. Arndt.) (Referred to Arndt.)

Reports defective board in signal store room. (Bottles.) (Referred to general foreman.)

Suggests light on stairs leading to viaduct. (Referred to general foreman.)

Suggests guard over boring bar gears. (Bottles.) (Referred to general foreman.)

Suggests that roads and sidewalks be given inspection throughout shops. (Otto Schuetze.) (Referred to Rickett.)

Recommend placing of lights over all motors in shop and proper securing of guy wires. (Gillespie.) (Referred to Nafke.)

Recommend care in placing sign out when electricians are working on motors, so as to give proper warning. (Otto Schuetze.) (Referred to Nafke.)

Chicago Terminals meeting held at Chicago, November 13, 1919.

Those present were: C. S. Christoffer, J. E. Hills, J. Costello, J. Grunau, A. H. Scharenberg, H. S. Stockwell, C. O. Henderson, T. Galey, L. J. Denz, Amedeo Dandre, F. M. Black, C. S. Chambers, L. G. Gay, E. G. Hale, W. Ranallo, M. Hannon, R. Downs, A. C. Schaff, E. Hiscox. Visitors were: J. E. Ryan, F. A. Miller, G. E. Passage, N. W. Pierce, W. C. Bush, P. L. Markey.

T. Galey reported poor condition of smoke jacks at Galewood.

Roadmaster Moberly suggested that warning signal be placed at crossing west of Des Plaines river bridge. (Included in 1920 budget.)

Insufficient clearance between fifth and sixth telegraph poles north of Division Street on Kingsbury Street. (A. H. Scharenberg.)

Tracks at houses two and three, Chicago Station, so close that car doors cannot be closed. Runs 10 and 12 between tracks 1 and 2 have not sufficient clearance to close freezer doors. Recommended that tracks be taken up. (Included in 1920 budget. Management says try to take care of this next summer.)

Place bell at crossing now at highway entering St. Joseph Cemetery—the same as at Elmwood. (W. A. Moberly.)

Bad condition of rail on Deering Line, also Evanston Line. (J. J. Carroll.) (Have authority. Waiting for labor.)

J. Dulen reported that nothing was being done about removing platforms from milk cars. (Mr. Warnock says cannot receive A. F. E.)

C. S. Christoffer spoke about placarding cars containing explosives and inflammables. It was suggested that explosive cards be tacked about even with the height of a man. (G. E. Simpson, under date July 16th, says it was not a good suggestion account hunters use letter "O" as target to shoot at.)

Rough handling milk and passenger cars in coach yard.

First aid kits were not received by all parties.

J. Grunau reported the plates and fish plates around in yard two, Galewood, which should be picked up.

Tracks too close in yards 2 and 3, Western Avenue; suggested bulletin be put out for men not

to put heads out of caboose when operating in that yard.

J. Grunau suggested that a safety instructor be put on to teach flagmen and others what to do in case of emergency.

Complaint made that nothing is being done to boost fire prevention week.

Swinging door in superintendent's office is liable to injure someone. Suggested that pane of glass be in so that clerks can see through it. (L. J. Denz.)

Mr. Hills suggested that sign be put up at Western Avenue showing exit for passengers should be changed.

L. J. Denz reported that electric wires at Western Avenue carpenter shop in bad shape.

John Grunau suggested that someone be designated to pick up safety first cards.

Fire extinguisher in houses 2, 3, 1 and 8, in bad shape. (F. M. Black.)

Mr. Black reported spikes protruding through the platform and should be given attention.

At house 8 there are about 12 feet on side track where are two guard rails too close to cement to allow a car to clear. (F. M. Black.) (Referred to chief carpenter.)

Switch on main line east end of Elsmere can be thrown without unlocking it. (L. L. Gay.) (Referred to roadmaster.)

J. Dulen reported recent instructions issued that air is to be coupled up on all passenger cars switched on repair tracks are not being complied with.

J. Dulen reported sewers in coach yard in bad condition.

Mr. Schaarf reported tracks at Galewood freight house loose ties and spikes out. (Referred to Wet spot between tracks 10 and 13 at west end. (Referred to roadmaster.)

The drain from water fountain on platform in bad shape and floods platform in the house.

Crew in Galewood yard leave line of cars opposite office and men crawl under cars in order to get through. (Mr. Galey.)

Steam pipe trench left open at Galewood roundhouse near new toilet. (Mr. Galey.)

Should have ventilator in the roof at the wash room. (T. Galey.)

Mr. Hiscox reported broken water main in shop. Wrungs of ladder at Bensenville shops run up too high. Top wrungs should be removed. (Mr. Henderson.)

Mr. Henderson recommended that method of fire drill should be changed. Explained that men are getting so used to being fooled that they do not respond and in case of real fire men would not come out. Whistles should be blown only when there is a real fire and have a committee inspect the fire apparatus to see that it is in proper shape for use and acquaint the men in general. (Referred to division master mechanic.)

Water pressure at coal chute not sufficient. (Mr. Henderson.)

At the power house there is an incline track; scrap bin and racks should be removed from there. (Mr. Henderson.) (Referred to division master mechanic.)

Fire whistle is not shrill enough. Should be different than other whistles. (Mr. Henderson.) (Referred to division master mechanic.)

Mr. Denz suggested that when fire whistle is blown men should not use standpipe and bulletin to that effect should be issued. (Referred to division master mechanic.)

Mr. Zuehlke reported tracks have two inches of water above rails. (Referred to Mr. Zuehlke for location.)

Mr. Bush reported that there is indiscriminate use of torpedoes.

Mr. Markey told of an accident which occurred at the International Harvester Plant account no warning of any kind being posted at driveway. Signs of some sort should be installed for protection.

Mr. Dulen reported that vehicles are coming into coach yard too fast. (Referred to L. J. Denz to have signs printed.)

Electric light bulbs disappearing from Western Avenue subway, leaving same in darkness. (Referred to district special agent to have someone watch it.)

Baggage trucks at Western Avenue Station are allowed to stand in such position as to interfere with free passage of passengers to and from subway. (Referred to agent at Western Avenue for correction.)

J. E. Hills, J. Grunau, T. Galey, C. Kramer, G. E. Passage, C. S. Chambers, C. R. Williams, L. L. Gay, A. O. Swift, told to draft up some safety rules to take care of all crafts, and report at next meeting.

Messrs. Hannan, Passage, Galey and Henderson appointed to devise some method for protection of mechanics working under engines, etc., and report at next meeting.

Coke and wood piled too near track serving Pearson Tolleson Foundry Co. (W. A. Moberly.) (Referred to trainmaster for correction.)

No light in hall of office building at Bensenville North Hump. (W. Stockwell.) (Referred to E. Hiscox.)

Pole near Galewood coal shed leans over too far. (E. Hiscox.) (Referred to Messrs. Galey, Hannan and Hiscox.)

G. E. Passage requested that light be placed just east of O'Brien's office. (Referred to E. Hiscox.)

Water spouts at coal shed at Bensenville too short, causing tanks to become flooded, ice accumulates on grab irons and foot boards. (G. E. Passage.) (Requisition now up.)

Gear on top of coal shed Bensenville not protected. (G. E. Passage.) (Referred to L. J. Denz.)

No guards on ladder No. 1 so as to make it safe for employes. (Referred to J. Hale, roundhouse foreman.)

Suggested that walk and ladder be installed at bridge 602 Kinzie Street. (E. Hiscox.) (Referred to chief carpenter.)

J. E. Ryan suggested that a change be made in Madison Street viaduct to give more clearing on tracks 10 and 12 for long baggage cars. (Told Mr. Ryan to take up with station master.)

L. L. Gay suggested that light be placed at 63rd Avenue yard 2, crossing dark. (Referred to E. Hiscox.)

Wires over track serving Mt. Clare Lumber Co. too low. Will barely clear brake staffs of car. (L. L. Gay.) (Referred to E. Patterson.)

J. Grunau suggested that injector pipes on engines be placed on inside of rail instead of on outside. Water now being thrown all along switching leads and freezing, creating a dangerous condition.

J. Grunau suggested that class yard lead Galewood, also yard 3, should be filled in with cinders and leveled off. (Referred to Roadmaster Moberly.)

Cars getting away at Galewood coal shed: liable to run into someone taking engine to roundhouse. No derail there. (J. Grunau.) (Referred to Roadmaster Moberly.)

No lights at Hermosa depot. (J. Grunau.) (Referred to E. Hiscox.)

J. Grunau suggested that tracks 3 and 4 where scales were in at Blvd. roundhouse, should be straightened. Very dangerous condition. (Referred to Mr. Ranallo.)

T. Galey complained about the manner in which oil was shipped to Western Avenue. Barrels tied to engine with bell cord rope. No objection to sending one barrel in that way, but where more are sent some other means of transportation should be adopted. (Referred to division master mechanic.)

T. Galey suggested that we do away with skids when we got derrick, as that was a dangerous way of handling material. (Referred to Roundhouse Foreman Hannan.)

T. Galey reported that turn table walk leading from roundhouse to main track, Galewood, being lower than walk. Suggested that this turn table be raised so it will be level with other part of walk. Foreman should also keep the walk clear of car wheels. (Referred to Mr. Snell.)

Switch engines blocking passage way at O'Brien's office at 2 p. m. on Saturdays and 3 p. m. other days. (Mr. Henderson.) (Referred to Asst. Hills.)

Mr. Henderson suggested that small door at end of Bensenville roundhouse should open in instead of out. (Referred to chief carpenter.)

Mr. Henderson suggested that slip foreman and boiler foreman office be made smaller and placed between stalls to eliminate any possibility for personal injury in case of an engine getting away. (Referred to Division Master Mechanic Hopper.)

Drop pit is at all times full of water when not in use. Water at times hot enough to scald.

Sewer too low. (Mr. Henderson.) (Referred to chief carpenter.)

Mr. Henderson suggested that banister be placed around sand tower platforms Bensenville. (Referred to chief carpenter.)

Mr. Henderson stated that we had no vent pipes on blow off line for sta. boilers Bensenville roundhouse. (Referred to Division Master Mechanic Hopper.)

Mr. Henderson made complaint in regard to inadequacy of sprinkler system at coal shed Bensenville. (Referred to chief carpenter to confer with Mr. Henderson.)

Mr. Chambers made complaint in regard to gates at Milwaukee Avenue Grayland Station, left open at night—passengers crossing main tracks. (Referred to Superintendent Rupp.)

Freight House Foreman Schaarf made complaint regarding water under tracks at Galewood. (Referred to chief carpenter.)

Mr. Schaarf made complaint regarding ashes dumped against lumber pile. (Referred to trainmaster.)

Mr. Schaarf made complaint about condition of platform. (Lumber on way.)

Leak outside of general yardmaster's office, coach yard. (E. Hole.) (Referred to chief carpenter.)

T. M. Brown reported employes getting under engines without dispatchers knowing about it.

L. L. Gay suggested that railing be placed at each end of bridge at Tripp Avenue.

W. Zuehlke, track 3 west end of repair track, Galewood, in bad condition.

Chief Yard Clerk Larson recommended that light be placed on switch east end of track 5, yard 2, Galewood. Boy fell over switch.

T. B. Galey reported ditch near toilet at Galewood roundhouse. Man fell there and had shin skinned.

Bad rail house track 8, east door boiler room between runs 20 and 21, Galewood. (A. C. Schaarf.)

Engine wood piled too close to coaling station Bensenville. (A. W. Smallen.)

Stones piled too close to cinder track 22 Division Street. (John Giersch.)

Ditch along Barrett tracks so deep that men can hardly mark cars. Dangerous to walk there. (L. Larson.)

7:30 a. m. does not come to full stop at Mont Clare: unsafe to get on or off. (R. M. Masters.)

A. C. Schaarf complained about poor condition of sidewalk on viaduct at Galewood.

A. Johannes complained about switches at Galewood without lights. Men stumbling over them.

Emery wheels at Galewood in bad condition. (T. Galey.)

C. S. Chambers requested that repairs be made to gutters, houses 2 and 3.

Angle bars broken on track back of roundhouse, Galewood.

Tracks in yard 2, Galewood, in poor condition. (J. Grunau.)

A. W. Smallen reported regarding poor condition of door on south side Western Avenue ice house.

T. M. Brown reported about employes receiving injuries due to working without goggles.

Stokers on station platform, Bensenville, too close to main. (Referred to Agent Mathern.)

Mr. Kane gave a short address on what was accomplished during the "No Accident Campaign."

The following is a letter written by Mr. W. H. Hunter, safety committeeman, representing the conductors of the Columbia and Idaho Division, during the term 1918-19 which expired on December 2nd, 1919.

Mr. F. C. Dorsey, Chief Conductor,
O. R. C. 285,
City.

Dear Brother:—

As a representative of the Safety Committee, appointed by the Order a year ago, I now have to advise that my time expired on December 2nd, last, and I desire to thank those concerned, for the courtesies shown me by the members of the Order during the year I acted as your representative.

For your information I have to state that the eighty-five suggestions presented by me to the Safety meetings were acted upon and fulfilled by our superintendent, F. G. Hill. As a sugges-

tion for the benefit of those concerned, I would recommend that in the future meetings more freight crews attend and offer suggestions and recommendations pertaining to questions along their line of duty, which will be very helpful to the committeemen acting upon such matters.

As a representative, I am very grateful to Mr. M. F. Hogen, the district safety inspector, for the helpful manner in which he has conducted the Safety meetings, which are and should be such a benefit to all employees. I have endeavored to represent the Order to the best of my ability, and I hope that I carried out the work as intended for me to do.

Thanking you for your courtesies shown me from time to time, I am

Very faithfully yours,

(Signed) W. H. HUNTER,

Member of Committee, 1918-19.

Couldn't Fool Him.

A good one happened here the other day, writes one from Aberdeen, S. D., ticket office. A fellow came up to the ticket window and asked what time the train for Redfield left. I told him 5:05 p. m., and that the train was standing on the first track. He went out and looked at it and came back and asked the station porter the same question and got the same answer. He hesitated and then repeated his question, getting, of course, the same reply. The man went outside again and looked at the tracks and all of the cars standing around there and then walked up to the station master and said quite plainly: "What time does the train for Redfield, South Dakota, leave?" The station master told him 5:05 p. m., and that the train was standing right in front of him, nearly ready to go. The fellow looked at the station master again, then looked the train all over and said: "Look here, you can't fool me like that, that train says right on the cars, Chicago, Milwaukee & St. Paul, and I want to go to Redfield."

On Service and Courtesy.

F. W. Getty, superintendent of sleeping and dining cars, who is always interested in bettering the service, and moreover, invariably interested in bettering the standards of the men in his employ, wrote and posted the following circular with the idea of having it a constant reminder that it is the little things in their daily round which makes travel comfortable and pleasant for our patrons, quite as much as the great essentials of fine cars, fine meals and well appearing, well trained attendants. It is a fine little talk from "the boss," and its application need not by any means be confined to the S. & D. C. Department, because intelligence and refinement which are basic qualities of acceptable and courteous service are good assets in any part of the business.

It will be well for all employees of this department to read this circular carefully and retain it in their possession, reading it at least once a month.

This department considers that its employees have above the average faculty of being courteous to the public. The possession in a marked degree of any worthy faculty should always be an incentive to develop that faculty, and to those who cultivate and exercise this faculty, the under-

signed extends his congratulations and thanks, and to those who do not fully appreciate its importance, careful consideration should be given the following:

The railroad business is one that is highly complex and technical. There are many things that you, with your training and daily experience, understand with perfect familiarity, but which the public do not understand. Therefore you should not assume that the public comprehend them without asking questions. When inquiry is made of you, give the courtesy of a reply just as full and clean as you can make it, without any suggestion of superiority born of a greater knowledge.

Railroads are operated primarily for the benefit and convenience of the public, as without patronage from the public, there would be no need for operating sleeping, dining or parlor cars. It, therefore, behooves every employee of this department, to remember this always and to treat the Company's patrons with the utmost consideration at all times.

Words are only one means of expression, and manner is quite as important; therefore, remember that a kindly and gracious manner is not only the sign and mark of a self-respecting man, but is to your words what oil is to machinery, in making them move effectively to others, is simply the following of the Golden Rule, "Do unto others as you would have them do unto you."

New patrons are just as valuable as old ones. Remember that each new patron is an old one in the making. Do your share to make him want to again use our Line. Impress upon him the fine good fellowship and "No-trouble-to-help-you" spirit. True courtesy is no respecter of persons. It remembers that "A man's a man for a' that" and gives a civil word and helping hand quite as readily to the ill-clad stranger as to an official of the Company.

It does not pay to disagree with a passenger as to the rightness of this or that. Either may be right. Every passenger should be made to feel that you want to give him more sincere service than he can receive on any other line.

All roads now have first-class equipment, good road-beds, etc., and there is but one thing that they have to sell and that is—SERVICE. The road that can maintain the standard of high class service is sure to gain and keep the good will of the public.

Now and then a conductor, waiter or porter is found who adds a bit of his own personality to his service. Such an employee shows a bit more intelligence—initiative—perspicacity than his fellows. The passenger finds his smaller wants anticipated and is pleased. He feels that he is being given something extra and unexpected and wants to pay something for it. It should always be remembered that a well pleased passenger is by far the best advertisement.

Instead of grouching over present day methods, get into the spirit of the thing and be enthusiastic like the man who knows no different. Live in the present and the future, keeping yourself fit. It takes considerable effort to keep on your toes every moment. In fact, keep yourself in such a spirit that the smile comes easy and you have nothing to fear.

Courtesy is not only something the public has a right to expect from you, but it pays, inasmuch as it makes friends for your personally, and also as a representative of the Company; in minimizing the friction of your life, as well as that between the Company and its patrons. It pays in raising your standing with the Company and in the personal satisfaction, resulting from having done the right and kindly thing by your neighbor.

Whenever a passenger expresses appreciation of consideration shown him, it costs nothing to say, thank you.

It is the wish of the undersigned that all employees of this department whose work bring them in contact with the public may appreciate and fully measure up to their duty in rendering the best possible service at all times, and if each and every one does his little part, it will enable us to reach the highest pinnacle of success in taking care of the wants of the traveling public, to whom we are indebted for our bread and butter.

F. W. GETTY,

Superintendent.

At Home



Mary Jane Kuykendall, of Perry, Iowa, Speeding Down Michigan Avenue, Chicago, in Her Kiddy Car.

Mobilizing the Women.

The country has issued the call to the women to mobilize for attack on living costs and high prices generally. And when American women gird their armor on to enter battle in whatever cause, look out, for something is going to happen, and it will not be disaster to the cause for which they fight, either. Witness, if you please, the way they worked and the way they saved and denied themselves and the home folks to send the necessities to their boys over the seas; and the unparalleled, unimagined and splendid success they made of their campaign. Now, good women, come forward again, for there is an enemy at the door of home itself that needs to be turned out, routed, put to everlasting shame; and that is the "conscienceless profiteer," who gets away with your bank roll and gives you hardly a living to show for it.

The time for talk is past, and the time for action, here. Every housemother and every daughter and sister in the land should take hold of this thing with strength and get results. If the high-priced articles are refused, the purchases limited to positive necessities only, and confined to a quality and a quantity that will "do" instead of running riot in the welter of extravagances that strew the counters and line the shelves, Mr. Profiteer will, in his own defense, be compelled to reduce his prices. Let the fur coats go this year, let the \$17.00 and \$18.00 a yard materials glow and smile at you from their places in the shop windows and you pass on to buy a less expensive material, for you may be sure that that money simply isn't in any goods, I don't care what it may be. Make over your last year's frock and wear your last winter's suit. Have your shoes half-

soled and when it is imperative that you have a new pair, select something reasonably priced. The shoe dealers have these hid away in the boxes somewhere, but they are not the very latest fad in shoe styles, so they do not sell as well. Here is one way a lot of girls on the North Shore,—rich girls, too,—are beating H. C. L. around the bush.

They have a left-over stock of oxfords and whereas, last year they went in for woolen stockings at ridiculous prices and shivered in exposed ankles, this year they stick to cotton, lisle or silk and buy,—what do you think,—overshoes!, arctics!, goloshes!!! Yes, ma'am, the very same. Good, straight, flat-footed, buckled arctics and they walk their serene pathways shod in oxfords and pumps and overshod in felt and rubber, and they don't care a whoop what anyone says or who smiles at their foot-covering. They are doing that in Milwaukee, too. Time it was more general in Chicago and Kansas City and Seattle and Spokane and St. Paul, and everywhere else. Let the \$22.00 plus the war tax shoe stay in the shops and buy some overshoes so you can wear your oxfords or your pumps and be comfortable and happy.

One woman is quoted as having said that whereas formerly her family consumed in the neighborhood of six dozen eggs a week, now she buys six eggs a week, and those for cooking. The cold storage egg, too. Perfectly wholesome and good for mixing into batters, and better far than eggs at a dollar a dozen. If women didn't buy eggs at a dollar a dozen and men didn't eat them when they rise to such heights, the price would not linger in that rare atmosphere very long. Same way with butter. Eat jam on your bread and use margarine for cooking. Margarine is sweet, clean and wholesome, and it is the positive duty of every housewife to declare a boycott on ninety cent butter in face of the fact that she has a substitute of such good and palatable quality. You will say "Jam is costly, too." Yes, it is, but it isn't the idea to eat a little bread with your jam, but to have a taste of the sweet on the slice of bread. If the bread is good, it does very well to sprinkle a bit of salt on it and eliminate "the spread." Women should make this a crusade and go to the fight resolutely. The war on prices and the war on extravagance, must be waged religiously, if we would ever get into sane and peaceful ways of life again. LET'S GO.

When a man ain't got a cent
And he's feelin' kind of blue,
And the clouds hang dark and heavy
And won't let the sunshine through,
It's a great thing, O my brethren,
For a feller just to lay
His hand upon your shoulder
In a friendly sort of way.

—James Whitcomb Riley.

Some Good Things to Eat.

Buckwheat Cakes—Many a cook there is who prides herself on her daily breakfast buckwheats. She makes her "starter" in early winter, just as soon as the new buckwheat comes in, and thereafter, be the winter long or short, "open" or otherwise, her buckwheat batter is mixed every night with her starter saved from the morning's brew; and far be it to offer a hint of criticism of the good, old-fashioned buckwheat, with its sausage and its maple syrup. But now, when sausage belongs in upper tendom and maple syrup is almost a memory, perhaps the old fashioned buckwheat cakes, with their accessories, are not practicable, so here is a way to make them light, delicious and tender, offered by Elizabeth Hiller in *The Chicago Tribune*. Sift together two and one-half cups of buckwheat flour, one-half cup of white flour, one teaspoon of salt and one teaspoon of soda. Add gradually three cups of rich sour milk, stirring constantly to keep the batter smooth. Add two tablespoons of melted sausage or bacon fat and beat one minute. Cook as other pancakes. She says they are "much more wholesome than those raised with yeast."

Delicious and Inexpensive Little Cakes—One egg well beaten, one scant cup of sugar; two tablespoons of soft butter or margarine; three quarters of a cup of milk; two cups of flour and flavoring to taste. Pour into buttered patty tins and stick a raisin or a bit of citron on the top of each or sprinkle the top with sugar and bake in a moderate oven until a golden brown.

Magnified Oyster Patty—Simmer a quart of oysters until they are plump, season with salt, pepper and a suspicion of mace. Make a rich cream sauce, add the oysters and bring to the boiling point. Have a baked pastry shell and cover ready, the size of a pie plate, pour oysters in, cover with the top of the shell and return to oven to heat thoroughly. A delicious supper dish to serve on the table.

Easy Bran Muffins—One-half cup sugar, pinch of salt, one cup sour milk, one teaspoon soda, one cup bran and two-thirds of a cup of white flour. Mix in the order given and bake in moderate oven.

Orange Charlotte—Dissolve one-third package Knox's gelatine in one-third of a cup of cold water, letting it stand half an hour. Then pour over it one-third cup of boiling water. Add one cup of sugar, one cup of orange juice, the juice of one lemon and a little of the grated orange peel. Then whip in quickly, one pint of whipped cream and set to cool. This is delicious.

Did You Know—

That you can bind the frayed edges of friend husband's shirt cuffs with bias seam binding three-fourths inch wide, making them good for some little time after they have given notice of quitting.

That a little ginger added to doughnut mixture gives a delicious flavor and helps to keep them moist.

That hot milk should always be used in mashed potatoes. It not only keeps the potatoes hot, but helps to make them light in the beating.

That you can brown your gravies with a little burnt sugar syrup, and not spoil the flavor of the gravy.

That a piece of steel wool will clean frying pans and other cooking utensils, thus saving scraping with a knife or other laborious processes.

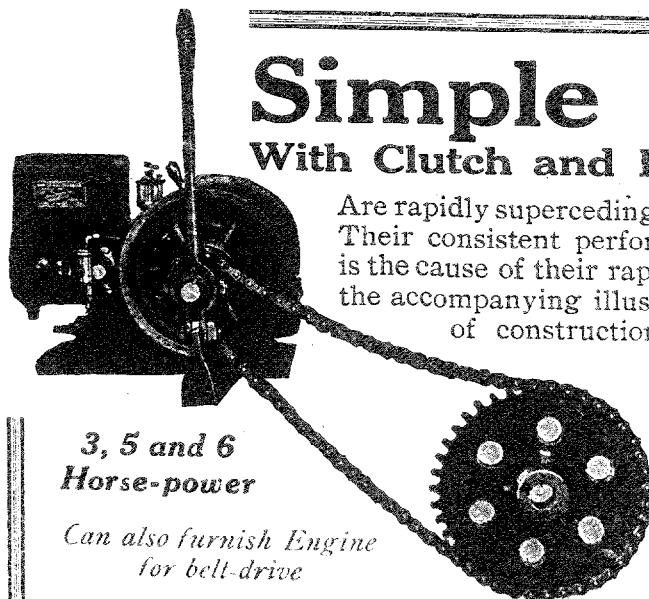
That scorched spots may be removed from cloth by wetting with clear water and covering with powdered borax.

That clothes may be bleached by using one teaspoon of peroxide in half a tubful of water. Soak clothes in this solution over night, and then wash as usual. The clothes come out beautifully white without any resultant harm to the fabrics.

Six Health Rules.

Paste where each member of the family may read daily.

1. Use water freely inside and out.
2. Up with the milk bottle and down with the frying pan.
3. An apple a day keeps the doctor away.
4. Fresh air and sunshine drives the doctor out. Keep windows open.
5. All work and no play makes Jack a dull boy. Mix the two wisely.
6. Sleep eight hours if you would keep young.



Simple Engines

With Clutch and Roller Chain Drive

Are rapidly superceding every other motor car engine. Their consistent performance under every condition is the cause of their rapidly gaining favor. Note from the accompanying illustration the extreme simplicity of construction. It combines durability, strength, lightness and dependability. SIMPLE engines start without cranking, are reversible, use any kind of fuel. Have no carburetor or mixing valve, take no fuel in the crank case. They have more power for their rating than any other engine built. The SIMPLE CLUTCH AND CHAIN DRIVE has solved the problem in drives for Railway

3, 5 and 6 Horse-power

Can also furnish Engine for belt-drive

3 Horse-power.....	weighs 160 pounds
5 Horse-power.....	weighs 300 pounds
6 Horse-power.....	weighs 330 pounds

Motor Cars. Most practical drive made. Can be attached to any hand car.

Simple Gas Engine Co. - Menasha, Wis.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

The General Committee on Claim Prevention wishes to advise that the loss and damage to freight for October, 1919, as compared to the same month in 1918, is as follows:

	1918	1919
Freight revenue....	\$11,264,451.00	\$10,969,789.00
Loss and damage...	325,320.00	242,914.00
Ratio of L. & D. to revenue	.0288	.0221
New claims received during month of November:		
	1918	1919
Connecting line claims. 2,540	\$ 50,618.72	2,642 \$ 46,710.42
Grain 1,007	65,187.38	1,039 40,389.92
Live stock.. 246	59,918.18	800 267,824.12
Loss and damage, misc.	10,479	269,726.69 10,626 268,759.22

Total ... 14,272 \$445,450.97 15,107 \$623,683.68

From these figures you will observe that our ratio of claim payments to freight revenue for the month of October shows a slight reduction as compared to September, which was the lowest month of the current year, and if it were not for the unusual number of live stock claims we have been receiving for the past ninety days our Prevention Bureau would feel reasonably well satisfied that a slow but sure improvement in the loss and damage situation is in sight. This, of course, does not mean that we are going to be satisfied to go along spending better than two per cent of our gross freight revenue on loss and damage to freight. On the contrary, the first signs of an improvement in the situation is but further incentive toward renewed efforts to get our claim payments back to something like a reasonable basis.

The Claim Prevention Bureau feels that more can be accomplished if our efforts are centered on just a few items at a time rather than trying to cover the entire field of claim prevention at once, and in view of the fact that one of the largest items in our loss and damage statement is one that should be the easiest corrected, we are this month going to ask every person receiving this bulletin to center his activities on the item of "Shortage of an Entire Package." In October this item alone cost us \$60,545.00.

The remedy we suggest is that every piece of freight accepted for transportation be marked plainly and checked carefully into the proper car at loading and transfer points and at destination careful checking from car to consignee. One of the most common errors made in connection with shortages of an entire package is the delivery of freight arriving at destination astray (without revenue billing) to marked consignee without securing proof of ownership or surrender of the paid freight bill on which the package originally checked short in order that the short notation might be removed. This results in, first, lines paying claims for shortages that reach destination astray via other roads and, second, the payment of claims by the road handling the shipment which checked short one or more packages and expense bill is so noted, shortage later being received and delivered without the original paid freight bill being secured and the notation removed.

If it were possible for the freight claim agent to have every agent, conductor, receiving and delivery clerk, O. S. & D. clerk and others engaged in the handling of freight spend one hour in the freight claim office in order that he might show them what it costs this company by reason of their accepting packages improperly marked, marked with more than one consignee and one destination, loaded into the wrong car, unloaded at destination and delivery taken without supervision on the part of company's agents, delivery made at destination of astray freight without any efforts being made toward protecting this company and other lines against the payment of claims on such

freight, there is no question in my mind but what there would be a falling off of claims for shortage of an entire package that would astonish all of us.

I wish every agent and other supervising officer receiving this bulletin would give the question of loss of an entire package his careful consideration for the next few months, calling together the freight house employees connected with his organization at regular intervals and explaining the importance of this proposition to them, and with every possible effort being made toward eliminating this very fruitful source of freight claims we can materially reduce our badly inflated loss and damage account.

There are a great many angles to this one feature of claim prevention. Let us all study the question carefully, and do not hesitate to notify this Bureau of any ideas you may have in connection with the subject. We especially recommend showing on waybills and destination expense bills identifying case numbers on commodities such as butter, oil barrels, etc., in order to safeguard the delivering at destination of the correct package.

Iowa (East) Division.

J. T. Raymond.

R. C. Merrill is dispatching trains on the Calmar Line at Marion. He received a hearty welcome from many old time friends.

Engineer Davy Gordon is taking his usual winter vacation. Part of the time he spent visiting his daughter in Oklahoma.

Agent C. E. Lingham of DeWitt is taking a three months vacation. W. O. Jorday relieving.

We extend deepest sympathy to Agent C. S. Morton of Hopkinton, whose mother passed away December 4th.

Frank Altman died at Prairie Du Chien, December 5th. The remains were taken to his home at Monticello, where the funeral services were held. Mr. Altman has been in train service for some time on this division and will be greatly missed by many who have been associated with him in the service.

Willis Jordan has been appointed assistant chief dispatcher at Marion. Lawrence S. Dove, second trick and H. E. Ramsey third trick, Eastern Division. Hearty congratulations, gentlemen.

Mrs. Frank P. Miller and daughters, Olive and Dorothy, of Portage, Wis., spent Thanksgiving as guests at the home of Arthur Miller and family at Marion.

Glenn Lake has been appointed storekeeper at Atkins, Mr. McKimm having been transferred to Perry.

E. L. McGuire, operator at Neola, spent a week visiting his parents at Marion.

Percy Parmenter is acting agent at Paralta. Operator Williams working second trick.

Gen'l Supt. Weidenheimer and Supt. C. H. Marshall put in several days at Atkins during the zero weather early in December.

On account of the coal shortage a number of passenger trains have been annulled, including No. 3, East of Marion, Nos. 4, 30, 29, 53, 54 and 39, and 38 south of Clinton.

Conductor Chas. N. Dow and John Diguano are laying off and are at home in Omaha, until conditions change somewhat.

Agent M. E. Burus, was called away December 8th account of the seriousness illness of his brother in Cascade. Agent Claussen relieved him, and Ira Seager went onto second trick from Sabula bridge.

Chester Cornellus, of Marion, has been off duty for about two weeks with a badly mashed finger. A crowbar fell and struck him on the finger splitting the fleshy part open quite a way. The injury gives him considerable pain and is not healing as rapidly as was hoped for.

Black Hills Division News.*J. R. Quass.*

Business has been so good on this division, that we have had hardly time to write anything. Six regular crews on west end, and most every day an east end crew comes out for a train.

We have a new superintendent, N. P. Thurber, in place of H. H. Ober, transferred. We all extend hearty welcome to Mr. Thurber.

Things are beginning to look better out here, as we have a trainmaster, D. A. Gibson, assigned to Black Hills Division, and there is a good chance of having the train dispatcher's office put back at Murdo.

Miss Walker is the new night operator at Kadoka, since so many extras on west end.

Operator Potts is on nights at Presho.

We all extend a hearty welcome to Engineer William Johnston, who has been promoted to traveling engineer over line from Mitchell to Rapid City. "Billy," as we all know him, has been on runs 3 and 4 between Murdo and Mitchell for several years.

A yard crew has been assigned to switching at Murdo.

Conductor P. G. Gallagher and Engineer Rodgers in charge of "Goat" at Rapid City Yard.

Reduction of passenger trains 1 and 8 east, will make a reduction of crews there, and will make a change on west end 103 and 4, but can't say what it will be.

With the heavy run of business, we have lots of new brakemen and firemen that we can't get all their names, but all we have met are a fine bunch of men and we hope we can keep them with us.

Engineer Saxer is back to work after several weeks on committee work in Chicago.

Fireman Carl Zickrick and wife are the proud parents of a fine baby girl.

Conductor Harvey Hopkins met with a painful accident in having two fingers broken. Harvey

was general yardmaster at Murdo until he was bumped by Conductor P. G. Gallagher.

Willis Hamilton and Frances Beital are both braking in freight service.

Ralph Curtis, who has been firing on the road the past year, is now handling engines—day shift—at Rapid City roundhouse.

Walter Hampton, who has been chief clerk for Roadmaster Farrell, has resigned, and is now braking on freight.

Superintendent H. H. Ober and Trainmaster B. O. Searles made a trip over the division recently.

Ed Rutan has quit the road and taken a job firing stationary boiler at Murdo roundhouse.

Conductor C. H. Yount has gone to Mitchell to take a regular in the ring.

Roundhouse Foreman C. E. Buckingham, formerly of Rapid City, is back on the job again, after a couple of years as traveling inspector. Claud and family were sure glad to get back to Rapid City to live, and we are all as glad to see them. We have not learned where Foreman Woodman has been transferred.

Conductor Walter Rand, who has been working out of Mitchell the past year, has gone to the west end.

Owing to heavy shipments of coal, lumber, oil and cattle over the west end, it was necessary to put a fourth crew in the freight service. With the two passenger crews, it makes six crews on west end. Where are the knockers who said we had no business out here.

William Eschelmann, who was a brakeman here in construction days, made a trip over the division renewing old acquaintances. Bill now is a prosperous rancher at Crawford, Nebraska.

Engineers James Johnson and family are now nicely settled in their new home at Rapid City.

Conductor W. H. Stewart, who sold his home, has moved his family into a flat until he can build another house.



PLAYGROUND SCENE AT IDEAL PARK, ENDICOTT, N. Y.

OUR WORKERS' PLAYGROUND. All kinds of Outdoor Amusements for Young and Old are to be found here. Everything Free. Everybody Welcome—Everywhere.

ENDICOTT JOHNSON CORPORATION

ENDICOTT, NEW YORK

Shoes for Workers and their Children.

JOHNSON CITY, NEW YORK

Safety First.*Sted.*

Once upon a time there was a railroad youth who voyaged towards the land of the Aztecs to teach them how to railroad. He was an American, as is usual in such cases. He soon secured a lucrative position in a car accountant's office in the City of Mexico, but when his eyes roamed about the large room he realized that out of all the twenty-five or thirty clerks seeking a living therein, he was the only visible Gringo. All the rest were natives. And they possessed a restful nature, too.

As this youth could not articulate in Spanish, his labors were performed without the desk-visiting habit that his fellow-workers seemed to consider a portion of their daily duties. Every day came a siesta.

There was one son of Mexico who thought he could warble American slang a little and one day he heard, or thought he heard, the American production utter oral records derogatory to Mexican dignity. Maybe he guessed right, too. On the impulsive moment inspired by that warm temper cultivated by the tropical sun and piemento, the Mexican challenged the American to star in a duel. This, it would seem, was according to the code of Mexican honor, and the young American thought he was in a devil of a scrape. And maybe you would have thought so, too.

At the American tabernacle that evening, the American youth related to some other American adventurers the primal proceedings of the day and also sought enlightenment as to the quickest and easiest way out. There was much good-natured chaffing and jesting across the board when the eatables were replaced by drinkables and during this process of liquidation one of the Americans (a railroad man), seized upon an inspiration while it was floating on the surface of an amber colored brew, and said: "Just leave it to me, Kid, I'll pump a hypo loaded with cowardice into that Mexican's system." And the Kid felt relieved. And maybe you would have, too.

The next day, while the Kid was chasing a box car over a ruled sheet of paper between Tula and Pachuca, the office door swung back and his staunch protector, who had said he would fix things, the night before, sauntered in, accompanied by the car accountant, who was also an American, and necessarily a good railroad man. The Mexican duelist, who worked next desk to the Kid, appeared suave and overly polite as he bowed to the car accountant, for the car accountant was his star.

Within easy conversational distance of the duelist and the Kid, the two paused and talked of railroad life for a brief spell and then the Protector enquired: "Do you know who that lad is working at that desk?" pointing towards the Kid. The car accountant remarked he had blown in a couple of days before seeking employment, and further the deponent—I mean car accountant—heeded not. Then old dad inspiration set the wheels

spinning again and said: "Better tread softly with that youngster, he's a stem winder. He's handy with his fists and can whip daylight out of anyone within his weight. He walloped all comers up in the States. I'd sooner face a knife, machette or gun than to bump into his fists when he's fighting for blood or money. Would advise you to travel kind a' easy with him if you have any human respect for your bodily comfort or personal appearance."

After a few more minutes spent in railroad lingo the pair departed, but when passing the Kid's desk the Protector dropped a bit of paper on the floor and gave a knowing side glance at the Kid. The Kid picked it up and read: "Accept his challenge. Demand a bare handed fist fight." The Kid obeyed instructions. The Mexican apologized and admitted he had made a mistake, that he had studied the Kid's utterances in the dictionary and his mind had changed as to their significance and he withdrew the challenge. And maybe you would have, too.

MORAL: When in Rome beware of the Romans.

Mechanical Valuation Office.*F. E. W.*

Busy? ? Well, I just guess so—in fact quite a bit of time was spent in working overtime on retirement estimates.

Glad to have you with us Miss Kroeger, for with all our old fogies so 'fraid lest some of their secrets get out, it is next to impossible to get a line on any "scandal" with which to interest our magazine readers. Miss Marguerite Kroeger became one of us on December 16th—and know she will like us all when she gets acquainted.

Who, oh who—wanted to know about the "Bus" running from the street car line to the offices? ? Oh, joy, why put such dreams into our minds on these cold mornings. Wouldn't it be nice if we had something like the Alexandria or Onalaska to call for us, so we could laugh at those icy northwest winds that make us poor girls wish the price of powder was not so high, for how can a girl look pretty with a red nose that outshines the headlight on a locomotive? It can't be done!

Miss Hopp was ill with a bad cold—and although back on the job, is decorated with a beautiful (what is it, Bee, a cold sore?), and, why the high collar effect?

Now that the I. C. C. representatives are located in the car Alexandria, we don't see very much of them, naturally, as they are very busy, as well as our field men, who are in the car Onalaska. I wonder what makes the office so quiet and peaceful like.

Well, where are all the bowling teams? Don't tell me our challenges will go unanswered—of course we have to admit we have a few champs, such as Nig Abler, Chas. Pfannerstill and a few more; but cheer up, the bets won't be much more than the games and a glass or two of Bevo.

Might I say a word or two of our card sharks? Jim Lindsay claims to be one of the elite in this particular pastime, though his opponents, H. Weiss, Klug, Riemann and Pfannerstill, usually feel pretty well satisfied with the results of the "game." Do be careful boys, nowadays the pennies count.

Here's hopin' that Santa was good to everyone bringing them lots of goodies, a few lumps of coal in their cellars—n what else? Oh, no, it can't be done, this is to be a wineless, drinkless and consequently dry, country, 'cept perhaps for the tears shed mourning over John B. and relatives.

A HAPPY NEW YEAR TO ONE AND ALL.

P. S.—A word to the wise is foolish, nevertheless the writer cautions all skaters to be careful (especially on the ice—).



Tobacco Is Hurting You

Look at the facts square in the face, Mr. Tobacco User. You may think tobacco is not hurting you.

That is because you haven't as yet, perhaps, felt the effects of the nicotine poison in YOUR system. For you know that nicotine, as absorbed into the system through smoking and chewing tobacco, is a slow working poison. Slow, yes—but sure.

Tobacco is lowering your efficiency. It slows a man down. Makes it harder for you to concentrate your mind on your work. You haven't near the amount of "pep" and energy you would have if you stopped using it. There's many a man twice as old as you in years who's twice as young in energy, simply because he lets tobacco alone.

Some day you will realize to what an alarming extent tobacco has undermined your system.

When your hands begin to tremble—
and your appetite begins to fail—
and your heart seems to "skip a beat" now and then—
and slight exertion makes you short of breath—
then you'll KNOW, without anyone telling you, that TOBACCO is getting the upper hand.

Any well-informed doctor will tell you that these are only a few of many symptoms of tobacco poisoning.

And YOU know that the use of tobacco in any form is an expensive, utterly useless habit. You know you ought to quit.

Tobacco Habit Banished In 48 to 72 Hours

It doesn't make a particle of difference whether you've been a user of tobacco for a single month or 50 years, or how much you use, or in what form you use it—whether you smoke cigars, cigarettes, pipe, chew plug or fine cut or use snuff—Tobacco Redeemer will positively remove all craving for tobacco in any form in from 48 to 72 hours. Not the slightest shock to the nervous system. Your tobacco craving will begin to decrease after the very first dose—there's no long waiting for results.

Tobacco Redeemer contains no habit-forming drugs of any kind and is the most marvelously quick, absolutely scientific and thoroughly reliable remedy for the tobacco habit.

It is in no sense a substitute for tobacco. After finishing the treatment you have absolutely no desire to use tobacco again or to continue the use of the remedy. It quiets the nerves and makes you feel better in every way.

Results Guaranteed A single trial will convince you. Our legal-binding, money-back guarantee goes with each full treatment. We will refund every cent you pay for the treatment if after taking it according to the easy-to-follow directions, it should fail to banish the tobacco habit completely.

SEND Coupon for Free Proof Let us send you our free booklet on the deadly effects of tobacco, together with testimonial letters from men all over the country telling how they have been absolutely freed from the tobacco habit by this simple home treatment. You could not ask for stronger proof that Tobacco Redeemer will free you from the habit than the evidence we will gladly send on request. Just mail the coupon—or a postal will do.

NEWELL PHARMACAL CO.

Dept. 629

St. Louis, Mo.



Free Booklet Coupon

NEWELL PHARMACAL CO.

Dept. 629

St. Louis, Mo.

Please send, without obligating me in any way, your free booklet regarding the tobacco habit and proof that Tobacco Redeemer will positively free me from the tobacco habit.

Name

Street and No.

Town State

On the Steel Trail

Illinois Division. Mabel Johnson.

With the war clouds rolled by, we had an old fashioned Christmas, but the gifts we gave were not the gifts we would like to have given; for instance: instead of giving Susie Soprano who goes to pieces on the High C every night, some new music, would like to have given her—a Maxim silencer! Instead of giving cousin Harry a comb for his beard, would like to have given him—a safety razor and complete instructions for looking like a human being. Instead of giving Neighbor John J. Borrower a box of cigars, would like to have given him—a bill for the repairs which were made on the lawn mower after he had borrowed it every week during the summer time. Talk about practical and useful Christmas presents!!

"Happy New Year Exchange" may be called the medium of our January Magazine, and through it extend to one another, the cordial greeting: "Best wishes for a happy and prosperous new year."

The latter part of November a home talent play was given in Savanna entitled "Katcha Koo"—and glad to say, that while our "office talent" were there, none "caught a cold."

J. R. Slater, roundhouse foreman at Savanna, received the sad news of the death of his mother. Mrs. Albert Kuhns, who passed away at her home in Clinton, Ohio, and left immediately for that place. Deepest sympathy is extended from the division.

Miss Marie Sorenson, daughter of Wrecker Engineer Sorenson, arrived in Savanna from the University of Illinois to spend the holidays at home.

A short time ago Will Hubbell, machinist at Savanna roundhouse, entered a St. Louis hospital for an operation. We learn that he is getting along nicely and hope that it will not be long before he can return home.

Former Engineer Wm. McElheney has returned from Prairie du Chien where he received treatment for rheumatism, and shows much improvement.

Fireman E. H. Green, wife, and son spent Thanksgiving in Chicago with relatives.

Switchman Bert Follett and wife spent Thanksgiving with Mrs. Follett's relatives in Wisconsin.

Engineer W. G. Hardcastle and wife spent Thanksgiving in Darlington, Wis.

Engineer Wm. Paylor visited in Savanna a short time ago, and soon expects to go to California to spend the winter. Mr. Paylor has been suffering with rheumatism for a long time, and is much better, although obliged to still use crutches.

W. E. Somers and wife of Davis Junction, have returned from Prairie du Chien, Wis., where they attended a funeral.

Miss Laura Reinehr has resigned her position as O. S. & D. clerk in the freight office at Savanna, and has left for her home in Tomah, Wis. Needless to say we regret to see Laura leave.

Clarence, the little son of Mr. and Mrs. Russell Eaton (Savanna freight office) who has been very sick the past week, is now improving.

Miss Gladys Gilbert, freight office clerk, has returned from a few days' visit in Chicago.

F. E. Newcomer is the new O. S. & D. clerk at the Savanna freight office.

It was a "happy thought" when we learned that all train service would be restored; especially when there was so much Christmas shopping to be done. "Oh, my, the girls said it would be terrible, if they didn't go back on." Ahem! And peace reigns again—that "Clinton shop train" came back to life. You know, it was such a convenient Saturday train—after working hours, in everything!

The "joy ride" of Mrs. E. C. Cush, wife of Roadmaster Cush, is worthy of mention, and explains the wonderful train service we had during the recent coal shortage. She took No. 6 from Savanna, leaving at 8:30, arriving at Chicago at 3:00 p. m., just in time to scare the "hunger elf" away with a "meal," and catch No. 23 home again.

Must say the bad luck in this instance, was also a derailment at Itasca. No. 6 has a better record for time than that—one day it left Savanna at 3:30 p. m.!

Idaho Division. Bill.

Not being content with leading a peaceful life in the best country in the world, R. C. "Doc" Meade, for many years engineer on our road, decided to take a course in "bolshie-whisky" and left for Vladivostok, Russia, where he will be road foreman of engines. Doc intends to stay about a year, and I think he'll be entirely satisfied with that little of it.

Earl Cade is planning to visit his parents in Tacoma for the holidays.

"Fitz" thinks a trip to Wisconsin will fill his "vacation" needs pretty well. Upon looking at the map I find that Wisconsin is near Milwaukee, where they used to "make that famous" stuff.

Alice Mudgett recently had her tonsils "extracted," and not being content with that, followed with an operation for appendicitis, and is now convalescing. Hope you come back soon, Alice, we miss your cheery smile.

"Billie" Geerlings and Zelda Case also had their tonsils taken away from them. Wonder if it was really necessary, or is it because Doctor Smith is such a nice looking man?

Tom McGinnis became real literary the other day, and gave me the following poem as his resolution for the new year:

Resolve to work the live long day,
Resolve to sleep at night,
Resolve to rise and anticipate
The clerk's increase in might,

Resolve to put forth every ounce
Of brain and brawn that's in us—
Resolve to see that we're reimbursed
With the increase that's due us.

Pretty good, Tom, we can all use that increase. As a New Year's resolution from another in our office, comes the following:

I've never broke a blooming thing
In this sweet life I've spun—
I'm styled the model of the town;
I'm proud of all I've done.

But there's a chance right now on deck,
It always draws a tear—
My New Year's resolution
Can't be broken—there's no beer.

Some believe in evolution—

Some can see a revolution,
But the New Year's resolution—
Gee, it is a horrid scream.

I have asked the gang to limber—
To resolute some worthy timber.
They're not full of mirth and ginger—
But to you each one yells a scream.

There is Berelson, the "scriber."

He never was a "noise" imbiber.
And the only resolution he can put across the plate
Is to boost the page he scribbles.
And asks you all for tid-bit nibbles,
Kindly bring them gently through the office gate.

J. R. Clarke, he reads of great things,
And he here presents his biddings
That we make this year a hummer
By getting our work out on time.

And Jimmie Kearnes, our famous poet,
You will find he is sure to know it.
If you're e'er in need of knowledge,
He's the one to help you out.

"Haboo" Moody has a notion
If he could only find the motion,
That this year he will do it:
What it is, I'm afraid to tell.

Our Claude Mitchell wants to gamble,
That he soon will start to ramble,
Towards a clime that is much warmer
If this cold weather doesn't let up.

Janosky says it is not easy,
In fact it kinda makes him dizzy
To think of all the things
That he resolves to do.

But Murray says the limit,
Is to resolute and skim it;
So he thinks it is better
Not to resolute at all.

"Billie" Geerlings says that good things
A flood of joy to everyone brings.
She hopes the New Year sunshine
Will beam upon us all.

Jim Knight has day dreams nightly,
And in daytime dreams but slightly;
We hope the New Year will bring him
Anything that he desires.

Zelda Case thinks of something,
It seems to fill her with joy.
She will not tell us what it is,
I think, though, it's about a boy.

Ray Shooks says times are too speeding
For resolutions to be breeding,
He'd rather spend his leisure time
In thinking of his girl.

We can't forget Mr. Sleavin,
Who, to a few, seems gruff.
He's going to try to let us have
Our Saturday afternoons off.

(Hope nobody reads the above, but if they do,
It's their own fault and I claim absolute immunity.)

With the cost of living way up on account of
under production, strikes and a war which we
had and the echo of which we are still having,
let's all resolve to dig in and work, work, work,
and then work some more; and in this way do

our "bit" toward bringing this nation and especially prices toward the pre-war level. It looks as if the railroads would soon go back to private control and while we have been putting forth every ounce of energy in the past, let's call upon our reserve and see what we can do. Let's go!

I want to take this opportunity of wishing the Editor, the Magazine, the C., M. & St. P. and all its officials and employees a most prosperous and happy New Year; and this comes from the entire force of the superintendent's office and the whole Idaho Division.

K. C. Terminal Items.

C. V. Wood.

Frank D. Pettey, for several years operator in the city freight and passenger agent's office, accepted a position as agent at Washington, Ia., and left us December 6th to go to that place. We certainly will all miss you Pettey, but here's wishing you all sorts of good luck in your new position. We know that you are going to make a howling success of it. The position of operator in Mr. Adsit's office is being temporarily filled by relief operator, Mr. Morrison, who is very capable and well liked.

Operator Lindsey reported for work as first trick operator, Coburg, Mo., on December 1st, and has proven himself to be a very capable man. Mr. Lindsey has bought a nice little home here and we hope to have him with us permanently. Poor old Mack is back on the midnight job again, but we are all praying for better days for him.

James I. Leach is at present working for Mr. Trapnell at the Interchange Bureau. During his absence, Don D. Devoil has been made chief car clerk. Mr. Devoil is handling the work very nicely.

Alvin J. Jones and J. V. Tuomey of Ottumwa, have been visitors in the Terminals since the last issue of our magazine. All who had the pleasure of seeing these boys were glad to see them again and those who did not, were sorry to have missed them. Call again, boys, you're as welcome as flowers in the dead of winter.

James Tigerman, who for sometime was our

Regardless of laboratory tests, the fair and final test is found in actual service conditions and there only. Notwithstanding statements to the contrary.

Boss Lock Nuts

are fully effective on bolts .025 and more undersize. Other lock nuts will not give the same uniform results on re-claimed or re-cut bolts, as

Boss Lock Nuts

Millions of BOSS LOCK NUTS used on railways in this and foreign countries are daily proving their worth and demonstrating their effectiveness. Ask the man who uses them - HE KNOWS.

BOSS NUT COMPANY
CHICAGO, ILLINOIS

assistant bill clerk at Coburg yard, has been promoted to assistant accountant in Superintendent Anderson's office, and has a real place to work now. I'll say, Jimmie is putting the work out in great style, too.

"Deadwood" Thompson has been promoted from the position of yard clerk to that of switchman. Earl has been with us a long while, starting as a call boy, being promoted to position of yard clerk and NOW he's a switchman and a good one, too.

Switch Foreman Fred B. Jacke, left the service of our company on November 27th.

At our last Safety First meeting held at Coburg, December 3rd, we had with us Mr. Bell of the Safety Section of the United States Railroad Administration, who gave us a very interesting talk on the work of the Safety Section.

Former Kansas City Division superintendent, J. M. Oxley, was a welcome visitor in the Terminal last month.

Mr. Dutton, from General Superintendent Weidenhamer's office, attended our efficiency meetings held at Liberty street station and Coburg yard, on December 9th. We were glad to have him meet with us.

Paul Draver is again working as revising clerk at our Coburg yard office.

Our old reliable yard clerk, John Platt, was quite sick for a time last month, but we are glad to report he is able to be out again. We all miss Johnnie when he is not on the job.

Wisconsin Valley Division Notes. *Lilly Ann.*

The young ladies in the building entertained for Mae Callahan, in the business parlors of the office, at a miscellaneous shower. Music and sewing were the diversions for the evening and a delicious supper was served at mid-night, after which the guest of honor was showered with pretty and useful gifts. A delightful time was had by all.

Mrs. Tom Callahan and Mrs. Dan Callahan entertained for Mae Callahan at the home of the former, at a miscellaneous shower. The prospective bride received many useful and pretty gifts, and a pleasant evening was enjoyed by all.

Nancy Jane Healy was born to Mr. and Mrs. John Healy, December 6th. Mrs. Healy was formerly Miss Lillian Gorman, stenographer to the superintendent.

Conductor Otto Olson is spending the winter in Florida.

Plenty of snow for a sleigh ride party. Lets have one.

Henry L. Hildebrand, clerk at Tomahawk, and wife visited with relatives and friends at Escanaba, Mich.

Ted, what are you doing in Chicago? Visiting—whom????

Miss Katherine Fries of Merrill, is visiting with friends and relatives in Chicago and Fond du Lac. Miss Elizabeth accompanied Miss Katherine.

Mrs. A. B. Zellmer was a Wausau visitor, recently.

Brakeman Westley Fowler, visited in Chicago and incidentally did some Christmas shopping.

Car Repairer William Kasten and wife, are spending a few days in Milwaukee, visiting friends and relatives.

Yard Foreman Frank McCann, who has been laid up with an injured knee, is able to be around and about again. We hope that his condition will improve sufficiently so he will soon be able to resume work and join the ranks once more.

Miss Nell Redlich, stenographer in the freight office, spent Thanksgiving Day in Chicago, visiting with relatives and friends.

It has been necessary to take off passenger trains Nos. 1 and 2, on account of the fuel shortage, but we hope this condition will soon improve and we can have our regular mail service again. The Log run on Newwood line and switch engine at New Lisbon, have also been withdrawn for the present.

Miss Helen Conklin spent Thanksgiving Day in Chicago, and did some Christmas shopping.

Mrs. Louis Wilcox visited at Marshfield for several days, recently.

Extra Dispatcher Leo Fredricks, held first trick

during the hunting season. Mr. Harris being off on the hunt, and we are able to say he was very successful in bringing home a deer.

Miss Mae Callahan, assistant accountant in the superintendent's office, and Raymond F. McCulloch, were quietly married on November 26th, at 8:30 A. M., at St. James parsonage by the Rev. Fr. O'Toole. They tried to slip away unnoticed by taking a taxi to Rothschild, bent on catching No. 6 there, and we will wager you never saw a more surprised couple than they were, when the rest of the office force stepped off of No. 6 on reaching that station, and showered them with rice. They spent their honeymoon in Milwaukee, returning to Wausau Sunday noon, where they have gone to housekeeping (Lite) on Franklin street. The entire office force join in wishing them a long and happy wedded life.

Mr. and Mrs. Horn, H. Gilham, Pat Damberg, together with several others, enjoyed a week's hunting trip at Boulder Junction. They were all successful in bringing back a deer.

Mable Lund and mother, spent Saturday at Wausau shopping.

Emil Greenlund, engine hostler helper, at Tomahawk, was married to Veronica Reuter, on December 4th. This was a surprise to their many friends, as neither one of them looked the least bit guilty. We extend congratulations.

H. L. Conant left Sunday evening for Chicago and Muskegon, Mich., for an extended stay.

Charles Lattimer is running engine 25 for Frank Theiler, at Spirit Falls.

Pearl Gorman spent a few days at her home at White Lake.

B. F. Enckhausen and wife, visited in Milwaukee, returning December 4th. John Schultz relieved B. F. E. during his absence.

Ralph and Tom Hintze enjoyed a few days hunting at Bruce, Wis.

Superintendent P. H. Nee was recently called to Minneapolis on account of the serious illness of his daughter, Eleanor. At the present writing she is much improved and we hope to hear of her complete recovery soon.

Alcide Lemay was in Wausau recently attending to some business affairs.

The Ladies' Auxiliary to the O. R. C., gave a dancing party at the Eagles' Hall, November 24th, at which an enjoyable time was had by all who attended. The hall was decorated for the occasion, and the ladies received much credit and praise from the gentlemen in regard to furnishing such delightful entertainment for all. Several of the gentlemen were all ready for the occasion quite early in the day, they were seen around with their shoes all shined up, new white bosoms, and in general, all primed up for the "Choose your partners—A-la-main-left, swing your partners, and did they swing them? Well—when is the next one?"

Mrs. Charles Lattimer and son, Edwin, were in Tomahawk Sunday visiting with relatives.

Elmer Nelnow, car clerk, stole a march on his friends by pleading illness. Mr. Lathrop, the agent, was so sympathetic and suggested a trip to Rochester to see The May Brothers. His illness, however, proved to be love-sickness, and he lost no time to see Dr. Cupid, who advised a speedy marriage. The Time, the Place and the Girl, presented itself as if by magic, and the wedding took place September 25th in Minneapolis. The young lady who was responsible for Elmer's sudden illness, is Helen Plisch of this city. The wedding was announced November 25th and Elmer has been passing cigars and candy ever since, although we still have the candy coming.

Mr. and Mrs. A. W. Warner spent Saturday and Sunday in Fond du Lac and Milwaukee.

Signal Department Bubbles—Lines East *"Suds."*

Ed. Leahy made a two day trip to Savanna last month, attending to important matters relative to this department. While Ed. liked Savanna, he was glad to get back to his native heath.

H. B. Cranford, signal inspector from Lines West, favored us with a regular visit recently. H. B. is taking the opportunity to look after some personal matters while spending his vacation in the east.

Lyle Nichol, one of the bunch who helped install the light signals over the Rockies, called in to see us. Reports a fairly good season the past year on the farm in North Dakota, and bought a new Buick. Lyle still packs around the same laugh.

We don't want to horn in on Slim, but news is news. Reports from the west indicate that E. P. A. is the proud possessor of a second boy. Congratulations, Ed. As we are all smokers down east, we'll keep our weather eye on the mail for that box of smokes.

Had a letter from T. Groth, in which Ted gently informed us that he was married recently and is now a full fledged Benedick. Congratulations, Ted, and may your journey through life together be a happy one.

Mr. and Mrs. Howard Chevalier spent Thanksgiving week with Howard's parents in North Hampton, New Hampshire. Report a pleasant week with fine weather, but that food stuffs and other commodities were extremely high in the east.

We want everybody to know that Johnny Dunn got his personal expense account right for once. (The above note was handed to me and would seem to indicate that Johnny needs to buy a comptometer.)

The blue print frame has at last been moved down to the depot, saving Freddie that trip out to the Shop and back each day.

J. C. Mill attended the American Railroad Association, held at New York on December 2nd and 3rd. Mr. Mill is chairman of the lightning arresster committee.

A bowling league composed of eight teams, four from the freight house, one from Chestnut Street and three from the depot, has been organized to promote good fellowship among the employees of these departments of the C., M. & St. P. R. R. Ed. Leahy was elected president; Geo. Steuer, vice-president; Eugene Forster, secretary, and Felix Coerper, treasurer. The eight teams are known as: Claims, Cashiers, Rates, Derails, Milwaukee Terminals, Accountants, Chestnut St., and Wig Wags. A twenty-one-week schedule has been drawn up and bowling commenced on the 2nd of December. It was found impossible to get

eight alleys at one place, so four teams bowl on Monday and four on Tuesday nights. While the wood didn't fly very hard the first night, the teams are fairly well balanced and good games are expected.

We are a little late for the Xmas Greetings, but take this opportunity to extend to all a very happy and prosperous New Year and may the general unrest which seems to have seized our fair country, as well as the world, so settle itself that the year of 1920 will bring peace and happiness to all the people of all the world.

La Crosse Division Facts.

Guy E. Sampson.

The first fact to chronicle this month is that your correspondent submitted to an operation on December 1st at a local hospital in La Crosse, and at this date, the 12th, is still unable to sit up, and but for the kindness of Miss Gates, Mr. Craft's stenographer, our division would this month go unreported. However, Mr. Craft, who was one of the first to visit us after the operation, kindly consented to have Miss Gates take what dictation we could get ready by this time, and the following notes are such as I have been able to get together from the boys who have visited me from the road; and right here I wish to thank all of you who have so kindly sent flowers and fruit, which has turned my room more into a pleasure den than a hospital sickroom. The Get Together Club, always on the alert to do all in their power, was one of the first to remember us.

W. E. Jones has been appointed extra trick dispatcher at Portage and is doing the extra work.

J. W. Blossingham is acting chief train dispatcher during Mr. Larson's vacation, which has been much delayed for various reasons.

Conductor McQueeney and Acres have each taken their turn at vacations this month. Wm. Shafer, conductor, working in their places during their absence.

Mrs. John W. Hancock, wife of Station Agent Hancock, Tomah, died at her home in that city, Thursday, November 6th. Funeral services were held at the home and were conducted by the chapter of the Order of Eastern Star. The sympathy of all employees is extended.

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This sturdy handsome **ARMY WORK SHOE** is built so solid, full of wear and so chock-full of comfort that we are willing to send it to you **ON APPROVAL** all charges prepaid. Just state your size—that's all. You will be delighted with the splendid, soft, selected leather uppers. The double thick soles of Genuine Indestructo Oak Leather often wear one year before tapping. Customers are writing us daily: "They are the easiest and longest wearing shoes I ever had." Specially tanned to exclude barnyard acids. Special dirt-proof tounge. Scientifically treated to exclude snow and water. Send for a pair at our risk. If they are not worth \$8.00 send them back at our expense—you be the judge. Send NO money with this coupon—pay only \$4.69 on arrival. Why pay \$7.00 or \$8.00? Save profits—buy DIRECT from Headquarters. We are the **Oldest and Largest house selling Direct from the Shoe Market of the World.**

STATE WHETHER YOU WANT UNION OR NON-UNION MADE SHOES

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GENTLEMEN: I received my shoes and like them very well. They are the easiest and sturdiest shoes I ever had on my feet. I will advertise them to my neighbors.

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Fit, Wear and Comfort Guaranteed

WE GUARANTEE that these shoes are \$7 to \$8 values; that they will give satisfactory wear or we will send you a new pair FREE

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BOSTON MAIL ORDER HOUSE
Dept. 604-V Boston, Mass.

Send me one Army Work Shoe (size and color as specified)

Shoe size _____ Color _____

Name _____

Address _____

J. H. Rossbach, formerly of Dubuque, now ticket agent at La Crosse, kindly informed us that while the Dubuque correspondent had checked him out we had forgotten to check him in. Sorry we missed the item at the time, in fact, do not see how it could have been missed, as J. H. is a live wire.

Bulletin board shows that the La Crosse Division will soon have some new conductors and engineers, as an examination for these positions will soon be held by Trainmaster Bowen.

With weather at zero and below, railroading is about the same this winter on this division as it has been heretofore, everybody doing all in their power to keep perishable and time freight moving.

Passenger Brakeman George Kurtz, who had an attack of "flu" about a year ago, passed away at the sanatorium at Omalaska, December 9th, never having fully recovered from the attack. Funeral held at Milwaukee, December 12th. Sympathy of all employees extended.

Due to the coal situation trains have been taken off on the La Crosse Division, also River and Dubuque Divisions, running into La Crosse.

G. W. Zehms, car foreman at New Lisbon, was suddenly taken ill on train No. 6, latter part of November, taken off at Portage, where he was given medical aid, but died within a few hours. Cause of the death was ulcers of the stomach. The bereaved family have the sympathy of all La Crosse Division employees.

All branch line service on the La Crosse Division has been cut to a minimum on account of the coal situation. All are in hopes that trains may soon be restored and the regulation Milwaukee service again delivered.

Conductor A. Long and wife have returned from Seattle, Wash., after having spent three months along the coast.

Coal Shed Foreman Daniel Sady has resumed work after returning from a long vacation spent in California.

Special mention should be given Brakeman A. J. Schmans for discovery of fire inside storage mail car on train No. 58 when about to leave North La Crosse, December 11th. This, no doubt saved loss of car and contents, which was a great deal better than happened to storage mail loaded in baggage car No. 704 on River Division No. 58 a few days ago, when car and contents were lost at Dakota, Minn.

Mike Donnelly, first trick operator at Sparta, was suddenly taken ill Thursday morning, December 4th; nervous breakdown. Relieved by Operator Frank Kingsland. Billy Reinders, third trick operator at Sparta, is enjoying a 90-day leave of absence. We understand he intends to spend a part of it at Hot Springs, Ark. Operator Rieber is taking his place.

J. D. Tipton has bid in second trick job in the G. O. Milwaukee office. Glad to see "Tip" get a steady position of this kind as he is one of the many who has shown efficiency and co-operation along our division.

Operator A. J. Farnum called to Tunnel City to relieve one of the operators, account of illness. Did not learn which operator.

Conductor Harry Amborn, who has held a position on this division for a number of years, was accidentally killed at Elm Grove while trying to board his train. He was thrown violently to the ground striking on his head. The ambulance was called and Mr. Amborn taken to the Emergency Hospital at Milwaukee at once, but never regained consciousness. The sympathy of all employees is extended to the family.

Iowa Division.

Ruby Eckman.

Engineer Ralph Owens' wife has been spending a few weeks with relatives in California.

Brakeman S. E. Buckley was off duty for several weeks on account of breaking a few ribs while playing football.

Miss Alice Brokemartle, who has been working in the master mechanic's office since their removal to Perry, has resigned and returned to Marlon.

Operator G. L. Bucknam, who has been working on second trick at Perry Yard, has taken the position as operator in Council Bluffs freight house, made vacant by the resignation of P. B. Losey. Second Perry Yard now on bulletin.

Joe Frundell and wife of Lemmon, South Dakota, were in Perry the latter part of November. Joe is agent for the company at Lemmon.

Brakeman Ralph Goodwin called to the southern part of Illinois the latter part of November by the serious illness of his sister.

Harold Jones, chief clerk in the office of the division storekeeper, resigned the fore part of December and returned to his home in Ashland, Kentucky, to take a better position with the C. and O.

Engineer and Mrs. Fred Kennison went to Dubuque to attend the funeral of Car Foreman Elmer Ricketts.

Miss Edith Trine, daughter of Engineer S. A. Trine, has taken a position as assistant timekeeper in the master mechanic's office.

Owing to a rush of work in the shops at Perry four machinists and helpers and two boilermakers and helpers were out from Dubuque for about ten days helping out with the work.

Charles Willis, of the repair track force, is nursing a broken arm as the result of his Ford kicking when he tried to crank it.

Fireman John Shearer was off duty a number of days account an injured hand.

Machinist Lee Varnadore spent Thanksgiving in Soo City. Mrs. Varnadore has been there a number of weeks.

Conductor O. R. Taylor and family went to Stanberry, Mo., to spend Thanksgiving with relatives.

Conductor Wightman, Engineer Oscar Woods and Fireman Jack Kuykendall were in Chicago several weeks on committee work.

Fireman Oliver Jensen spent some time in November in Kansas City.

Miss Olive Anderson has taken a position as stenographer in the office of division master mechanic.

Elwood Leaf, son of Engineer John Leaf, left with his family for Santa Monica, Calif., the fore part of December. They have been in Perry several weeks. Elwood is to be associated with the Chamber of Commerce.

Ray Votaw, a former Perry yard man, was here from Portland the fore part of December. He went on east to visit with relatives and friends.

James Maxwell, son of trainmaster; Donald Baum, son of Conductor C. Baum, and George Hanner, son of Engineer F. L. Hanner, went to Cedar Rapids the fore part of December to attend the older boys' conference. They all enjoyed the sessions immensely.

Engineer Lon Morgan has taken one of the through runs between Perry and Savanna, displacing P. Donovan, who has taken a main line hostling job at Perry.

Miss Carrie Hess, of the store keeper's office, spent Thanksgiving with relatives in Dixon, Ill.

Conductor L. A. Hurlburt spent a week of December with his family in Fairbury, Nebraska.

Fireman Ray Maynard and Brakeman F. R. Smith had the misfortune to freeze their feet during a severe cold spell.

Conductor Stephen Smith went to Randville, Mich., to spend a few weeks with his family in December.

Conductor L. G. Honomichal went to Wilson, Kansas, the fore part of December to spend a month with his parents.

Prairie du Chien Division Notes.

H. R. Mayville.

While reading the Wisconsin State Journal recently the following item came to my notice:

"Most everybody who travels over the Chicago, Milwaukee & St. Paul Railroad between Milwaukee and La Crosse knows Captain Leroy Shackley, the popular conductor on passenger trains No. 6 and No. 101, making these two points.

"Captain Shackley has been with the Chicago, Milwaukee & St. Paul for the past 37 years. He has been a passenger conductor for 30 years and most of this time on his present run. For the past eight or nine years Captain Shackley has lived at 177 14th Street, Milwaukee, but he has also resided in Tomah and La Crosse and numbers his friends by his acquaintance."

On Armistice Day Engineer Pedder and Fireman Blau, on Madison-Portage way freights 591-598, appeared with their engine, No. 4303, very foot statue of Liberty adorned the pilot of the nicely decorated for the occasion. A small eight

engine. The torch of liberty held a high voltage incandescent lamp, which took the place of the regular headlight, which was temporarily disconnected. The remainder of the engine and the combination car was draped in bunting, while on the side of the water tank appeared the following: "La Crosse Division 100% During the War." Engineer Pedder must be given credit for his ingenuity, he is a real live wire, as his many activities will testify.

Wm. Kline, chief clerk to M. M., spent Thanksgiving at his home in Minocqua, Wis. Bill says he got a "deer", while there, but we wonder if it wasn't a "deer".

With the curtailment of trains came the cutting down of time for various employees and some were temporarily laid off. Among those who suffered in the passenger department were: John McCarthy, N. ticket clerk; E. Madison, laid off; Joe Spieckner, T. clerk; E. Madison, reduced one-half hour; H. R. Mayville, baggageman, E. Madison, reduced one and one-half hours; Frank O'Leary, N. ticket clerk, West Madison, Mr. Coleman, of the freight department, relieved him during that time.

Mr. Hoffman, ticket clerk, West Madison, was absent from work a few days because of illness.

With this month's note goes the resignation of yours truly as correspondent, in favor of one who is more in affairs than present scribe. I wish to thank all who have helped me in any way during the past year and hope you will continue to assist the new correspondent. I wish the Milwaukee Employees and our editor a Merry Christmas and a Happy New Year.

Prairie du Chien (East) Division Notes.

C. A. Mir.

P. W. Sawtelle, roadmaster of the East End of the Prairie du Chien Division, went to Milwaukee to have an operation performed for tonsillitis. We hear he has returned and is improving.

Miss Myrtle Trochell was suddenly taken ill while at her duties in the timekeeper's office, which necessitated her absence for a few days.

Misfortune certainly stopped at the home of J. H. Valentine, chief dispatcher, as the entire family of father, mother and two children were confined to their beds. Mr. Valentine has resumed

his work, but does not seem like himself yet. E. M. Dousman, train dispatcher, acted as chief during his absence.

Since the train service has been reduced, there are several of us

"Who are doomed to die
In a town that is dry."

At the present writing, however, prospects look hopeful for a continuation of our weekly "larks" in a short time.

Our roundhouse foreman, Earl W. Hopp, having had a few days' vacation at (?), Division Master Mechanic R. C. Hempstead evidently thought it was his turn. Upon inquiry as to the whereabouts of the latter, we learn he has been at Pittsburgh.

In summer's heat or winter's cold, Miss Bessie Hickey follows the long, long trail to Prairie du Chien on Saturday nights, and although not always fully awake on Monday mornings, she somehow manages to find the way back. Just what the attraction down there is, still remains a mystery to us.

Last Saturday noon we saw Hazel Linstead boarding the train for Milwaukee. We did not know the reason why, but our curiosity was satisfied when we arrived at Milwaukee to find a nice young man waiting to greet her.

The hopes of E. M. Dousman to again make his home in Milwaukee have not yet been shattered. Luck be with you, Eddie.

"Pat" underwent an operation for tonsillitis. We have noticed that she isn't quite so noisy, but we lay that to the fact that she chews more gum.

Esther Zimmerman has returned from a two months' trip in the east. We understand she had a lovely trip. It must have been, she has received a "daily" every day since she returned. Who is he, Esther?

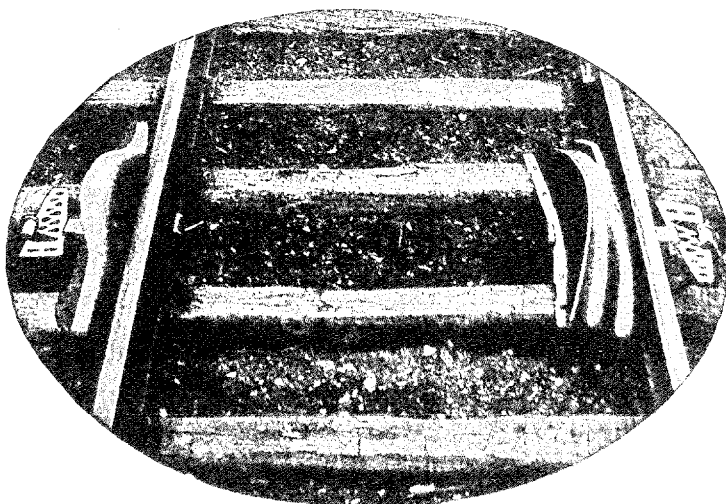
Jim Coleman has transformed the freight office, that is just the records, he hasn't attempted to straighten out the inhabitants.

W. J. Fagg took a business trip to La Crosse with the agents of the Illinois Central and Northwestern roads. They must have had SOME time.

We have applications on file for two new members to join the Union.

William Monahan, section foreman at Madison.

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For all heights rail and all weights of equipment

CHICAGO OFFICE
832 Transportation Building

is spending a thirty-day leave of absence in Kansas City with his son, who has just returned from overseas. B. F. Fort is relieving him.

The extra gang having been taken off, H. Shortell was relieved as extra gang foreman and has returned to his former section at Eagle.

Z. C. Wilson, Palmyra, Wis., paid Waukesha a short visit on his return trip from northern Wisconsin, where he has been deer hunting.

Mrs. Hy. Bensing wife of car repairer at Waukesha, spent several days in Chicago.

E. E. Smoot, brakeman on trains 92 and 93, laid off several days to attend the funeral of his father-in-law at Eagle, Wis.

Something that Waukesha, the city of springs, never before experienced, i. e.: So dry that the sidewalks are cracking.

Car Accountant News.

"Sis Hopkins."

Calmar Gasman is home from Siberia and at work. Cal says there's no place like home.

Johnny Myers, the office boy, is wearing long jeans.

Miss Rose Zuchola has undergone an operation for appendicitis, she is improving rapidly. Her friends are indebted to her for the nice letter thanking them for the expression of cheerfulness and best wishes for her speedy return.

Dan Cupid in darting through left a beautiful diamond with Miss Josephine Langfeld.

The ex-sailor's name is Martin Johnson, the one who brought smiles to the face of Miss Helen Schroeder—and now her name is Johnson, too. It all took place on Thanksgiving Eve. This office extends congratulations to the happy couple.

You all known Jake Levin of the O. & G. fame. He has undergone an operation for appendicitis and we are glad to hear he is recovering rapidly.

That we are unable to get cough drops of any description was due to the fact that Albert Hanfler purchased them all trying to cultivate his voice. He was scheduled to sing at the Hardy Steppers' dance.

I do not deem it necessary to mention any names, other than to say that the subject of this paragraph owns and endeavors to coax a few eggs out of 28 chickens on a small ranch located at Forest Glen. It seems as tho it is a very difficult matter for him to part with one of them even tho it would be to a distinguished neighbor, however, this has nothing to do with the Beau Brummel style adopted by him of late, considering the high price of Djer Kiss, even the ladies sit beside him in the street cars now. Also I wonder why it is he cannot ride in a street car without giving a Comanche Indian yell. Ask me—ask me.

Signal Department Wig-Wags—Lines West.

"Slim."

Not much doing in this department but work, so there isn't much to write up. Further, haven't received a single news item from any one.

It is now hoped that all the new light signals will be in service by the time this issue of the Magazine is out. O'Dore's and Stephens' crews have been using all the December daylight and about as much moonlight finishing up between Othello and Beverly. Hammond's crew finished changing over Black River Interlocking and work on joint line automatics. The line up for men on Lines West for the new year is as follows:

Andy Ayers, maintainer, "Smoky" Johnson, helper, on Auburn section and will also have maintenance of Black River plan.

Dave Williams, maintainer, F. M. Applegate, helper, on Renton section, and have maintenance of P. C. telephone and telegraph.

R. H. Hart, maintainer, N. O. Bain, helper, on Cedar Rapids section.

I. J. (Pink) Fay, maintainer, W. Stephenson, helper, at Rockdale, having maintenance of Rockdale Interlocking and staff signals protecting Snoqualmie Tunnel.

F. C. Milns, maintainer, C. F. Ernster, helper, Cle Elum section.

C. K. Milns, maintainer, E. Z. Montgomery, helper, Kittitas section.

R. B. Jeffery, maintainer, Herman Gulberg, helper, on Corfu section, which includes the Columbia River bridge.

E. I. Bates, maintainer, Sumner Stanley, helper, Warden section.

F. A. Shawalter, maintainer, F. W. Anderson, helper, Lind.

S. A. Skinner, maintainer, C. Wharton, helper, at Worley, Ida. Skinner also has charge of signals in Spokane Yard up to the passenger station.

E. E. Herriford, maintainer, C. W. Smith, helper, at Plummer Junction.

George Sygal has St. Maries section and R. R. (Snowball) Lane at St. Joe. For a number of reasons these last two sections are short and have no helpers.

F. C. Bingaman, regular maintainer at Marble Creek, has been laid up with a return engagement of the flu, but is coming along fine at last report. He is being relieved by E. H. Taylor, who is the regular helper on this section, and M. McQuade, as helper.

There have been a number of switches made in the Montana forces so will list them as they will be (or should be) on January 1st.

Jim Randolph maintains the Bitter Root staff signals and tries to maintain an even temper while burning distillate in a gas car.

C. A. Parker has the Haugan section, working from St. Regis alone.

Ted Groth, maintainer, Bert Olsen, helper, at Superior.

Harry Stage, maintainer, E. M. McDonald, helper, at Gold Creek.

Al Bliddle, maintainer, "Shorty" B. F. Sautter, helper, Butte.

E. T. McPherson, maintainer, C. S. Martin, helper, at Piedmont.

A. Ringhausen, maintainer, Scott McGaugh, helper, at Josephine.

C. M. Sweeney, maintainer, E. V. Wells, helper, at Loweth.

H. B. Crantford is mechanical maintainer from Avery east and L. E. Weaver on same rate from Avery west. Same old gang in laboratory and office at Tacoma, except E. W. Winberg, who used to be chief clerk has come back to relieve Eshelman, who is off on a ninety-day leave and General Inspector Tyler is raising something on his upper lip that makes him look like a stranger.

The men in construction crews have scattered to the four corners. Hy Brainerd has gone to New York and expects to begin work for the U. S. S. Co., installing traffic signals. Jack Collins says he is going to loaf awhile just to see how it feels. Bill Hammond gave up the "Hen Ranch" and is going to California. R. H. Ford is already at the "Isle of Pines". J. O'Dore figures to be in one of the trolley maintenance crews and Frank Stephens expects to be in the armature room at Tacoma shops. Jim Mallanny told me about so many different jobs he had in sight that I can't figure just which one to say he is going to take, so will wait before showing him as among those gone from here.

I just read this stuff over and if some one don't come through with notes this column is apt to be missing in the future, which just reminds me that Sam Greenguard (he hangs out where I. A. B. writes those steam-heated notes) asked if this Wig Wag stuff was intended to be comical, but I don't believe "Ed" can put the O. K. in this month's JOKE.

East I. & D. Notes.

J. L. H.

T. P. Gordon, night yard clerk, has resigned to accept a position as traffic manager for the John Deere Plow Works, Moline, Ill.

Conductor E. C. Vassar has resigned to accept a similar position with the L. & N. Ry. at Nashville, Tenn. Ike seems to think that snow balls are made for Eskimos and is going to try his luck in the cotton fields.

R. W. Shore has accepted the position as second trick operator at Mason City.

C. C. Searle has been appointed agent at Algona. Cluett was formerly second trick operator at Mason City.

W. M. Thurber has been appointed superintendent of the Iowa and Dakota Division, vice H. H. Ober, assigned to other duties.

W. R. Kerlin, W. E. Mernin, E. C. Vassar, J. P. Hogan, L. Harlan, J. A. Adams, A. W. Henthorn, J. P. Butler and C. T. King, all former overseas service men, have been promoted to conductors. The I. & D. is lucky to have this kind of material to make conductors from.

Agent R. J. Taylor of Charles City has been called to Boston, Mass. to attend the funeral of a relative. A. C. Longly is acting as agent during Mr. Taylor's absence.

Bert Higgins, formerly operator at Mason City, has opened an office in the M. B. A. building here and is practicing dentistry. Understand Bert has the finest equipped office in the state of Iowa.

F. J. Kelly has been appointed agent at Giard. This just suits Frank, as all he has to do is "O S" trains.

Conductor V. L. Neibergall has a new conductor at his home. This makes six conductors in the Neibergall family.

Asker O. Bergo has been appointed interchange clerk at Mason City. Asker has spent the last two years in Uncle Sam's navy and seems glad to get back among his old acquaintances.

Conductors A. L. Kirby and E. J. Kelly are busy these days trying to interest railroad boys in the Okla.-Iowa Oil Co. Here's hoping they run John D. out of business.

Conductor E. J. Simps has taken a leave of absence and has gone to Necosha, Wis., where he will engage in farming.

On account of the coal shortage Mason City is completely tied up. They take in the sidewalks at 9:00 p. m.

Conductor C. W. Harris of Denver, Colo., was here a few days ago to make a few trips. Charlie is in the hotel business.

Yard Conductor R. H. McCormick is spending a few days at Waterloo. We wonder what's the attraction.

MOTORING ON THE MILWAUKEE.

Up and Down Hill on the Rocky Mountain Division.

Nora B. Sill.

Tom Young got an Elk.

Nobody, no time, is ever going to say any more nice things about our beautiful summer-like winter time climate, never again; no sir. Oh, boy, if we didn't go an' do it this time. Soon as the coal miners stopped so sudden-like passing out nice Roundup coal, along comes a spell of weather that must have been hatched between Medicine Hat and Loweth and it's stayed right with us until it reached the state of below, where it couldn't go down any further and then it started up again and just at the present writing—well, all the west end train, engine and every other kind of crew and most of the east end, and Jawboners, and some of the Northern Montana are over around the little city of Vendome wondering if they can get through that drift and if not, why not. Some weather, and we Three Forks, Gallatin County, boosters can never hold up our heads and boost again, for someone will be sure to remind us of that time it got forty-five below. Very well, still, I don't think the snow lays on so long here as some places.

Mrs. James Toy and John Rogers, that isn't the way I meant to say it though, have gone to California for the winter. Mr. Toy accompanied his wife as far as Butte.

Engineer James Crockett, a long time N. M. Division man, is back with us on the R. M. Division again.

Fireman Bill Fink got an Elk and took it to Iowa with him for his Christmas Dinner with Maw.

Brakeman McHale left for Chicago on a visit with relatives over the holidays. He expects to be gone about fifteen days.

The trouble shooter has been pulled off account no more trouble on this division I expect, and Mr. Moore is back again on passenger with the blue uniform and brass buttons. Most of the rest of the crew as well as every other member of the Milwaukee pay roll club are sayin' nothin' an' sawin' wood—honestly, every time Dixon starts after a crew he starts for the Jefferson River from habit and instead of fish poles everyone carries an axe and a saw nowadays; not one car of coal having been received in our city since cars of coal stopped being part of the tonnage in the west bound trains. Dixon is almost as wild as he gets anyway—he is running in sections these days carrying flags for a following section which sometimes can't keep up with him at all. He says it's all wrong, everything; for when he calls a crew they won't believe they are called, the trips are so few and far between. Everyone a million times out on the slow board or else they do like Fireman Williams did, when they get called, it's so exciting he has to chase

him all the way home to tell him which way he is going.

Ralph Everett got an ELK.

Mrs. Walters, wife of Eustis sub-station operator, has been a Three Forks hospital patient for a week, but is much improved in health.

Mr. and Mrs. Sam Haffner made a trip to California and Sam rushed back pretty soon, leaving the Mrs. to enjoy the sunshine and flowers.

James Thompson, father of Mrs. Frank Owens, wife of the Groveland section foreman, died in the local hospital, November 11th. The R. M. extends sympathy to the family in their grief.

Conductor Clark, of the Missoula Division, stopped off between trains the 25th of last month. He walked right in and said, "When did you leave Loweth?" Can you beat it? There must be some kind of a brand or something about that hill that sticks by me; everyone says "snow," and looks at me, and then they speak of the east end, and look at me, and then they mention Loweth and look at me; right straight at me as if I was to blame for every single thing that ever happened there.

Earl Everett got an ELK.

The smartest thing that ever happened in the Wright family was when Mrs. Wright got the Presbyterian minister to have Joe wash the dishes after the men's supper last month. Now she can go away any time she wants to and if the dishes aren't done up, when she gets back well, Joe just better be out on the road, Joe had.

Our new roadmaster, in place of Ed Martin, is A. J. Ryan and he and his family have moved to Three Forks.

Engineer Bert Everett got an Elk; of course, we don't mean to say—but they do tell that you can take a fork full of hay and when the elk eats the hay you can get him with the pitchfork.

Brakeman Greer has gone to Seattle for several months. Mrs. Greer came to Three Forks for a few weeks' visit and returned home some time before Mr. Greer left here.

Caller Ernest Jones of Harlowton, who was operated on at the local hospital for appendicitis, has returned home much improved.



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E. A. Tamm, agent at Butte, is visiting in Mankato and Rochester, Minn.

Viola Gavin, claim clerk at Butte, gave it all away when some one discovered her reading the houses to rent in the Butte Miner.

Since someone told us Mark Duble, baggage master, Butte, was seen carrying around two boxes of candy; maybe that's the reason.

Fireman Merrill got an Elk.

Night Ticket Clerk Pettit, at Butte Station, was called to San Diego, California, first of the month account the death of his mother. All are sorry to learn of his trouble and offer their deepest sympathy.

Night Baggage-master W. L. Ward, Butte, is a Seattle visitor this month.

Johnnie Lane says something has got to be done and a clause put in the train and engine-men's schedule because when the office stove pipe falls down, with an operator the size of the one on second trick and himself to fix it up again. and Lieb, Dolleymeyer, Slim Warren and Muetz out, and fellows like Hamp and Bates and Tommy Divers and Roach marked up on the board—well, it's just too much, and he is going to see if there can't be one tall man on each crew anyway—as for the operator, she went outside until the stove pipe reached its normal position, which is a cross between being half on the floor and the rest coming down, because when a man puts up a stove pipe—well, you all know how it is, and we simply can't freeze this kind of weather.

We were honored by a visit from W. C. Ennis, Mott Sawyer and Superintendent Phalen December 16th, and just exactly like the time I was asked to make a speech for three minutes, when Mr. Sawyer shook hands with me, all on earth I could think of was "Pleased to meet yuh". Can you beat it?

Agent Spencer, at Jeff Island, has been assigned to second trick Sinclair. All the agents always think the operators have such a soft job so they will try it awhile and along comes Jimmy Campbell, who was a first class agent over at Straw and says, "the operators have it too easy. I'll just try it," but thinks better of it and takes Jefferson Island for a change. Nels Rabben draws third at Sappington and Tommy Thompson, agency at Sixteen. Oh, well, one time we were agent, too, and checked fifteen dollars short, when the auditors got done with everything; still that wasn't so bad considering there was one train a day and we got fifty dollars each month for OSing the thing, was it?

Elk hunting is still good and will tell the rest of it next time. Just now I have one of Ross O'Dell's blind sidings to end and if you ever saw one—besides I have to figure how to make out a Christmas list balance with my January paychecks.

M. C. B. Jottings.

"Izetta."

Al. Lenhart, assistant payroll estimator, was visiting friends at Oshkosh recently.

Catherine Butler and Edna Bremser were home several days the early part of the month on account of sickness. However, they are back at their desks and have a cheery word for everybody.

J. H. Dietz, general car foreman, Savannah, was taking up matters in our office and shaking hands with his old friends.

We have been having regular winter weather, and it is pretty cold coming around the round house in the morning. A person surely has to watch his step coming down the steps of the viaduct, too, for it is quite dangerous on account of the snow and ice. Quite a few tumbles were reported. There was only one serious fall and that was when Esther Sovig slipped and fell, hurting her side, and which laid her up for a day or so. However, she is all right now and doesn't limp any more.

C. R. Gilman, car lighting engineer, made several trips during the month including Dubuque, Watertown, Chicago, Mason City, etc.

Our boys have organized a bowling team, this team being composed of Walter Foesch, Ray Voight, George Voht, Al Horn and Art Schroeder. There was a match game at the Planktinen Arcade between our team and the accounting department's team, and, of course the M. C. B. office showed them they couldn't be beaten. The first game the

accounting department beat by six pins, the next game we turned around and beat them by the same number of pins and the last and deciding game they were beaten by five pins. George Voth was the highest bowler on our team, and we hope that the boys will keep up the good work and beat every team they are matched with. From what I understand now, they're scheduled to meet the valuation department next.

Harry Belond was checking up records at H. R. Warnock's office.

The Red Cross Drive was quite successful, the M. C. B. Dept. having 100%. That surely is a dandy record.

Erwin Bertram, who has charge of the bad order records, has been on the sick list for over a week. This is the first time Erwin has been away from the office for quite some time, and it does seem strange not to see his smiling face around here. However, we hope that before many more days, he will be back at his desk.

Two new stenographers have been added to our office, they being Louise La Sage and Louise Harris, the former handling Miss Butler's work and Miss Harris taking Mr. Brock's dictation. We hope they are satisfied with the surroundings and their fellow-workers.

August Hess, car foreman, Portage, spent several hours in our office during the month.

Edna Powell, Bernice Kruse and Gertrude Haas were Thanksgiving Day visitors in Chicago. They said the turkey tasted good in Chicago, but not any better than it would have in Milwaukee.

I wonder what is the matter with the magazines this month. We have been waiting patiently, but I hope by the time these items are mailed, that I can say the magazines have been received.

It will be rather late when the magazines are received, but a Merry Christmas and a Happy New Year is the wish of the MCB correspondent.

Northern Montana Division.

A. B. G.

Why are time drafts called C. G.'s? Short for canned goods? The writer would like to know. Leo B. Kyes, car clerk, spent Sunday visiting his uncle and grandfather, at Three Forks. He was called there on account of the sickness of his grandfather.

Miss Betty Lane, stenographer, spent her Thanksgiving at Miles City, and reports a very good time eating a lot of good turkey, etc.

R. S. High, engineer, is on his vacation and is visiting friends in Denver, Colo., and other points.

O. H. Mather, traveling inspector, formerly from Miles City, Mont., is now inspecting freight at Lewistown.

Mrs. Loyd Evans, of Tacoma, Wash., is here visiting her brother, C. M. Brown, cashier of the C., M. & St. P. freight house. She will also spend a few weeks visiting her parents at Aberdeen, S. D., before she returns.

Frank Wright was on the sick list for a few days but is back and on the job again.

Harry Doyle, from the roundhouse, is suddenly leaving for Minneapolis (wonder why, Harry?).

Miss Sadie T. Washburn is leaving her position as stenographer in the superintendent's office, and is going to her home at Bloomington, Ill. Miss Pearl Royce is relieving her.

Mark Allen, of the accounting department, is compelled to study a blue print every morning in order to get into his new trousers.

Mr. and Mrs. A. M. Maxeiner spent Thanksgiving with friends in Bozeman, Mont., where he was agent for the Northern Pacific for twelve years before coming to the Milwaukee.

On account of the heavy movement of hay and feed for live stock in northern Montana this has been a very busy month for the local freight office. Lewistown has been a point where there has been a large diversion business. As soon as the feed reaches the Northern Montana Division it is rushed to destination.

H. M. Gillick, formerly trainmaster at Aberdeen on the Hastings and Dakota Divisions, has succeeded Col. C. L. Whiting as superintendent of the Northern Montana Division. Mr. Gillick is an old and valued Milwaukee employee. His many friends will be glad to hear of his much merited promotion.

The Lewistown, Montana, Democrat contained the following editorial in regard to the transfer of Col. C. L. Whiting from the Northern Montana Division to the Trans-Missouri Division.

Get Sloan's for Your Pain Relief

You don't have to rub it in to get quick, comforting relief

Once you've tried it on that stiff joint, sore muscle, sciatic pain, rheumatic twinge, lame back, you'll find a warm, soothing relief you never thought a liniment could produce.

Won't stain the skin, leaves no mess, wastes no time in applying, sure to give quick results. A large bottle means economy. Your own or any other druggist has it. Get it today. 35c, 70c, \$1.40.

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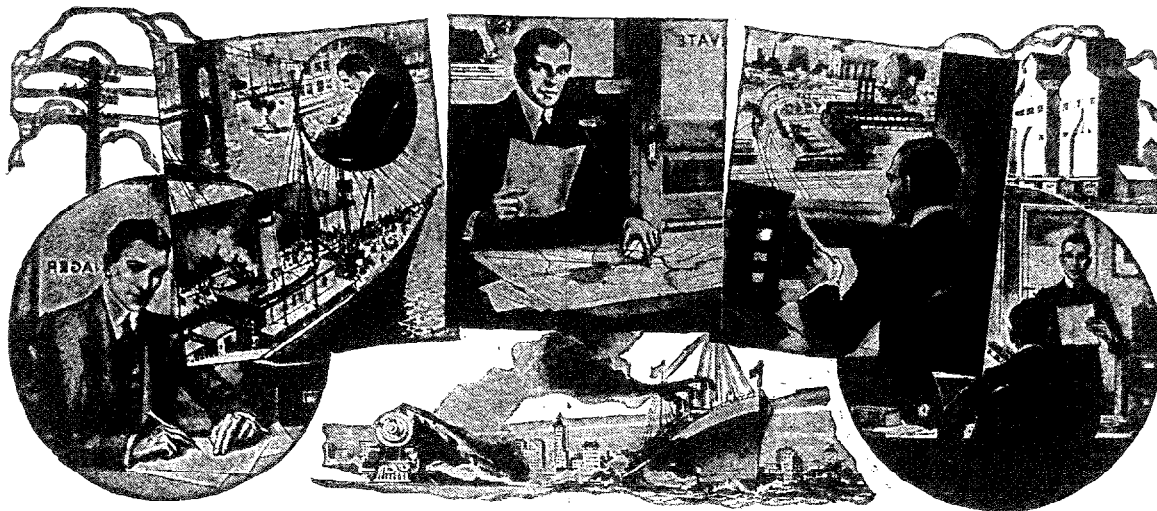
The demand for telegraphers is enormous and increasing; there are ten positions for every man or woman available; the pay is high; advancement rapid; the hours are short — it's pleasant work and it's worth while. Write for catalog—learn how quickly you can qualify for positions paying

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Our course is short, the cost is low, and the result is certain. We put you in touch with the position you want. Write today for catalog. It explains all fully. Enforced and recognized by U.S. Gov't Depts., R. R. Officials, etc.

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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 900 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 600 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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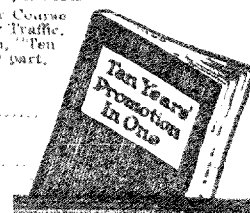
Chicago, Illinois

Please send me your catalog and full information on your Course and Consulting Service in Interstate Commerce and Railway Traffic. Also a copy of your valuable book for the ambitious man, "Ten Years Promotion in One." This without obligation on my part.

Name.....

Address.....

Present Position.....



Colonel Whiting Leaves Lewistown.

Very general regret will be felt by the people of Lewistown over the transfer of Colonel Charles L. Whiting from this city to Mobridge, South Dakota. During his many years' residence here as a division superintendent of the Chicago, Milwaukee & St. Paul Railway, Colonel Whiting grew steadily in the esteem of the people generally and the confidence of the large number of business men who had any sort of business relations with him. Always fair, courteous, efficient and intelligent in the discharge of his duties, he aided very materially in popularizing the great corporation which he so faithfully represented. He has been regarded always as a citizen worth while. He did not have to go to France to convince the people here that he is a railroad executive of a very high order. His magnificent work in the war area was, none the less, a source of the utmost gratification to the people here. That work, so fittingly recognized not only by his own government which has recommended him as worthy of its highest honor, but also by the government of France which conferred upon him its most honorable badges of distinction, was looked upon by the folks here as an abiding honor to the community. Colonel Whiting's future career will be watched with the keenest interest by the people of Lewistown, all of whom will wish for him and his estimable wife the best of fortune wherever they may go and in whatever they may undertake in the future.

Railway Exchange News.**"W. A. D."**

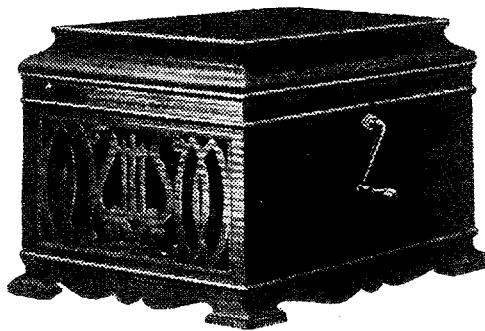
The combined intelligence of Chas. Herman and Paul Wall, two operators in "C" office, after a somewhat lengthy conference, resulted in their being granted a leave of absence for the purpose, of faring forth to the Crystal Lake country in quest of ducks—wild ducks. No time was lost in procuring a hunting license, ammunition, etc., and the following day found them in the vicinity of Crystal Lake, and found the residents of that section of the country standing aghast in amazement and wonder at the constant booming of guns, which, compared to the violent bombardment at Chateau Thierry and in the Argonne, made the latter appear more like a local Fourth of July celebration. After seven days of this, our valiant hunters are seen venturing homeward with one mud hen and a duck, which certainly fully compensated them for their efforts. In fact, when you consider that they were only off seven days, during which time only minor expenses were incurred, such as \$15.00 for ammunition, \$5.00 for incidentals, \$2.00 a day for lodgings and salary deduction, the cost of the mud hen and the duck amounted to the paltry sum of \$132.00 or \$66.00 each. We cite this merely to show you one of many methods whereby the C L can be manipulated.

Elmer H. Schroeder has been sitting on the world for two weeks, having been enjoying a vacation while the rest of us had our noses to our desks. Elmer is of the type that fully appreciates a vacation when he gets one and does not by any means spend half of it in bed. Painting the house, varnishing the woodwork, oiling floors, etc., is a pastime which appeals to him, and nothing about his humble abode is left undone. What is particularly perplexing, however, is that, although he did not leave town he inquired what weather we were having during the two weeks he was off.

PUZZLE—Great Lakes: Sailor: Stenographer; Armistice: Discharge: Student Purdue; Thanksgiving: Chicago: New Years, Canton: June, 1920 (?)

And now we are wondering whether the stove pipe purchased by a well known gent is to actually serve the purpose for which it was originally made or whether it is to serve another purpose while in company with another well known gent on a hunting trip.

Will someone please invent an alarm clock of a type to be installed in our suburban coaches which instead of ringing when set at a certain time will ring when the train arrives at a certain station provided it is so set. Among our suburbanites who invariably enjoy a little snooze on the way home we have Ray Farmer having to walk back to Bensenville from Wooddale on this account. During this extremely cold weather it is not very pleasant to be obliged to walk several miles through the snow, and while Ray has taken every



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precaution to properly clothe himself so as to have little fear of the icy blasts from the frozen north, still this could all be eliminated by the installation of alarm clocks of the type mentioned.

The big-hearted employes of the G. F. D. are overjoyed at the restrictions applied during the coal strike. It pleased them beyond expression to see the employes of the other offices depart at 3:30.

If we can rely on rumors Esther Zinke has by this time acquired a gesture whereby the left hand will be carried to the chin during conversation, from which will flare forth like a star in the night the dazzling radiance of a white rock which, notwithstanding the significance attached thereto, has put quite a dent in some guy's roll.

The war isn't over yet for Geo. Semmler of the Department du Passenger. Not feeling as well as he might Geo waltzed down to the War Department Hospital No. 32 at Drexel Blvd. and 47th St., and after a thorough examination the Doc pounced upon him much the same as an entomologist would pounce upon a rare species of butterfly, and Geo has been in since. He is to undergo a slight operation from which a speedy recovery is assured, and the first of the year should find him with us again. Contact with a poisonous gas while with the A. E. F. is the direct cause for his being confined to No. 32.

Mike Colgress, also of the Department de Passenger, will very shortly make Jimmy Wilde think he had long forgotten what Jimmy ever knew about boxing. At 106 Mike is some boy, and while not performing his duties in the Ry. Ex. he is busily engaged at O'Connell's boxing emporium. Vive la Mike!

Vic Hitzfeld, dashing out of the office long before the usual hour of departure with two of the prettiest, one hanging on each arm, is an occurrence which completely surprised us all. This at a time when he is under suspension from the Bachelors Organization makes matters more complex.

Miss Anna Pierce, secretary to W. J. Cannon, has been granted a leave of absence, and has departed for parts unknown in the vicinity of Prosser, Washington. Thus we have Miss Ella Carbery performing the duties as secretary to Mr. Cannon.

While reading the note from the "West End" we observed mention of Miss Vivian Grondahl. The name recalls days when Vivian was batting the ball around these parts.

The Croix de Cheese is to be awarded the one continually removing the time cards from the time card files of Messrs. N. A. Meyer and H. A. Wicks and not replacing them. If this charming—for it must indeed be charming—personage will please announce himself or herself we will immediately proceed to Thompsons and procure an odoriferous piece of mouse bait to be worn above the upper lip.

Among the casuals for this month we have Henry Kramer, chief clerk to C. H. Mitchell. This is indeed a bad time of the year to be ill, more so because everyone else seems so unusually cheerful. But he'll be all right and be back at the Ry. Ex. hobbling about with pep enough to make us all think *we're* ill.

All George Leahy had to do to get a Christmas vacation, which he intended to spend with his folks in Minneapolis, was to have two thousand cars of company coal on the line the day before he went. * * * Mr. and Mrs. George Leahy enjoyed the Christmas holidays in Chicago.

What greater injustice could be done than to restrict the hours of billiard rooms during the coal strike, thus compelling the employes of the purchasing department to forego their usual daily game of "Kelly" pool. This also applies to E. H. Schroeder, B. H. Perlch, W. J. Kane and Jim Flynn of the general manager's office.

"It's no darn wonder there's so many curves on this line," said a section boss on the Dubuque Division: "the engineer that built it was bow-legged!"

Two weeks in the woods at a lake with nothing but mosquitos, a boat, and fishing tackle, has been the customary vacation for Ben Perlch. This year Ben is to enjoy two weeks some time during January and his vacation ought to prove to be much more of a success being as how there will be no mosquitos to pester him.

The corporation clerks wish to extend their sympathy to two of their co-workers—Clarence and Clayton Micka, owing to the death of their father.

Advice to the Newlyweds.

"How often is it customary for the husband (in company with his newly acquired wife) to visit his mother-in-law?" is a question asked by one of our former stenographers, she having left her peaceful duties at a typewriter to perform the more arduous tasks accompanying matrimony. "That is a question too delicate for me to pass upon," says our "vet", who refuses to incriminate himself—hence we are obliged to refer to the book of rules governing questions of this nature, which specifically states that—"The husband, in company with his wife, shall visit his mother-in-law not less than once each 12-month period. It is optional to comply or not to comply with any agreement entered into prior to the marriage, whereby it was agreed the visits shall exceed the number herein set forth, which is fully covered by Article I, reading as follows: 'Be it known that all agreements entered into or promises made prior to the date of marriage are automatically cancelled by the marriage ceremony, thus assuring the contracting parties their life will not be one of anticipation.'"

Tacoma Local Freight Office.

Mrs. F. C. Clorer.

December 10th was the coldest day Tacoma has known for many years, the thermometer registering six above zero, and believe me it was some cold. Many from the office are enjoying the fine skating, evenings, at Wright's Park and Wapato Lake.

Chester MacLennon and Miss Gwen Guslander attended the dance given by the Railway Clerks of Seattle, December 1st. They report a royal good time.

Wm. Woodward has been transferred to Dock One as assistant cargo clerk.

Al Goldsboro, revising clerk, writes from Peoria, Ill., that he will be home about January 1st. He has been absent since October 1st, at the bedside of his mother, who was seriously ill. Roy Kidd has been acting revising clerk in his absence with Keith Williams on chief bill clerk's desk, T. Dolle, assistant bill clerk, and Mrs. E. B. Mason as expense clerk.

A. Vincent Garry, our popular demurrage clerk, left December 18th for a month's visit at his old home in New Orleans.

Clara Hamilton, warehouse clerk, spent a month in Michigan visiting relatives, returning December 1st.

R. H. Gould from Dock One, has been doing some special work at the local office for a few days.

Traveling Auditor J. A. Dolle, spent several days at the local office in December.

Miss Gwen Guslander took her vacation Thanksgiving week.

C. Morton, the T. F. B. F. inspector, has been very busy the past summer building a fine bungalow. We understand it is now finished and completely furnished. It is rumored the wedding is to be in the very near future. Miss Stanley of the Northern Pacific freight office to be the bride. We extend most hearty congratulations.

Chief Shop Accountant's Ink Blots.

"Cutie."

We all got quite down hearted one day when a new bulletin was posted "NO SMOKING." What's going to become of the boys now? They will all start to CHEW.

We wish to express our deepest sympathy to Irving Imholz in his late bereavement. We can realize what the death of a mother means to any boy. Following is a note of acknowledgment received from Irving: "I gratefully acknowledge your kind expression of sympathy. (Signed) Irving Imholz."

Frank Macholek attended a dance at Assumption Hall recently, and according to Dame Rumor, he certainly was the beau brummel of the hall. Stand up collar, little black bow tie, starched cuffs and the rest of the trimmings.

Ray Mueller is still sharing Walter Marron's desk. Outside of smiling occasionally, he hasn't much to say.

Oh where! Oh where! is the hair of my youth? laments Peter Deitrich as he peers into the mirror.

Time is reputed to be a great healer, although Harrison Schley still pines for his California "lassie."

Of what Harry Schultz has to say about the STARS can be gotten from M. V. L. That was SOME ROMANCE.

Interested in politics? You can get some of that noise from Little Bob (Gus Gaulke).

Mr. and Mrs. E. H. Braun gave the young and old people a few pointers in the art of bowling.

"Bill" Schumacher and his GUTTER ball made a great hit at the party. He is still trying to figure out what pin you must hit to get a STRIKE.

Geo. Badger left us on the 19th for Florida, to oversee his fruit farms.

Edward Rindelman had quite an accident the other day. On December 2nd at 7:45 train No. 2 of the Superior Division part 2, put Eddie in two parts. His Ford was put into two parts and two of his ribs were bruised and in two hours Eddie was all O. K. Imagine Eddie trying to push a G7 engine off the track with a Ford.

Ruth Cotter is leaving us to inquire at the Matrimonial Bureau for a little information in the art of Domestic Science. She is taking an awful fall.

Charlie Chaplin may be funny, but he has nothing on Corbett Mahnke.

Want to hear a BUM joke? Listen to Ery Keepman.

Although the M. C. B. defeated the C. S. A. office by five pins, we are still convinced that we can defeat them. Ed. Horning was thinking too much of Th—, or he would of got more than 158 average.

Page Bill Schumacher. How do you spell December, with a Z or a C?

As a player of cards Bern is a good plumber.

Gib Smrz and his little mustache are making a big hit.

A complete style show is in progress every day when the girls in this office start to work.

Rosaline Budzein is very quiet these days. What, or who, is it, Rose?

Rather late, but wishes are just the same, so I wish you all a very, very Merry Christmas; merrier than the last one and a very, very Happy New Year; happier than the year before.

How about the resolutions this year? No one will be able to swear off drinking, because there is nothing to drink.

Tobogganing is making a big hit with the girls, is what Bessie Fitzgerald has to say. Marguerite Van Lannan, Harriet Boyle, Esther Jarvis and Bessie had a tobogganing party and enjoyed it very much.

River Division Nothings. "Bell."

HAPPY NEW YEAR, EVERYBODY! For the first time in centuries, the Water Wagon did not leave Goodresolutionville January 1st on its annual tour. The necessity for making the trip has been eliminated. So far as we can see, the abstinence from the intoxicating stimulant is harming no one. Indeed we look forward to wonderful results.

I hope that all the good resolutions you made the first day of the year are still intact, and that you are strong-minded enough to keep them so until the end of the year 1920. Here's wishing you luck on it.

Last year my writeups were directed toward making you all smile. If my efforts were at all successful, I am well repaid for my work. Get the habit of wearing a smile, for the man who smiles is always welcome. You are glad to see him come and sorry to see him go. To the man who keeps smiling the latch string is always on the outside. He is the life of the party, the gift edge on the rim of the cloud, the sunshine of the home. On the other hand, you will go nine blocks out of the way to avoid the man who always carries his face in a sling. The man with a grinch who never smiles is poor company and is left to flock with himself. A smile doesn't cost you anything, yet it is worth more than money to many a discouraged plodder. A smile might be com-

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Neuralgias
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Women's Aches and Ills
Rheumatic and Sciatic Pains**

*Ask Your Druggist for A-K Tablets
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Please send me information in regard to your
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C. M. A. S. T. P.

pared with a golden coin that circulates in a large circle from the face of the one who started it, gladdening many hearts on its way. When you smile kindly it is a good deal like casting your cake upon the water—some day it will come back to you with frosting on. Being a grouch doesn't get you anything. The man who has the props knocked out from under him and can come up smiling is the man who wins. There is enough sorrow and sadness in this old world, enough glumness and grumpiness, without you adding to it. Wear the smile that won't come off and you can't help winning in the game of life.

The clerks who attended the dance given by the Brotherhood of Railway Clerks at La Crosse, November 20th, surely had a big time. Those who attended from Winona almost forgot to go back. They are still talking "La Crosse."

Willie Paulson, of the Winona office, had his hair cut and it improved his looks just about 99%. He looks about twenty years younger, more or less. (Get the moral?) Willie, watch your step! You'll no doubt be one of the first ones to be nabbed, Leap Year. And say, Willie! For why sever the fond attachment Chief Clerk O. G. Reuss has for his old clay pipe? Cheer up! If it's an eye-sore and you can't pry him loose from it, just move your desk so it'll be out of sight.

Frank Campbell is having a lot of notoriety at present. Yaaa! He's taking up space in Minneapolis newspapers. No! Oh No!

The Twin City reporter hasn't got his picture yet, but we do understand that he's pretty slippery on the alley—Bowling Alley, of course. His side-kicks in and outside the general superintendent's office can't get through raving about the wonderful record he is making rolling down the pins. At the same time he is getting some of the best exercise there is, and this no doubt accounts for the big supply of "PEP" that F. C. always has on hand.

Once more Miss Frances Klesner is in the "limelight". Her latest accomplishment is breaking down chairs in the accountants' office. Twice she has taken it into her head to break down her chair and roll under the desk. This may be good exercise to reduce, Frances, but we ask you to desist, not only for the sake of the furniture, but also because you might slip down a crooked crack and we may not be able to pull you out.

I notice a great many employees are making arrangements to spend the winter months in a warmer climate. A few tips for Pullman car tourists should therefore be in order. A great many people do not know how to conduct themselves in a Pullman car. These tips are for their benefit:

"If you have a lower berth, you're all right; but if you have an upper, you'll have to use strategy when you are ready to retire. Wake the man in the berth under you and say, 'Will you put your head out a moment, sir?' When the man puts his head out between the curtains, step on his head and vault lightly into your berth! If you happen to discover how to take off your clothing easily while lying prostrate in an upper berth, you can get the idea patented and make a fortune out of it. That little push-button beside your berth is a bell to ring for the porter. Go ahead and ring for him. He won't answer, but he likes to hear your ring; it cheers him up and keeps him from going to sleep. If the man below you snores, sprinkle a little cayenne pepper into his berth and he will stop snoring and begin to sneeze. If you have never tried to eat a meal on a rolling, swaying Pullman dining-car you ought to do so. After you have spilled your coffee down the neck of the lady next to you and bitten yourself viciously on the wrist instead of biting your sandwich, you will decide that it can't be done without danger to life and limb."

Now if you readers want some news next time in place of this other stuff I fill up space with, get busy and send me all the interesting dope you can. I surely will appreciate it, and I'll do something sometime for you, too, maybe? Running out of the gladsome juice, I must bid you Au Reser Voir!

Flashovers from Deer Lodge Store Department.

"Betz."

Happy New Year—Happy New Year

To all, far and near.

Our storekeeper has been on the sick list the past month, and now is able to be with us again.

He was very fortunate in having both his brothers visit him at the same time. Hope Little Johnnie did not have to endure too much teasing.

Harry Dell, chief clerk of store department, has returned after an enjoyable trip to his old home in Iowa. Mr. Hull was acting chief clerk and managed the work and force wonderfully. Yes, wonderfully—just consider who the force is or are. Mr. Hull has not been with us long and yet has made friends of us all.

J. H. M. has now retired from the poultry business, but I understand from a reliable source that he and J. V. M. are going into the dairy business. They will endeavor to supply all the milk, cream and butter used by the store department force.

Our "Baby" accepted a position in the superintendent's office, and we will have to part with her during office hours.

The meetings of the Mystic Shrine (Fair and Warmer) will not be so frequent since "Doc" went away. We think Solo was the other name for the club.

While writing these items, a certain party comes in the office all smiles. He has cigars to pass around on the arrival of a nine-pound baby boy, December 9th. The proud father is Harry Anderson, D. M. M.'s chief clerk. The girls were not forgotten in the treat, for after the cigars came some delicious candy.

E. O. Davidson has resigned with Chief Carpenter Rivers and accepts position with Deer Lodge store department. Understand from good authority that he will be a neighbor of J. H. Minor. Look out E. O. D.—Don't get too near.

Carl Strom, the store department carpenter, visited in Butte Saturday, December 6th, and was expected to return to work Monday. Wish he would advise if he was detained by the Butte police or was it a lady friend, as he did not get back till Tuesday morning.

Otto Loges, store department foreman, is spending a few days visiting his daughter at Barber, Montana.

Rumor has it that our General Bridge and Building Department Foreman J. H. Minor has placed subscriptions for all the matrimonial papers he can learn about. If anyone can suggest any new publication coming out, please advise him.

Do you believe there is a Santa Claus, France? Wrote him to bring a rubber ring to protect your teeth and pencils, and would like to know if received?—Thank you.

Have learned we are not to be recipients of a return visit from Chas. E. Heward, who steered us to the final goal with our inventory. He is now storekeeper at Bellingham, Washington.

Walt Marshall has gone to Cedar Falls, temporarily, maintaining electric locomotives. We received a short visit December 4th from Mr. George Spaulding from over that way.

Electrician Merle Gay has gone to Kittitas in Hurbert Rusch's place. Rusch transferred back to Deer Lodge.

Lionel Hardie left recently for the east where he will visit relatives and friends.

The main event at the opening of the Deer Lodge Athletic Club will be a six-round go between Battling Red Bennett and Walloping Cooney Hertz for the championship of the roundhouse.

Ralph Bagley got an elk! He only took twenty cartridges with him and he feels confident that if he had more shells, he would have gotten more game. Twenty shells and going hunting—OH BOY!

Paul, Frank, Nig and Poom Hertz also went elk hunting. "Nig" brought back the b. n—that was all that was left.

The "Et Al" Club is a newly organized organization wherein it is their chief ambition to use big words or little words seldom used by the average human being in expressing their ideas and by conveying them to other educated people. Most of its business is done by correspondence. It is a secret society and only a few of the great body of members are known to me. They head their letters as follows:

"Dear Brethren of Adam, et al."

Any further information concerning this educational conglomeration of words society will be appreciated by the editor.

Looks as if the conductors are to be segregated according to size, for an order has reached us for large and small conductors' buttons. Yes, and came from the superintendent's office, too.

J. B. Cox of Schenectady shook hands and smiled upon us once more. He reported we would see more of him while the new electrification is being completed and our wonderful electric locomotives tried on new ground.

Let me introduce you to some of our distinguished characters:

"Wiggs" of the cabbage patch.

"Gabe", short for Gabriel, but (Howe) was he ever called by a Biblical name.

"Jinx"—I guess the one in Hairbreadth Harry. Peck—He came out of an arithmetic.

While "Christy is named after a famous ball player.

Then we have France in the store department. (You will note that he spells his name just like the country.)

J. V. M. says he knows one who is out of the race in being the best storekeeper on the P. S. lines, as he noticed in last month's magazine of the arrival of a baby girl at a certain storekeeper's home, and J. V. M. wants all to know he has two fine baby boys.

Car Foreman Strand please note (For you only). Your machine bits were ordered 17" all over.

Miss Rose Linguist, of superintendent's office, spent the week end December 6th visiting with friends in Willow Creek.

Carl Zurmuehlen and wife enjoyed a trip to Milwaukee the past month. Car Foreman Strand also visited Milwaukee. Looks as if Milwaukee is still popular.

Deer Lodge was highly complimented when Superintendent's Chief Clerk Reed said, "No, Mr. —is not in the city." We must all remember that we are now residents of the City of Deer Lodge.

Everyone knows when "Hank" is here, but then we don't blame, Thelma. We would let them know, too.

Grace Bonham, Mae Spohn, Rita Wissbrod and Vernice Dignan, employees of superintendent's office, have taken an apartment. They were given a shower and an enjoyable evening reported. The cappy couples seem to enjoy housekeeping. Long may peace reign with the RSWD Girls.

Chief Carpenter River's stenographer, Miss Madge Smith, is to undergo an appendicitis operation, which all hope will be successful, and hope to have her back in the office well and happy again. Her place is being filled by her sister, Mrs. Frank Smith. Mrs. Smith was one of the first girls to work for the Milwaukee road in Deer Lodge, being employed as stenographer in the store department. She was then Miss Myrtle Smith.

News Items from the Northern Division.

Hazel E. Whitty.

Some one recently conferred the title of "Masher" upon our Felix Raue. Just a slight mistake in spelling, but a vast difference in the meaning. As Felix happens to be the "cashier" at our station, he attributes it to the guilty one's poor spelling, but there is some question as to whether this title is not just as well suited to him as his official title. Ask Flora.

John Sultz showed up at the Canal Yard office Nov. 2nd all powered up with a white shirt and collar on and a wonderful shoe shine. It was thought at first that he was going to the Charity Ball, but it was discovered later that he was making his date as Conductor.

Earl Brossard, ticket agent at Beaver Dam for some time, has left his position and is now working at Racine.

On November 12th we learned that Engineer Lockwood was given an unexpected plunge. It seems that Lockwood was afraid of running low on water, and while out measuring the water in the tank, Fireman Yahr made a New York stop and caused the engineer to fall head first into the tank. He was able to climb out without assistance, and dripping and shivering he made his way into the cab. But bad luck followed him. He hung his clothes before the fire and upon turning around, after receiving the congratulations of the boys upon his narrow escape, he found his coat and overalls burned to a crisp. He has not been the same man since.

Wonders will never cease. Elmer Miller, better known as Ice, has been made a full fledged conductor.

BEWARE OF THE SPIDER. A big spider came walking in the other day, but this does not mean

Weak, Thin, Nervous People Should Take Bitro-Phosphate

A PHYSICIAN'S ADVICE

Frederick S. Kolle, M. D., Editor of New York Physicians' "Who's Who," says that weak, nervous people who want increased weight, strength and nerve-force, should

take a 5-grain tablet of Bitro-Phosphate just before or during each meal.

This phosphate is described as identical in composition with certain vital elements naturally found in brain and nerve cells and one which when taken into the human system is quickly converted into healthy, living tissue. Some physicians claim that through its use strength, energy, vigor and nerve force are frequently increased in two weeks' time.

Miss Georgia Hamilton, who was once thin and frail, reporting her own experience, writes: "Bitro-Phosphate has brought about a magic transformation with me. I gained fifteen pounds and never before felt so well."



GEORGIA HAMILTON.

If you do not feel well; if you tire easily; do not sleep well, or are too thin; go to any good druggist and get enough Bitro-Phosphate for a two weeks' supply—it costs only fifty cents a week. You should soon feel stronger, have steadier nerves, sleep better and have more vim, endurance and vitality.

CAUTION: As there are a great variety of so-called phosphates, those who wish to test this substance should be sure to get the genuine Bitro-Phosphate.

MAKE WOOD LAST LIKE IRON

The simple process of Creosoting transforms wood into the most enduring of substances.

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving, in the form of our new KORRUGO Creosoted wood.

Our improved processes accomplish this treatment of the wood without impairment of strength.

May we send you our latest literature?

PACIFIC CREOSOTING COMPANY

NORTHERN LIFE BLDG., SEATTLE, WASH.

bad omen. It merely came to look over the desks to see who wasn't busy so that it could spin its web in peace. He had to leave hurriedly for he barely escaped with his life.

Third Trick Operator "Strawberry" Rowlands has applied to the city council at Hartford for a bodyguard to protect him nights on the 2nd and 18th of each month (paydays). P. H. Casey, please note.

Can any one realize what life would be at the freighthouse if Cashier Schwant was given any authority?

Second Trick Operator Barber, the overtime king, was off a week visiting his parents up at Chilton.

Mrs. Wm. Schultz was going to start a railroad eating house at Horicon. On Thanksgiving Day she invited two of Conductor Schultz's brakemen home to dinner. They were H. Loddle, better known as the Honk, and Peter Schmillel, cull white horse on extra A. B. Seaman. After seeing these two knights of the road eat, she decided that feeding more would be impossible as her stove was not large enough.

Conductor Bannon had another daughter arrive on December 2nd. Poor Fuzzy, you'll never be able to buy a uniform now.

Mrs. Loden, mother of Conductor Loden, has gone to Lannon to spend the winter. Mrs. Loden is well known by all the boys on the Northern Division.

We see that Mrs. A. Glasnapp, crossing flagman at Menominee Falls, has a new shanty.

Engineer A. Pollard says that he will soon be in the south, maybe at Palm Beach bathing.

Conductor D. J. Manning is relieving Conductor Kittredge, who is spending the winter in Los Angeles.

Conductor Stallman made his maiden trip on 71. He says he could have made it on time only he had too much work.

Conductor Frank Whitty, better known as Cutie, made his maiden trip on the beet train. Alexander, brakeman, says that he did not get a bit hungry all day.

Conductor Ed. Smith spent a few days' vacation at Palm Beach. He says it was too hot so he came back.

Yardmaster W. H. O'Rourke spent a few days at Milwaukee.

John Gorman has taken to using hair pins for clips. He must have taken advantage of the sale at the 5 and 10c store.

Grant Oakes was asked how he got along, driving his Filvver. He replied that for safety it was best off the street.

One morning as we came to work, who should walk out of the waiting room but Agent Englis of Waupun. His explanation for being in this vicinity at this unearthly hour was that he came out from Milwaukee on No. 101, expecting to arrive at Waupun. Can any one figure this out? And Mr. Englis aspires to be trainmaster someday, at that.

It is with great humiliation that we are obliged to announce the failure of the deer slayers, under the leadership of Roadmaster Whitty, to bring home any deer. They spent the entire season up in the northern part of the state, but the deer were too timid for them to get near enough to put salt on their tails, or else they lost their pocketbooks. The truth will never be known, but we do know that G. C. Armstrong sure has our sympathy in being beaten out of those perfectly good buckskin mittens. And they are so high-priced. Think of having to pay out at least five good iron men for a pair of old sheepskin mittens. But this is only a repetition of that good old adage, "Don't count your chickens before they are hatched."

To all friends and employe on the Northern Division and also all fellow writers in the Employe's Magazine:

"May your Christmas be mirthful
And when it is gone,
May the New Year succeeding,
Pass merrily on."

R. & S. W. News.
M. J. Cavey.

A broken truck frame caused a derailment to train No. 65 Monday morning, Nov. 17th, two miles west of Delavan. The derrick was dispatched from Milwaukee to clear the track. Passenger train No. 35 was delayed about two hours.

Owing to the scarcity of coal it became necessary to take off several passenger runs and both inconveniences greatly upset the travelers' working schedule.

Chas. Brown, an old R. & S. W. conductor, and now passenger conductor at Miles City, is here visiting relatives and friends, his run pulled off on account coal shortage.

Conductor Kinney on No. 96, while switching at Delavan as usual, also being Saturday and homeward bound, had the rails spread, derailing a couple cars; which made it necessary to get the wrecker from Milwaukee.

Conductor F. J. Gaynor and family, from Malden, visited relatives at Delavan first part of December.

Operator E. T. Smith quit second trick at Beloit and Operator F. Butler drew the position.

December 8th extra east, J. T. Regan, conductor, and switch engine in charge of Conductor Gregory, bumped together at Beloit Junction ditching three cars.

Baggage man John Reid of Corliss and his son, John, fireman on the La Crosse Division, departed for Scotland December 10th to visit relatives.

Lynn Simmons and wife of Los Angeles are visiting with their folks at Corliss.

John Larkin, brother of Conductor oJe Larkin, died Thursday night, December 5th, at Milwaukee of blood poison. Burial was at Racine, Monday. All extend our sympathy to Conductor Larkin in the loss of his brother.

Brakemen Ben Preston, Roy Hickson and Engineer Neil O'Callahan returned from a deer hunting trip in northern Wisconsin. Preston and Hickson were fortunate enough to be able to purchase a small deer; account H. C. L., large one impossible. O'Callahan heap trouble with cold feet and could not reach the selling station, returned to Milwaukee light.

Conductor J. J. Regan is still receiving treatment from a Chicago specialist account injury received several weeks ago.

Trains Nos. 23 and 24 pulled off on account coal shortage. Conductor Cavey spending the vacation around Milwaukee.

Roy Hickson is back from hunting deer in northern Wisconsin, and favored many of his friends with a nice mess of venison. Nothing stingy about Roy.

Engineer John Dudley is back on the Bungalow run after dispatching for a year. The boys say John is still the good old hogger he always was.

Fireman John Schultz came back with great stories of all the ducks he shot up north. John is a great (shooter); but Uncle Sam could not get him to help shoot any Germans.

We hear that Mr. Klugh, one of the best train dispatchers that ever pounded a key, is back in God's country from Russia. All the boys are glad to hear it; but will be still more pleased if they know he is coming back to his old job on the R. & S. W.

Train Director Martin Roth is right on the job at Corliss every night, and has the number and destination of every car in the yard memorized 30 minutes after he gets to work every night. They got to go some to keep up with Martin.

Milwaukee Shops Items.

H. W. G.

Engineer John Sprague, up to over a year ago running the switch engine at the shops, next to the office, died November 16th, and was buried at Watertown, Wis., November 18th. Engineer Sprague's familiar face was missed from the yards here for a long time, but we did not know he was so soon to be taken away. Mr. Sprague was born in Detroit and done his early railroad-ing on the Michigan lines.

Conductor Henry Durbin, an old time passenger man on the Prairie du Chien Division, died November 17th at his home on 35th street, this city. Mr. Durbin had been sick since last July, unable to get out at all. He went south last winter, in the hopes of benefitting his health. This is about the last of the Durbin family, the brother, William, having died two or three years ago.

Staff meeting of Asst. Supt. of Motive Power at Mr. Brennan's office November 19th. Mr. Brennan was up in the Minneapolis district early in December.

Ed. Rintleman, clerk in the Car Department

had his automobile badly smashed and two of his ribs broken by being struck by a train at the shops crossing, morning of December 2nd. The tracks near the main track happened to be clear of cars, or the accident would have been a bad one indeed, bad enough as it was. This is A DANGEROUS CROSSING.

The October 20th proceedings of the Western Railway Club were read here in a little better than five weeks after the meeting, certainly improving in getting out the proceedings earlier, and the boys appreciate it much. The proceedings say that the meeting opened at "8 P. M." steady! Mr. Secretary, the meeting that date opened at 8:20 P. M. The "Music in the next room" was the strains of the dance, but it was good.

Chief Clerk Geo. Dayton has just installed a couple of "Sun Burst" ceiling lights that seem to do the business all right.

Many of the office force had a shake up on the upper 35th street car line the morning of the 3rd, when a car collided with a coal truck. No one was hurt, but the vestibule was knocked off the car and the coal truck sent up against the curb and electric pole. This knocked out a half dozen cars, and the shop men had to string it from Galena street, late.

The Red Cross membership drive is on at the shops in good grace and the boys are coming across fine.

Chemist Geo. Prentiss is in the throes of much soft coal analyzing. Samples galore.

December 7th was the 50th anniversary of the opening of the temporary railroad bridge across the Mississippi River at Prairie du Chien, in 1869. Thirty cars were taken across which was an event in those days. The bridge was later replaced by a pontoon, and a new modern structure two or three years ago.

The sad news was received at the shops December 8th of the death by drowning of Albert Smith's son, employed in the Navy Yard at Seattle. Mr. Smith and his other son, started for the coast on train 17, December 9th, on the three days long, anxious journey. The sympathies of the entire shop go out to Mr. Smith in this hour of his great bereavement, we are all with him every moment of the sad journey. Particulars of the accident have not been received as yet.

Renewals for the Veteran's Association for 1920 are pouring in, also many new members are being recorded. Report has it that some 400, over the system, are in arrears for 1919, but this does not hit us as the shops have been cleaned up within a half dozen, at the most all the time. The new 1920 membership cards have not been received as yet, but we expect them in a few days, later the 1920 cards are here.

Joe Roberts and J. Warner, dispatchers started for California the middle of December.

The December holiday issue of the Magazine is a beautiful number.

"Ambulance chasing claim adjuster" is well put by O'Malley.

Chas. A. Taylor's photo of above the clouds in the December issue is a unique contribution to the columns.

The Veteran's 1920 membership dues are coming in with a rush. Messrs. Saveland, Wood, Volendorff, Murray, and others are scooping them up fine. Always 100 per cent here. Not a half dozen delinquents on the whole list of 500 names.

The item about some of the clerks being late some mornings, can be partly explained perhaps by the fact of there not being enough street cars to handle the big squad at the shops, all due at 8 A. M., there is not half enough cars to handle the 6,000 employees at one time. Have you ever noticed the acres of cars lined up at the Ford plant in Detroit at quitting time? something doing!

The foundry is complaining that they have received no Magazines for the last two months. Referred to our Editor, and the publisher.

The Store Room boy says that the items he sent in the last two months did not show up, possible got lost in transit. Try my envelope, Johnny.

For a fine Christmas souvenir painting you ought to see what Mr. Silcox has brought out. Fresco Painter Baumgartner did the brush work, and it beats anything on the line in the west. We hope Mr. Silcox will give us permission to send a photo of it to the Magazine.

Our item in the December Magazine about Horan and Lemke, places Horan after Lemke, when he ought to have been first. Jno H. Horan is the oldest active employee, Fritz Lemke most likely is the oldest employee in the Veteran Machinists or shop honorable garb.

Some recent stuck up whistles put us in mind of the old KI's at Portage some years ago. New locomotive just out. Pattern core nails got under the whistle valve. I noticed the Dubuque Division had one the other day.

Bowling.

The General Foundry bowled a match game with the Wheel Foundry employees, Saturday, October 18th, in which the Wheel Foundry employees drew the short end, but the bowling was good on both sides for amateurs, as the score shows. It is as follows:

General Foundry.

A. Porsow	180	213	169
Wm. Porsow, Jr.	135	127	177
H. Obrink	123	144	188
A. Friedrich	234	199	166
E. Luckman	193	187	175

Totals865 870 875—2610

Wheel Foundry.

Wm. Ott	140	120	181
H. Man	188	138	133
Ed. Schliefer	158	135	152
A. Guse	146	156	189
Wm. Grabowski	181	196	235

Total813 745 980—2448

Milwaukee Shops—General Store Department.

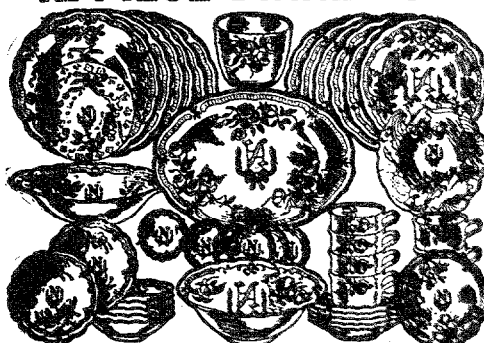
Squirrelly.

And the store department still exists! Who'd believe it?

Has everyone found out who Butch is of the general store department?

Agnes Thomson just returned from her vacation in Canada. There sure must be some attraction. This is her second trip there this year. It's gettin' exciting!

42-PIECE DINNER SET



FREE This beautiful set of exquisite design has your initial in gold on every piece, 42 pieces in all, including platters, vegetable dishes, etc., full size, for family use. **Send No Money**, just name and address, and we will send 32 sets of our new art pictures to distribute on a special 25c offer. Send us money collected and for your trouble we will send you THIS **GRAND 42-PIECE DINNER SET**. Write today.

M. O. SEITZ, 11 N. 35 CHICAGO, ILL.

REAL PHONOGRAPH FREE



Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. New improved sound box with mica diaphragm—makes perfect reproductions of all kinds of music. A marvelous machine in every way. Delighted thousands of homes.

SEND NO MONEY

Just your name, and we will send you 24 of our Art Pictures to the tune of our special offer at 25c each. Send us the 25c you collect and we will send you the improved E. D. L. Phonograph and a selection of 3 records free.

E. D. LEE, Dept. 185 CHICAGO

Miss Louis Schmidt is spending her vacation in Texas.

Allard Verfurth ("Marbletop") has just returned from his vacation, during which time he was married to a pretty girl from Marshfield. How about that present the store department boys gave you?

Miss Signe Nelson is on an extended trip to Norway. We expect her back in October.

Paul Horicon has been added to the order department's clerical force.

Miss Florence Johnson spent an enjoyable vacation in South Dakota.

The trio is still anxiously waitin' for that candy. Hurry up, L. B.

What's the attraction at County Park? Ask Anita.

A surprise was sprung on the order department when we chanced to note Ray Koepf's marriage license in the paper. Ray is Foreman Czech's chief clerk.

C. & M. Division Notes.

B. J. Simen.

Engineer Richard Folger is spending a few days visiting his mother at Duluth, Minn. He just received word from his sister that his mother was getting quite feeble, so he decided to visit her at once.

Frank Lumer, agent at Ingleside, and his daughter, Maude, are at Hot Springs, Ark. Frank and his daughter are both troubled with rheumatism and are down there for treatment. Mr. Able is relieving at Ingleside.

We are glad to hear that Dispatcher R. A. Woodworth, of Milwaukee, has been promoted as assistant to General Superintendent Bradshaw. This made a vacancy in the dispatcher's office. Harold C. Cone, formerly second trick operator at Rondout, has been appointed to fill this vacancy. We certainly wish them both every success.

Engine Watchman Earl S. Ayers of Libertyville, has just resumed work. He was called to his home at Sharon, Wis., by the illness and death of his father. He was relieved by Irving Gates.

Piledriver Foreman William Wiltz and his gang are doing some repair work on the Janesville Line. They are also driving some piles for new work at the Samson Tractor works at Janesville.

Lampman Otto Schalle of Libertyville, is visiting home folks at Pittsville, Wis., over the holidays.

Joe Heuer, son of Baggageman Ed. Heuer, who is in his senior year at the University of Illinois, is taking advantage of an inspection trip of the various engineering classes in Chicago, and spent a few days with his folks at Libertyville.

John Barbour, formerly engine watchman at Libertyville for over twenty-five years, is quite ill at the home of his daughter Mrs. E. P. McDonald. Since the death of Mrs. Barbour, a few months ago, Uncle John has been failing rapidly.

Conductor W. G. Robinson has been on a work-train on the Janesville Line for the last month. He is with the piledriver gang.

It is with pleasure that we learn of the promotion of A. J. Hasenbalg to the superintendency of the Dubuque Division. A. J. H., accept our congratulations.

Chief Dispatcher C. E. Larson of Portage, visited for a few days with his folks at Fox Lake, Ills. This was the first chance he has had to come home since he went to Portage. He is looking fine and doing well.

Mrs. R. A. Woodworth of Milwaukee, visited relatives in Libertyville for a few days.

Baggageman E. J. Heuer hurt his foot; some baggage fell on it, and he has been off for duty for a couple of weeks. However, he will resume his work within the next few days.

Brakeman Fred Lee and family spent a few days visiting his parents, Engineer and Mrs. J. S. Lee of Libertyville.

Wooden Shoe Doings.

"Mitch."

Rollermaker "Frenchy" Degare spent about two weeks in the northern woods during deer season, and didn't even get a cold.

Harry C. has been looking downhearted for some time, lately, so we investigated and found the reason to be "the Jack" he lost on the Thanksgiving football game. Hope you pick the winner next year, Harry.

Roundhouse Foreman Allen Woodruff has left for Florida to spend the winter with his family who have been there for some time.

Machinists Joe Cathersal, Bill Karn, and Clarence Haupt, are laid up at home due to sickness.

Blacksmith Ben Christianson has been sent to Channing to help out for a few days.

Engineer John Millea who was injured in a wreck at Ellis Junction, is able to get around with a cane in place of crutches, and expects to get back to work before long.

Fireman Henry Swanson, Carl Rehfers and Oscar Peterson have been firing on the C. & N. W. for a short time account of heavy business.

Engineer Bill Alyward has left for Iowa on a "vacation" trip. We have not learned the young lady's name as yet. Who is she, Bill?

Engineer John Whitnew is back in the east end ring again, after putting in a long stretch on wayfreight.

Fireman A. J. Proctor, Jr., is handling the third shift calling job.

Engineer A. J. Proctor, Sr., is running on east end wayfreight at present.

Engineer Gus Gunderson and Conductor Joe Shaha on train No. 72 had a bad derailment at Thiensville on Friday, November 28th. Twenty-four cars were either ditched or broken up, but luckily no one was injured.

Engineers Gene Holland and John Muelendyke are on switch engines in Green Bay yard since passenger trains Nos. 9 and 10 have been pulled off.

John Anderson, machinist helper, is confined to his home with blood poison in his hand, caused by a piece of steel under his finger nail.

Machinist Harry Hogan has been passing cigars around. Give us the reason, Harry.

General Foreman Walter Bender is back on the job again after spending some time at Ft. Wayne, Ind., where he was called on account of sickness.

Machinists Emil and Toney Schmitz were both fortunate during deer season, each getting one.

Ed. Klinghammer came back with a 220-lb. buck.

Mrs. L. T. Bowers, wife of Fireman L. T. Bowers, has returned from Chicago.

Miss Clara Hnlicka of Storekeeper Maes' office, is recovering nicely after undergoing an operation for appendicitis.

John Hart, who has been assistant storekeeper at Green Bay, has been transferred to Sanborn, Iowa, where he will be at the head of the store department at that point. Let us hear from you, John.

Night Roundhouse Foreman Atland Olsen was recently married.

Tony Johnson is acting roundhouse foreman in place of A. Woodruff, who has gone to Florida for the winter.

Kansas City Division.

Billie.

Well, here I am, back from my vacation, and hope I haven't been taken off the list for failing to get my notes in last month's Magazine. It was suggested that I tell you about "Brakemen I have met on the Santa Fe," but I would rather write about the fish I saw through the glass bottom boat.

Miss Kathleen Henesey found the call of the city too great and went back to Chicago December 1st. Miss Ione Hollenback of Kansas City, succeeds her as comptometer operator, superintendent's office.

Mrs. Bernice Crawford has also left us to spend the winter in California. Fred Swenson is filling the vacancy in the dispatcher's office.

When this goes to press, one of the greatest social events of the winter will be a matter of history, namely, the twelfth annual ball of the B. of R. T., which will be held in the Armory at Ottumwa on December 16th.

Brakeman Earl Ryan has decided not to follow in the footsteps of his father, Conductor John Ryan, and has transferred to the switching service at West Yard.

Wm. Morton of the yard office at West Yard, has returned from spending a month taking treatment from the famous medicine man, John Tull, at Turtle Lake, Minn.

Passenger service was never so slim on the Kansas City Division as now, since the coal shortage. The "Dude" on the west end and 4 and 21 on the Marlon Line are discontinued.

KIDNEY—Bladder Troubles—RHEUMATISM

TRY THIS **FREE**

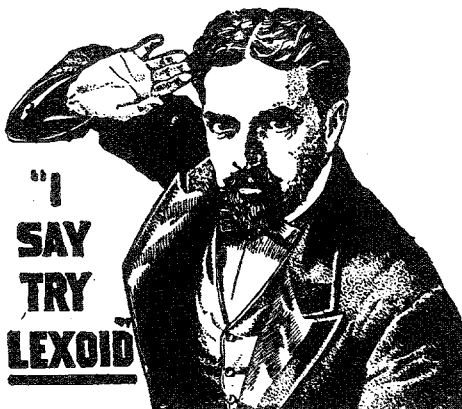
For Backache, Stiff Joints, Rheumatic Pains, and Unbearable Bladder Troubles

SEND NO MONEY, just your name and address—A Full Complete Treatment—SENT ON TRIAL

MY treatment has helped thousands to regain their health. Those with tired, lame, aching backs, with unbearable bladder and urinary troubles, others stiff and bent with rheumatism—and it has made them well, the most chronic, severe, long-standing, obstinate cases, after all the other remedies they tried had failed. They were suffering, and it eased their pains, soothed their aches, brightened their lives and made them happy, and now I want you to try it, to test it, and see for yourself just what it will do for you.

STOPS BACKACHE

If you have backache, kidney, bladder trouble or rheumatism, nervousness, tired and worn-out feeling, if you make water often, getting up during the night, if it smarts and burns in passing, or if there is sediment or brick dust when it stands, write for my treatment without a minute's delay.



I know you want to be well and strong again, so you can work, and walk, without pain; so you can sleep without disturbance, and wake up refreshed and rested, able to use every muscle, nerve, cord and joint of your body, without suffering misery all the time.

I want you to try my treatment. My soothing, healing, penetrating remedies—especially intended to **drive away uric acid, cleanse, purify, strengthen, invigorate and encourage the kidneys to properly filter the blood.**

Now here is my offer—I will send you a regular, full, complete, three-fold Lexoid Course of treatment, without a penny in advance—charges paid—ready to use—so you can try it without a penny's expense, just as I promise.

Take it when it comes. Use half of it, and see just what it does. Then when you know it is helping you, when you know you are getting better, just send me a small amount, an amount within your easy reach—an amount you can easily afford to spare—that is all I ask. I know you'll be willing to do your part when it helps you—and your word is good enough for me. Try it first, pay afterwards when you know, not

before. When you have used half of it, if you are not satisfied, return what's left and pay nothing. Don't send a penny in your letter, not even a postage stamp; just your name and address and where to send the treatment. Address your letter to me personally, like this.

DR. H. MICHELL DeWERTH,
462 Lexoid Building, Cleveland, Ohio

Send No Money; Just This Coupon

DR. H. MICHELL DeWERTH
462 Lexoid Building, Cleveland, Ohio

Please send me your regular, full, complete three-fold Lexoid Course of Treatment on Trial as you promised above, all charges paid. Also your FREE BOOK about Uric Acid, Kidney, Bladder Trouble and Rheumatism.

My name is,

Post Office,

Send to R. P. DeWERTH,

Please write name and address plainly.

Engineer Joe Parish has passed up the South-west Limited run and is now on switch engine at West Yard.

Operator Forrest Gold of Moravia, who has been off for some time, is now telegraphing on some road in the southwest, and may not return to the Kansas City Division.

James Leeney, who had been employed at West Yard in yard service, was killed November 14th, by falling under a switch engine. Mr. Leeney was a son of Switchman Pat Leeney, and he has the sympathy of all employes in his loss.

Yard Conductor Jay O. Parker of West Yard, after being off seven weeks, is back on the job again. Whether he was off to take a good rest, on the doctor's orders, or whether it was on account of too much prosperity, he has not said.

Engineer Tucker has returned from Kansas after visiting relatives and looking after property interests there.

Dispatcher J. L. Pogue is enjoying a two weeks' vacation, which he is spending in Illinois.

Pebbles From the Musselshell.

F. I. Thomas.

M. E. Randall, agent at Miles City, got tired of boarding-house life and eating around, and on November 21st, "beat it" for the West on No. 17. The next heard of him was at Yakima, Washington, where on Thanksgiving day he was married to Miss Kathrine Foster of that city, returning to Miles City on December 1st, where he received the congratulations of his many friends. The happy couple are at home at 103 North Merriam Avenue.

W. L. Faus, chief clerk to Agent Randall, has resumed work after a month's vacation in the hospital following an operation for appendicitis.

Brakemen Hollingswood, Rank and Varcel of this division have been temporarily loaned to the Trans-Missouri Division, owing to rush of work since the embargoes have been lifted.

Miss Ann Coleman, formerly with the Miles City Mercantile Company, has accepted position of expense bill clerk, local office.

Miss Ruth Denniston, for some months employed in the superintendent's office, has been granted leave of absence and is spending the winter in Florida.

W. E. Rose, dispatcher, a local Nimrod and follower of Isaac Walton, spent his annual vacation in the wilds of upper Wisconsin chasing the elusive deer.

Miss Anne Butcher, assistant cashier at Miles City, spent Christmas with home folks at Bozeman.

M. M. Wilkoski, who has been visiting in Wyoming the past month, returned a few days ago and resumed work as fireman.

Arthur Gillette has returned to work in the back shops, where he recently had his foot crushed. J. B. Walsh of the Engineering Department, has been transferred to Great Falls.

Miss Betty Lane, formerly stenographer in Agent Randall's office, but now employed in a like position in Agent Meixner's office, Lewistown, was a Thanksgiving visitor in Miles City, and visited her many friends in the local office. Her friends were all pleased to see her and trust that the next visit she makes to the office will be of a permanent nature.

W. W. Schabarker, chairman of the machinists' organization was a recent Miles City visitor while on a trip over the system.

The marriage of Miss Genevieve Thompson of Spring Valley, to A. B. Rehn of Harlowton, took place on November 22d, in Minneapolis. Their friends extend their heartiest congratulations.

Machinist L. E. Stratton has returned from Montevideo after doing special work.

Catherine Corbett, daughter of Dispatcher T. C. Corbett, was operated on at the local hospital for appendicitis. She has almost entirely recovered.

O. E. Bradford, travelling inspector of this and the Trans-Missouri Division, visited his family in Chicago over Thanksgiving.

Special Officer Hayward has moved his family to Seattle, where he will make his headquarters.

W. E. Stroud, employed as warehouseman at Miles City, has been assigned to position of night baggageman.

Freight Auditor's Office.

O. W. Reinert.

A little late but nevertheless we wish you all "A Bright and Happy New Year."

Miss Agnes Grimes is now in charge of Key Punching in the Statistical Bureau.

A party of two left Chicago one afternoon for Shermerville and were entertained by Mr. and Mrs. Delories. The party of two liked the place and the dinner so well, that they have an intention of making Shermerville their home after "Dan Cupid" has completed his duty. Wonder who the party was?

Miss Florence Thompson says she only wears her new fur coat on Sundays, and sometimes her mother lets her wear it in the evenings, but she must wash dishes first. That's a good girl, Flo.

Frank Orlowski reaches the office at 8 A. M. so he can get on the job at 8:30. Frank, why the 30 minutes? Hussey remarks: "Frank gives the 'Button' in the December issue the once over."

Miss Irene Serwat made a trip to Elgin Thanksgiving and returns wearing a diamond on the right hand. Why the secrecy, Irene?

A. La Rue, Jr., in the suspense claim bureau is another one wearing a smile. Why? A bouncing baby girl!

Dear Readers:—

John Boland (office boy) noticed a good piece in the paper and thought you people would be interested in it. It went like this—

A mother went into a footwear shop to buy a pair of shoes for her little son, who accompanied her. An assistant came briskly forward and learning that shoes were wanted for the boy, looked at his feet intently for a moment. "French kid," he asked. "'Tis none of your business whether he be French or Irish," flashed the mother.

"I want a pair of shoes for 'im."

Your truly—Billie.

P. S.—John Boland, you would make a good poet, all you got to do is to get it out of the paper and then have it put in the St. Paul Magazine Billie.

Katherine Bernston of the Typing Bureau after an illness of six months is now with us again.

Frank Kasper promised us some news from the Waybill Revising Bureau for this issue, but we are still waiting.

Our new abstract filer, Genevieve Rhodes, has become engaged. Who is the lucky fellow, Genevieve?

If you are up against it and don't know how to evade the issue refer to your troubles to C. Holtzman, the Alibi Queen.

Eric Heimerle, of the Relief Claim Bureau, now walks around with his chest bulging out and a big smile. A boy is the reason.

Evelyn Michalowski of the Local Accounts Bureau feels downhearted because her name as yet has not appeared in any issue. Cheer up, Evelyn, here it is!

John R. Lipecki, formerly of the Tracing Bureau, has cast aside his title of R. R. S. C., to assume D. D. S. Good luck, John.

John Amundson, assistant head clerk, Waybill Revising Bureau, resigned on December 15th to assume other duties.

Peter J. Simon has been appointed assistant head clerk of the Waybill Revising Bureau.

Breezes From the Great and Only

H. & D. Division.

"Cash."

We all will admit that "OURS" is the BEST and LIVEST division on the great C. M. & St. P., although it is the least heard of. We are so busy keeping HER biting on all six that we seldom find the time to advertise ourselves. In order to let a few of the other divisions and railroads know how we do business on a real division, we have decided to try and spread a little of the latest. Trust all the other scribes will overlook the rough spots, as we must admit that we are new at this game. We hope to acquire the polish with practice.

First Trick Dispatcher L. F. Bock is on his plantation down in sunny Florida. We understand he had a bumper crop this year.

D. Fisher, agent at Montevideo is planning on leaving for California in the near future. We understand that the cold weather and D. F. do not agree.

A large number of our boys were up "deer" hunting this fall and judging from some of the stories floating around the "deer" were unusually large this season.

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.

426 North Ave. D, 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.,

113C 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

J. J. Brown, dispatcher, who has spent the last two years in Siberia with the American Army, is reported on his way back. The boys will all be glad to see him back and no doubt he will have some good stories for us.

The old saying that like attracts like is certainly being proven on our division by the actions of a certain conductor known among his associates as "Red." "Red" seems to be very much interested in the movements of one of our auburn haired lady operators. What's the idea, Red?

We boast of a beau brummel that no other division can equal. This gentleman works side table for our chief dispatcher, and they say he is some killer. Beware, girls, when passing through Montevideo.

The B. of R. T. held their annual dance at Montevideo the 12th. A large crowd was on hand and a good time was reported by all present.

Some one was telling us that we are to have a new office building at Montevideo in the near future. Of course we do not doubt our friend; but we happen to be from Missouri.

Extra Dispatcher L. E. Nelson is seldom seen at his old hangouts and we are wondering what is in the wind. A certain stenographer in Superintendent Flanagan's office is also sporting a large sparkler. How about it, Len?

Dispatcher Starks is reported to be one of the best hunters on the division. We have it from good authority that during duck season Starks was out with a party of hunters and it seems they ran onto a flock of ducks. His partners being veterans at the game pulled down on a few and when they looked to see why Starks was not pumping lead into the flock they saw him leaning on the fence so nervous he could not stand. What was the trouble, Starks? We have hopes for you at that. Some day we will hear of you making "Sted" jealous.

Conductor Al. Hocum is back on the job after spending a couple of months in the North Woods. Al is sure looking fine and reports having shot one of the biggest "bucks" in the north. We know Al to be a first class hunter.

J. E. Andres, chief dispatcher, claims to have the best natured clerk on the system. We do not doubt you, Joe, as she always appears to be in good humor when we pay you a visit.

Trainmasters Sizer and Schmitz have installed some new furniture in their office at Montevideo. The only thing they lack to make their office complete is a Brussels.

Ernest Hegre, the auburn haired trainmaster's clerk is reported sick a-bed. We hope it is not serious and that he will be back on the job before this goes to press.

If our friend the Editor prints this we will try and come across with some more of the same stuff next month, only we will make it a little more breezy.

Appointments.

Effective December 17th, P. G. Winter was appointed mechanical valuation engineer with headquarters at Chicago, to succeed W. F. Lynaugh, transferred to other duties.

Effective December 15th, C. A. Tumey appointed trainmaster Northern Division, vice A. Mallum assigned to other duties.

Effective December 20th, Andrew J. Dutton, is appointed trainmaster of the Des Moines Division, with headquarters at Des Moines, Iowa.

Effective December 2nd, G. E. Passage is appointed trainmaster of the Illinois Division, with headquarters at Savanna, Ill.

NOTICE.

Information is sought as to the whereabouts of A. A. Cross, a B. R. T. member, formerly of Moberg, S. D. The last heard from him was from Centralia, Washington. Communicate with his brother, F. A. Cross, 45 Carross Avenue, Freeport, Ill.

Special Commendation

Veteran Porter Ned Price in charge of one of the sleepers on the Pioneer Limited, has been specially commended for extraordinary care of the personal property of passengers in his car. Recently Mrs. Adolph Hirschman of St. Paul, was a passenger in Price's car from St. Paul to Chicago, and after her arrival at a hotel here, she discovered the loss of her jewel bag containing diamonds and other property valued at \$10,000. She went immediately to the office of Superintendent Getty to report her loss, and while there, Porter Price came in with the bag in his hand, to turn in to the Lost and Found Bureau. Mrs. Hirschman was overjoyed at the recovery of her jewels and our veteran porter received a handsome reward.

H. C. Langdon, warehouse foreman, Faribault, Minn., and I. & M. Division Brakeman F. W. Winter, have been specially commended for prompt action and excellent service rendered when fire was discovered coming out of a stove-pipe placed in a car of potatoes at Faribault. Their prompt action no doubt saved a heavy claim as well as the company's warehouse.

Acting Agent J. J. Connell, Astico, Wis., has received special commendation for watchfulness, discovering a hot box on car in the middle of Extra 8765, east, December 1st, while train was passing his station.

S. C. & D. Division Conductor A. H. Green has received special commendation for watchfulness while on duty. He discovered a broken arch car in truck under ACL 40828, December 5th. The broken truck was discovered when train stopped on Rodney Hill to fix a hot box. Car was set out at Mapleton, averting further damage.

L. A. Summers, agent, Arden, Iowa, has been specially commended for discovering brake beam dragging on Extra east, engine 8057, December 2nd, while train was passing Arden station. He succeeded in signalling the engineman and train was stopped.

Section Foreman A. H. Hendrickson, Lotus, Idaho, has received special commendation for discovery of a broken truck in forward end of a gondola car heavily loaded with lumber, when train 192 arrived at Alder Creek, November 11th. This, no doubt, prevented a further serious damage and probable derailment.

Frank Zuebka, Green Bay passenger station, has been specially commended for good work after lining up switch for train No. 2, November 21st, at Forest Junction, he walked ahead of the engine and discovered a brake rigging wedged in the guard rail. This doubtless prevented a serious derailment.

J. R. Frey, bridge tender, Hastings, Minn., has received special commendation for prompt action when he discovered a brake shoe wedged between the switch point and rail just before No. 18 arrived, November 20th. He immediately removed the point, thus averting a very serious accident.

Northern Division Engineer R. Lockwood has been specially commended for interest in company's welfare. While backing his engine in on siding at Beaver Dam Junction, November 24th, he discovered a brake beam down under LS&MS car 89586 in his train which was at that time standing on main track. He called the attention of Brakeman Bourbiel to the defect and assisted him in making the necessary repairs, thereby avoiding a possible serious derailment.

Used His Head.

Station Baggage man R. Fritz, LaCrosse, Wisconsin, is specially commended for excellent judgment and prompt work when some papers evidently lost by a traveling salesman of the W. S. Dickey Manufacturing Company, Macomb, Illinois, on train No. 55, December 9th, were left with him at La Crosse. He discovered among them an order for some material to be shipped at once, and thinking that possibly the loss of the papers might mean the loss of an order to the firm, he at once forwarded the papers, although the custom in such cases is to hold lost and

found articles thirty days to be called for during that time by the owners. Mr. Fritz' action was warmly appreciated by the Dickey Clay Manufacturing Company, who wrote the following letter to General Baggage Agent W. D. Carrick commending Mr. Fritz for his good judgment and thoughtful action.

Macomb, Ill., Dec. 11, 1919.

Mr. W. D. Carrick, General Baggage Agent,
C. M. & St. P. Railway Company,
Milwaukee, Wisconsin.

Dear Sir:

We enclose herewith copy of a letter we received today from Mr. R. Frit, your baggagemaster at La Crosse. Along with it we received an immediate shipment order for two silos which have been handled. The chances are all in favor of the assumption that if this had been held thirty days, and handled as ordinary lost baggage, the delay would have been great enough to have caused cancellation of the order, in case our salesman duplicated it, or refusal of the shipment on the part of the buyer when it arrived.

In our business, we, of course, have rules as well as you do in yours, and we are never quite as much interested in the man who invariably follows the rule, as in the man who knows when it is proper judgment to break a rule.

We appreciate the quick action of your employee in this instance.

Yours truly,
W. S. DICKEY CLAY MFG. CO.

Casey Got His Pass.

When Stuyvesant Fish was president of the Illinois Central Railroad, he was sitting in his office one morning with the door closed, looking over some reports. The door was suddenly opened, and in came an Irishman with his hat on his head and and his pipe in his mouth, and, walking up to Mr. Fish, he said: "I want a pass to St. Louis."

President Fish, somewhat surprised, looked up and said, "Who are you?"

The man replied: "I am Pat Casey, one of your switchmen."

President Fish, thinking it was a good chance to teach the man a little lesson in etiquette, said: "Now, Pat, I am not going to say that I will refuse your request, but there are certain forms that a man should observe in asking a favor. You should knock at the door before you come in, and when I say 'Come in,' you should enter, and, taking off your hat, and removing your pipe from your mouth, you should say, 'Are you President Fish?' I would say 'I am. Who are you?' Then you should say, 'I am Pat Casey, one of your switchmen.' Then I would say, 'What can I do for you?' Then you would tell me, and the matter would be settled. Now, you go out and come in again in a little while and see if you can do better."

So the switchman went out, closing the door. About two hours later there was a knock on the door and President Fish said, "Come in." In came Pat Casey, with his hat off and his pipe out of his mouth. Pat said, "Good mornin', are you President Fish of the Illinois Central?" President Fish said, "I am. Who are you?" "I am Pat Casey, one of your switchmen." "Well, Mr. Casey, what can I do for you?" "You can go to H—I got a pass over the Wabash."

"Not hoarded gold, nor bonds, nor stocks,
Nor real estate, nor countless flocks,
But kindly thought, and word, and deed.
These are the wealth the world doth need."

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

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

If Not, Why Not?

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Insurance Company**

Ticket Department
Hartford, Connecticut

The Standard Accident Insurance Co.

of

DETROIT, MICHIGAN

has especially designed policies covering accident and sickness separately or combined for Railroad men in all branches of service. **Prompt claim settlements.** Over \$27,200,000 paid in claims to thousands of satisfied policy holders. Ask our agent or write the Company.

RAILROAD DEPARTMENT

H. C. CONLEY, Supt.

Notes From Milwaukee.

"O'Malley."

Milwaukee has been hard hit by the fuel shortage, several engines pulled off, but we are getting back to normal.

The two large coal dock fires are slowly burning out; thousands of tons of coal gone up in smoke during the past six weeks, still every effort possible was made to save it.

The old expression of "How do you get that way," has been changed to "Where do you get that way." Two of our young men were seen recently on a viaduct car, and they are still trying to explain how it happened.

Art Reiss is a hustler in anything he tackles. During the Red Cross campaign, he let no opportunity escape whereby he could increase our percentage.

Jas. H. Martin was very lucky one day recently, he being presented with a fine venison roast by one of our deer hunters.

Yardmaster M. J. Olson was one of the lucky boys who went into the North Woods this season. Martin says his was only a fair sized deer, but from the requests he has had for venison one would think it was the size of an elephant.

The Brotherhood of Railway Clerks recently gave a theatre party at the Strand Theatre. They were very fortunate in getting a date when the bill was exceptionally good, and both dates were noted for the attendance. We are informed that the affair was a great success.

We had some prominent visitors here recently, among the party we noticed Mr. Gillick and Mr. Bradshaw. Hope they found everything O. K., but they should have gone through the Harvester and North Western plants for some Safety First observation.

The "no accident campaign" seems to have had a rather lasting effect, as we hear of very few accidents. Keep it up, fellows, and you will find in the long run you will be much better off by applying the principles of Safety First to your every-day life. "It is a short quick ride to the hospital, but it takes a long time to get back." Don't fail to report any unsafe condition and keep on reporting it until it is corrected. Every man in this terminal, from superintendent to call boy, is a member of the Safety First Committee, and it is your duty to yourself and your fellow-man to get after the unsafe conditions and practices and keep after them till corrected. DO IT NOW.

Lots of fun here now on the snow and ice. Our old friend A. J. Hammerer is out at Washington Park every Sunday showing some of the young fellows HOW TO SKATE. Tony may have seen a few years slip by, but he has very young ideas.

We are still waiting for some items from the local freight office. Hope we won't have to wait too long.

Here is something, now—(don't know where it came from, but it came):

"Here's to Mr. Miller's office,
Who challenged Muskego Yard
To a little game of bowling,
On the Arcade alleys hard.
When the fatal date arrived
Protests were quite profuse,
So they thought they'd call the game off,
For they saw it was no use."

The Car Record girls are making inquiries as to bargain sales on overshoes, as they would like to purchase some for the champion girl bowlers in Mr. Miller's office. They say "That's all right, girls, it shows the Car Record girls are no pikers."

Red Cross campaign is on in full swing. We always did our share, and we know there are no slackers here. The RED CROSS helped our boys over there, now let us help them.

We wish to express the sympathies of our readers to the family and relatives of Yardmaster Perry Haslam, who recently passed away after a short illness. Mr. Haslam had been with the company for many years, serving in many capacities. He had the confidence of his employers, and the respect of his fellow workmen. HE WAS A MAN.

We also wish to express our deepest sympathies to the friends and relatives of Yardman Wm.

Shane, who recently passed away at the home of his sister at Syracuse, N. Y. Mr. Shane was well liked by all who knew him. Bill was a friend to all.

Heard Around the Union Depot.

Renay.

Wanted: A guide to accompany Eleanor on the new Lake Special. Guaranteed to serve at least one sandwich upon arrival. Just who is the nice young man you were thinking of at 12:10 P. M. on a certain Monday? 'Fess up.

Have you all heard of the new league. No, not League of Nations, the new St. Paul Bowling League. The Cashiers are in the lead. Hank and Herbert of the terminals challenge you for a come-back and then whoops! Who will lead. Oh, yes, they are practicing every day.

George H. you are a peach, but why, oh why, didn't you send the regly stuff? Coffee! Coffee! where is thy sting?

George S. is looking for catalogues—oh, most any kind, even Sears-Roebuck. He has a very good purpose (he thinks).

Eleanor, what is this world coming to—you playing poker—and such a nice girl, too.

Dorsey, why didn't you stop all the monkey-doodle business at that party? Corrupting the morale of our office force. I didn't you were that kind of a girl.

Three cheers for Alice! Why? 'Cause she is ahead in the great Pig Race. Ask her about it.

Clem and George that candy was wonderful, but now what are we going to talk about? Maybe "BESS."

Wanted: Someone's opinion as to a perfectly nice young man that doesn't see his sweetheart on Thanksgiving. Those with a guilty conscience suspected.

All aboard for the new Bowling Special. For schedules see our Boy Accountant Marsh—for a tip see Felix—he handles the iron box.

"Now, Anne, Katherine and Agnes, 'fess up. Just what were you doing in Chicago a few Sundays ago? Katherine, is that where you heard that real nice joke?

Cousin Herbert wants you to show him your Christmas present.

Well how did Santa Clause treat you? Treated me fine.

HAPPY NEW YEAR TO ALL.

Twin City Terminal Division.

General Offices.

Miss Ruth Thomas is the new clerk in the roadmaster's office, vice Miss Georgie Perry, transferred to division accountant's office as switchmen's timekeeper.

Norbert Redlin, timekeeper, resigned and bled himself to sunny Arizona. Mr. Redlin decided that September to November furnished enough Minnesota winter to satisfy him.

H. J. McLaughlin has accepted position in claim agent's office, vice E. J. McGuire promoted to claim adjuster, vice E. W. Webb transferred to Mason City.

W. J. Ryan of special agent's office, returned from a hunting trip to northern part of state. W. J. says chickens are more plentiful on Nicollet Avenue than in the woods.

J. H. Doherty who has been on the sick list for a month has returned to work.

Ed Emerell is visiting in Cresco, Iowa.

Austin Ward has been helping out in Milwaukee for a couple of weeks during the holiday rush.

Mrs. August Johnson and son Irving, are visiting in South Haven, Minn.

The following letter was received last week about our station clock which seems to have been put out of commission by the cold weather.

"Cupola Tender,

"Hon Sir:—For goodness sake wind the old clock in the tower. Missed train six times and mother-in-law twice. As I am dependent on the old clock for every move I make, simply can't get along without it. If it needs a stimulant, let me know and I will send you some good stuff too—100%.

Ole Sageng (Somewhere in Minneapolis)."

Minneapolis Local Freight.

Harry McDougall has accepted a position in the freight office as a clerk. We understand that he is better known as "Squeak," but can't figure out whether it is on account of his musical laugh or because he plays the violin. Anyway, his goggles are very becoming.

When it comes to "bright lights," you should see the fancy new ones being installed in the freight office. "Broadway" has nothing on these lights.

Jessie N. Garvey and Josephine Wagner are on the new list at the freight office, viz., stenographer and expense clerk.

Fred Ahr of the Cashier's Department, celebrated his three months' wedding anniversary Sunday, December 7th. His smile seems to tell us that he still is happy.

E. G. Poole, our "egg man" doesn't come around for our egg orders these days. He must know that we can't afford such luxuries now.

Otto W. Pontzar, clerk on the demurrage desk, has been away for several weeks, as he seems to have considerable trouble with his eyes. Let's hope that he will soon be able to be back with us.

Boisterous Doings at St. Paul.

Jim Hickey counted 16 coaches on Number 15 last Friday, and came to the conclusion that 1304 travelers were without seats.

Now that the water pipes have been thawed out and the thermometer registers 15 below zero, we would suggest that Joe Garvey page Henry Ahr with mop palm in hand and eliminate the dust and smoke (caused by Tim Catts' Sub-Roses) from the windows.

No, Spike, don't take McCool with you, he may want to purchase another suit, and you may suggest B.V.D.s. Tell Pete Celski to chew another stick.

B. C. H. is in Stillwater—No, no, get me right, he lives there.

Lydia will have to "C. G." if she purchases that gift she was handling Saturday. Just think how lucky you are, Mrs. Johnson.

M. P. G. and C. H. C. (Mpls.) are busy these mornings, and about 10 o'clock that familiar cry "No perishable today" spreads through the office, and the bill clerk takes another aspirin tablet.

Take my advice, do not raffle any turkeys unless you win one yourself; ask Jimmy for information, he responds quite freely on the "How it can be did."

Flo is a fancy skater, goes out every night, but not without him.

J. W. D. loves to work Saturday afternoon, especially when there is demurrage to be collected prior to unloading.

Carl Eckman, of the commercial office, has recently lined up to become a Benedict some time next summer. Congratulations, Carl!

Mr. Bowman, chief clerk, passenger department, is worrying about the cold weather.

"Daddy" Elder was quite popular Saturday A. M. Came down all dressed up and everything. Ditto for Anna Larkin, suspicion, as to these afternoons off, but why talk about the H. C. of L. so close to Xmas.

Tim Cutts and Tom Carney walked from Hazel Park in 10 below, perfectly D-R-Y weather, yesterday, curses to Tom Lowry and W. H. F.'s investment.

M. P. G. was all smiles this morning. Brother Pete, from Menomonie, was a visitor and evidently did some Xmas shopping.

Harry Lutz, operator, commercial office, is stocking up on new suits of clothes, in case of high prices next summer.

We never knew that Alex was a two hundred pounder, but apparently he must have been once upon a time, judging from the *grays* he wore last Monday. Why not show us an old-time photo, Alex?

R. Neal, Inspector for the Moorhead Inspection Bureau, has accepted a position at Spokane, Wash. Chester O'Hara will fill his place here.

Birdie Borndale, stenographer, spent Thanksgiving Day with her brother at Dalton, Minn.

Mildred Nyberg spent Sunday, November 7th, at Faribault, Minn.

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And Win the World's Championship

JACK DEMPSEY "Tiger of the Ring"

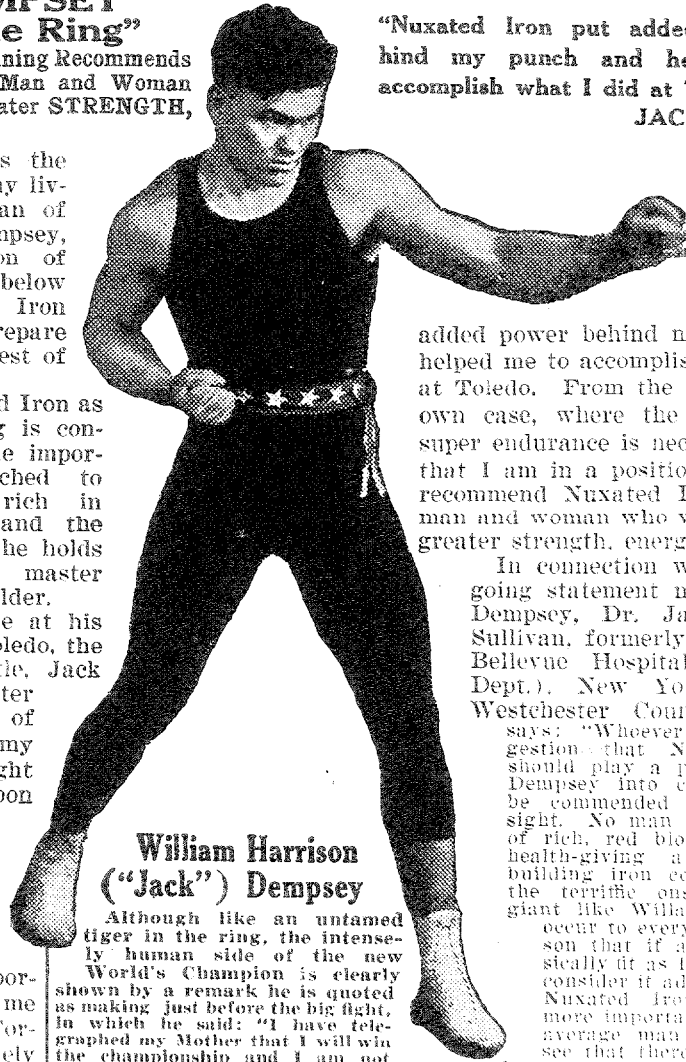
Tells a Secret of His Training Recommends Nuxated Iron to Every Man and Woman Who Wants to Build Greater STRENGTH, ENERGY and POWER.

Today recognized as the physical superior to any living man—the Superman of the Age—Jack Dempsey, Heavyweight Champion of the World, explains below the part Nuxated Iron played in helping to prepare him for the supreme test of his career.

That he took Nuxated Iron as a part of his training is convincing evidence of the importance Dempsey attached to keeping his blood rich in strength-giving iron, and the high regard in which he holds Nuxated Iron as a master strength and blood builder.

In a statement made at his training quarters in Toledo, the scene of the big battle, Jack Dempsey said: "After commencing the use of Nuxated Iron during my training for the big fight with Jess Willard, I soon noticed that I could stand harder strains with less fatigue than before, and I realized that I had found a tonic and blood builder which played an important part in getting me into fine condition. Formerly I had relied solely upon strength-building foods and outdoor exercise to keep my blood rich in red corpuscles, but with the World's Cham-

pionship at stake, I felt that I should leave nothing undone that might help me to win. I was advised of the great value of Nuxated Iron for building up the blood, strengthening the nerves and aiding in keeping the body fit, and I am firmly convinced that its use has helped to wonderfully increase my stamina and endurance. Nuxated Iron put



William Harrison ("Jack") Dempsey

Although like an untamed tiger in the ring, the intensely human side of the new World's Champion is clearly shown by a remark he is quoted as making just before the big fight, in which he said: "I have telegraphed my Mother that I will win the championship and I am not going to disappoint her. I'm going to win that title if for no other reason than because I promised her I would."

Dempsey describes here the part Nuxated Iron played in helping him to keep his promise to win the title.

"Nuxated Iron put added power behind my punch and helped me to accomplish what I did at Toledo."

JACK DEMPSEY

added power behind my punch and helped me to accomplish what I did at Toledo. From the results in my own case, where the possession of super endurance is necessary, I feel that I am in a position to strongly recommend Nuxated Iron to every man and woman who wants to build greater strength, energy and power."

In connection with the foregoing statement made by Jack Dempsey, Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Out door Dept.), New York, and the Westchester County Hospital,

says: "Whoever made the suggestion that Nuxated Iron should play a part in getting Dempsey into condition is to be commended for his foresight. No man without plenty of rich, red blood, filled with health-giving and strength-building iron could withstand the terrific onslaughts of a giant like Willard. It should occur to every thinking person that if a man as physically fit as Dempsey should consider it advisable to take Nuxated Iron, how much more important it is for the average man or woman to see that there is no lack of iron in the blood. To help make strong, keen red-blooded Americans there is nothing in my experience which I have found so valuable as organic iron—Nuxated Iron."

Manufacturers' Note: Nuxated Iron which has been used by Jack Dempsey and which is prescribed and recommended by physicians is not a secret remedy, but one which is well known to druggists everywhere. Unlike the older inorganic iron products it is easily assimilated and does not injure the teeth, make them black nor upset the stomach. The manufacturers guarantee successful and entirely satisfactory results to every purchaser or they will refund your money. It is dispensed by all good druggists.

Over the Snow.

O'er moon-lit snow they gaily sped,
 The merry sleigh bells ringing clear,
 Her pretty head in hood of red;
 Not caring where the white paths led,
 O'er moon-lit snow they gaily sped;
 She thought him fine; he thought her dear;
 O'er moon-lit snow they gaily sped,
 The merry sleigh bells ringing clear.

There's scarce a tinkle of the bells,
 So slow they go, over the snow;
 He clasps her hand; his story tells:
 With heart a-flutter her bosom swells;
 There's scarce a tinkle of the bells
 When he declares: "I love you so!"
 There's scarce a tinkle of the bells,
 So slow they go, over the snow.

How sweet those bells and pure that snow
 And dear that head upon his arm!
 An upturned face, with love aglow,
 Invited—well, you surely know
 How sweet those bells and pure that snow!
 And he won't tell—not for a farm—
 How sweet those bells and pure that snow,
 And dear that head upon his arm.

—Selected.

End of the Steel Trail, Dock No. 1 Notes.*Grace C. Erickson.*

Happy New Year, everybody, and many of them.
 One and all take heed and stay away from
 Dock No. 1 around noon hour hereafter, as we
 have just bought ourselves a seven-cup electric
 coffee percolator—it was a bargain, too—and coffee
 is the main diet for us all. The first brew nearly
 met with disaster when it was found that the
 brush the manufacturers send along with their
 good wishes had been left in and thoroughly
 boiled with everything "boilable" in the "perk."
 But we live and learn as a kind sage once said.

The Claim Department has taken complete possession of the spacious new office recently completed. All visitors please enter by the Claim Department door—we want your first impressions to be pleasant ones.

The cold spell we have been having has caused Paul Wilson much worry over his little Henrietta Fordetta—you know croup comes with the damp, chilly blasts from the nearby Olympics, and now little H. F. wears a pneumonia jacket to prevent any possible fatalities. We (the girls in particular) would grieve greatly should anything happen to the sturdy little thing.

We cannot understand what caused the good ship Contra Costa to go wild in the waterway last week, unless the ordeal of posing before the camera for an hour or two was more than she could stand. She did just as the nice camera man said without a mishap right in front of our office windows—but when it came to going in a straight line, as she has done for more than four years, to the oil dock at the head of the waterway she just couldn't do it this time. Six perfectly good piles were torn from the dock and the oil dock was somewhat pushed about. Sweethead we put it down as—what else could it be?

Mr. Cheney intends to spend Christmas in Watertown, Wis., where Mrs. Cheney is at present visiting. The men are anxious to know who you are going to will your Christmas cigars to Mr. Cheney.

The warehouse office (commonly called the dog-house) has had a few changes of late. Tom Taylor left the first part of November thus leaving the position of cargo clerk vacant, which was filled by Roy Goucher. W. M. Woodward, late of the freight house, is now assistant cargo clerk and Ober O'Donnell is car sealer.

Carl Hall is back at the dock after spending several months in Alaska. Alaska made him thin—but he didn't lose any of his wit.

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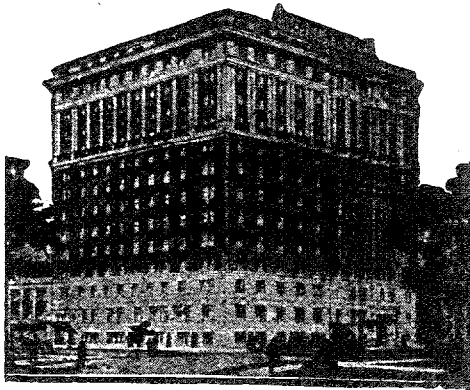
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Bickett Coal & Coke Company

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COAL and COKE

McCormick Building, CHICAGO

St. Louis Office: Syndicate Trust Building